



Van Arty Association and RUSI Van Members News July 9, 2019

Newsletters normally are emailed on Monday evenings. If you don't get a future newsletter on time, check the websites below to see if there is a notice about the current newsletter or to see if the current edition is posted there. If the newsletter is posted, please contact me at bob.mugford@gmail.com to let me know you didn't get a copy.

Newsletter on line. This newsletter, and previous editions, are available on the Vancouver Artillery Association website at: www.vancouvergunners.ca and the RUSI Vancouver website at: <http://www.rusivancouver.ca/newsletter.html>. Both groups are also on Facebook at: <https://www.facebook.com/search/top/?q=vancouver%20artillery%20association> and <https://www.facebook.com/search/top/?q=rusi%20vancouver>

Wednesday Lunches - We need your support to keep the lunches going. Hope all you regular attendees can keep coming. The Mess serves a great 5 course buffet meal for only \$20. Hope to see you all there. Guests are always welcome, and we encourage members to bring their significant others and friends. Dress - Jacket and tie, equivalent for Ladies. For serving personnel, uniform of the day is always acceptable at lunch.

NOTE: There will not be a lunch on Sept 11. Mrs Lum will be out of town.

Upcoming events – Mark your calendars See attached posters for details.

Sept 11 NO LUNCH - mark your calendars! Mrs Lum away.

World War 2 – 1944

John Thompson Strategic analyst - quotes from his book "Spirit Over Steel"

Jul 10th: In Normandy, Eterville is liberated as VIII British Corps moves on Evrecy. Model asks Hitler to have Army Group North fall back west of the Dvina to prevent them from being cut off and to shore up his own collapsing Army Group Centre – Hitler refuses to let this happen. The Japanese launch a series of attacks in the Aitape Sector in New Guinea. Naik Yeshwant Ghadge of the 5th Maratha Light Infantry is leading his section in the upper Tiber valley in Italy, when a heavy machinegun opens fire at close range, killing or wounding all of his section. Ghadge immediately rushed the gun, killing one member of its crew with a grenade and another with his rifle, then leapt into its pit and killed the two remaining members of its crew with his rifle butt before being mortally wounded by a sniper. He is awarded a posthumous Victoria Cross.

Jul 11th: Panzer Lehr drives 9th US Division back but only for a while, while British VIII Corps takes Hill 112 southwest of Caen. Yeremenko takes 2nd Baltic Front into a new assault on a broad front east of Idritsa while the German pocket east of Minsk is wiped out. The US

recognizes DeGaulle's administration as the defacto government of liberated portions of France. The Japanese force a grudging withdrawal of US troops at Aitape.

Jul 12th: US troops are within 3 km of St Lo but are facing very stiff opposition. Allied aircraft in Italy concentrate on the bridges over the Po and 88th US Division liberates Lajatico. Yermenko's Front liberates Idritsa. II Canadian Corps HQ is activated in Normandy under Harry Crerar.

Jul 13th: The drive on St Lo comes to a halt but planning begins for a formal assault (Operation Cobra) to the east of the town. British and Canadian troops enter the outskirts of Caen. In the Aitape Sector on New Guinea, 128th US Regiment ripostes the Japanese offensive with a successful drive of its own. Vilna (or Vilnius) falls to the Soviets while the 1st and 4th Ukrainian Fronts add another offensive to compound Germany's miseries as they start a drive toward Lvov and southern Poland. The French Corps in Italy starts a drive to cover 30km to Florence.

Jul 14th: 1st Byelorussian Front liberates Pinsk. To help mark Bastille Day, the SOE and the OSS arrange a massive arms dump for the Resistance in the Dordogne and Limousin regions of France – over 200 heavy bombers parachute in arms and ammunition for 7,000 men. The Japanese advance on Aitape brings results – two cruisers and six destroyers (mostly Australian) start regular bombardments of their positions. In the fighting on New Guinea; S/Sgt Gerald L Endl was with the leading platoon of his company when it met the approaching Japanese. In a short-range firefight in thick Kunai grass, things went badly. S/Sgt Endl then engaged the enemy singlehandedly at close range, holding off a Japanese envelopment for ten minutes until almost all his platoon had withdrawn and consolidated. He then personally retrieved four wounded men under intense fire, and was killed as he carried the last one in. He was posthumously awarded the Medal of Honor.

Jul 15th: Heavy fighting continues around St Lo. In Italy, two divisions of 8th Army start attacks towards Arezzo, US troops start driving on Leghorn and the French take Castellina. Soviet troops cross the Nieman around Vilna while 2nd Baltic Front takes Opochna.

Jul 16th: British XIII Corps crosses the Arno while other British troops liberate Arezzo. The Soviets grab Grodno while 1st Ukrainian Front starts advancing on a broad front towards Lvov. The Japanese at Aitape start falling back. Allied offensives in Normandy continue with St Lo as the American target and Hottot-les-Beiges and Evrecy as the British targets. Lt Gen Richard O'Connor of Desert fame is back in business as the commander of VII Corps in Normandy. The Polish government in London claims territory in East Prussia and around Danzig will belong to Poland after the war. Leading from the front, 2Lt Dale Eldon Christensen of the 112th US Cavalry Squadron knows what to do when a well concealed Japanese machinegun starts working over his men on the Driniumor River in New Guinea. He orders them to stay put and goes after it himself with a grenade. He will repeat this action with even better results when leading another platoon attack on the 19th of July. He is recommended for the Medal of Honor, but the award is posthumous – courageous young officers like this seldom last long in battle, and he is killed in action on August 4th.

Canada's First CC-295 Makes Maiden Flight

Airbus Press Release July 5, 2019

The first Airbus C295, purchased by the Government of Canada for the Royal Canadian Air Force (RCAF) fixed-wing search and rescue (FWSAR) aircraft replacement program, has completed its maiden flight, marking a key milestone towards delivery by the end of 2019 to begin operational testing by the RCAF. The aircraft, designated CC-295 for the Canadian customer, took off from Seville, Spain, on July 4 at 8:20 p.m. local time and landed back on site one hour and 27 minutes later. “On these types of flights, pilots and flight engineers test the aircraft’s flight controls, hydraulics and electrical systems,” an Airbus spokesperson told *Skies*. “All systems performed effectively, as expected.”



Canada's first Airbus CC-295 completed its maiden flight on July 4.

Airbus Photo

FWSAR program facts and figures
The contract, awarded in December 2016, includes 16 CC-295 aircraft and all in-service support elements including, training and engineering

services, the construction of a new training centre in Comox, B.C., and maintenance and support services. The aircraft will be based where search and rescue squadrons are currently located: Comox, BC; Winnipeg, Mn; Trenton, On; and Greenwood, NS. Considerable progress has been made since the FWSAR program was announced two-and-a-half years ago: the first aircraft will now begin flight testing; another five aircraft are in various stages of assembly; and seven simulator and training devices are in various testing stages. In addition, the first RCAF crews will begin training in late summer 2019 at Airbus’s International Training Centre in Seville.

The FWSAR program is supporting some \$2.5 billion in Industrial and Technological Benefits (ITB) to Canada through high-value, long-term partnerships with Canadian industry. As of January 2019, 86 per cent of key Canadian In-Service Support (ISS) tasks have been performed in-country by Canadian companies in relation to establishing the FWSAR ISS system. Airbus is thus on track in providing high value work to Canadian industry and has demonstrated a successful start to the development and transfer of capability to Canadian enterprises for the support of the FWSAR aircraft. Beyond direct program participation, Airbus is generating indirect business across Canadian military, aeronautical and space industry including small and medium businesses in support of the ITB program.

BCR Afghanistan LAV III Monument Dedication Ceremony



INVITATION TO ATTEND: THE BCR AFGHANISTAN LAV III MONUMENT DEDICATION CEREMONY



On behalf of The British Columbia Regiment (DCO) Association Charitable Trust and Honorary Colonel Ted Hawthorne, we invite you to join us as we dedicate a symbolic Light Armoured Vehicle (LAV) III Monument in honour of the 40,000 Canadian Armed Forces personnel who served, and the 162 Canadians who died in the fight to bring peace and freedom to the people of Afghanistan. This ceremony will also acknowledge the specific service of nearly 100 members from the BC Regiment, who served during this conflict.



Date:	Friday July 12, 2019
Arrival Time:	11:00 AM – 11:45 AM
Ceremony Start Time:	12:00 PM
Location:	Shiloh Hill, William McCarthy Estates
Address:	9660 Sylvester Road Fraser Valley Regional District, BC, V0M 1H0
Military Dress Code:	No. 1A (Medals Only)
Civilian VIP Dress Code:	Business Attire

Please confirm your attendance with;

Name: Mr. William McCarthy
Email: wpjm@wpjmccarthy.com
Phone: (778) 357-0730
Websites: www.bcregiment.com , www.lavmonument.ca and www.canadacompany.ca

Location Map

Shiloh Hill, William McCarthy Estates

9660 Sylvester Road, Fraser Valley Regional District, BC, V0M 1H0



Lougheed Highway (No. 7)

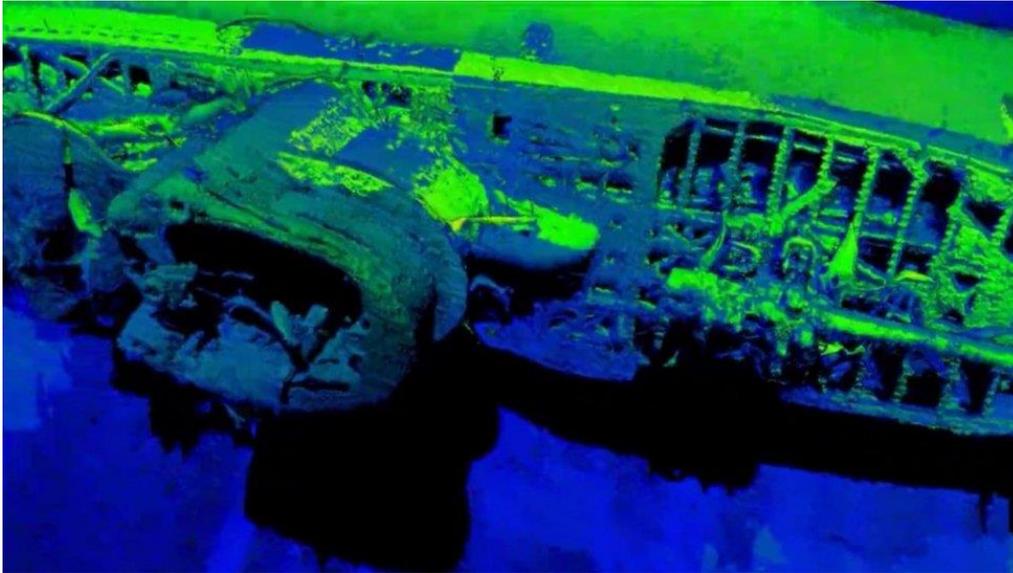
The monument is located at "Shiloh Hill" at 9660 Sylvester Road. Travel 11 kilometers east of Mission City. Turn left on Sylvester Road (Husky gas station on corner). Travel 3 kilometers north. Enter at second gate.

Notes:

- The LAV III Monument is situated 11 kilometers east of the historical Mission City, British Columbia. It is situated in the Fraser Valley Regional District, overlooking Hatzic Lake and Valley. (90+ minutes from Vancouver depending on traffic.) Travel east on Lougheed Highway, turn left on Sylvester Road and travel approximately 3 kilometers. Entrance is at the second gate.
- Parking is limited. Carpooling is recommended. Parking is located at the top of the property.
- Return bus transportation will be departing from Vancouver to the ceremony. Must be confirmed.
- Washroom facilities are available onsite.
- Light refreshments will be served.

Lasers Help Tell Ghostly Story of Doomed Nazi Submarine U-576

A laser scan shows the sunken U-boat off the coast of North Carolina resting in 210 metres of water with dozens of German sailors entombed. *The Washington Post* 27 Dec 2018



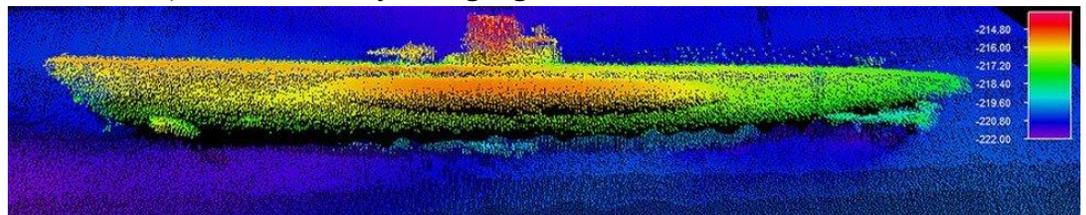
A laser survey by the US National Oceanic and Atmospheric (NOAA) produced high-resolution images of German submarine U-576 that sank off the coast of North Carolina.

Photo: NOAA

The U-boat seems to loom out of the blackness, careening to

starboard, as if to avoid a collision. As it glides by in the image, its deck gun is unmanned, its conning tower empty, the wooden deck plates are rotted away. It is German submarine U-576, Kapitänleutnant Hans-Dieter Heinicke, in command. And as it “passes”, its outline appears in laser-generated colours of fluorescent blues and greens. It’s a ghost ship, resting in darkness in about 210 metres of water (700 feet) off North Carolina since 1942, with Heinicke and 44 sailors entombed within. But a National Oceanic and Atmospheric (NOAA) laser survey has now revealed the boat in high-resolution, somewhat psychedelic detail. “It’s the clearest picture I’ve seen of any U-boat on the seabed,” said Joe Hoyt, a senior NOAA archaeologist who helped direct the project. “It’s a pretty stunning image ... For me, it’s kind of the beginning of a new era of what’s possible.” “We’re at a point now with marine science and technology that we can visualize these things in a way that we couldn’t before,” he said. “Our goal here is to sort of virtually raise (these vessels) ... essentially bringing these stories to the surface.”

A sonar image of the U-576 wreck.
File photo: NOAA



The survey stems from an expedition two summers ago, in which technicians and maritime archaeologists from NOAA and other agencies descended to the bottom in submersibles to study the wreck about 55km (35 miles) off Ocracoke, North Carolina. Among other things, a complex laser scan was conducted to get a clear picture of what remains of the boat after 74 years below water and answer some lingering questions. “What was it that put the 576 on the bottom?” Hoyt said. “Did the crew get out of the sub?” The scan revealed a submarine that is mysteriously intact. There appears to be no battle damage and no damage from a hard impact with the bottom, as in an uncontrolled sinking, Hoyt said. That suggests that the boat might

have submerged to the bottom intentionally to play possum, and then couldn't surface again; or it might have had some mechanical problem or unseen damage. It could still have been structurally sound at that depth, Hoyt said. "It was completely within its operation depth range," which was about 750 feet, he said. But there's no indication that the crew got out. "There's only a few points of egress in and out of the sub," he said. U-boats did have some escape apparatus. "We could see pretty ... clearly that all of the hatches were sealed. So we knew at that point that the entire crew was still on-board."



*Crew members of U-576 pose for lighthearted photo.
Photo: NOAA*

In the scan, the sub's deck gun, nicknamed "Peterle", little Peter, and conning tower are clearly visible. The emblem on its conning tower in wartime photos – a standing lion holding a large key – is not visible. "We looked for that and could not see it," Hoyt said. The bright green and blue colours were chosen for the image to better show contrast and clarity said David Alberg, supervisor of NOAA's offshore Monitor National Marine

Sanctuary. Toward the stern, one of its screw propellers can be seen near a diving plane. The deck is a lattice of missing plates. The hatch on an ammunition storage area is shut. U-576 was a type VIIC German sub, a workhorse of the fleet and the kind of vessel depicted in the popular 1981 submarine film *Das Boot*, the Boat. U-576 remains the property of the German government, but the United States has agreed to care for it, NOAA has said. The sub was located in 2014, but it was not until August 2016 that anyone laid eyes on it since it went down in battle on July 15, 1942. That afternoon, Kapitänleutnant Heinicke made a fateful decision. He was in a crippled, unlucky boat that had nearly been destroyed by an aircraft attack a day or two before. The attack had affected a ballast tank and hampered the boat's ability to dive and surface.

*Kapitänleutnant
Hans-Dieter Heinicke (left),
commander of U-576.
Photo: NOAA*



Heinicke, 29, was the son of a German cavalry officer who had been killed in the first world war. He was an experienced, observant commander who had been in the navy for almost a decade. He had been at sea for 29 days,

departing the massive concrete U-boat pens at St Nazaire, France, on June 16, 1942. It was his fifth patrol in a year-old boat. But he had bagged only three ships and was plagued with engine problems. He had destroyed the armed British freighter *Empire Spring*, off Nova Scotia, killing all 55 hands aboard in February, 1942, according to the website Uboat.net. On April 30, 1942, he hit the Norwegian vessel, *Taborfjell*, with two torpedoes off Cape Cod. It went down in about a minute. Only three of its 20-man crew survived. But nine days earlier, when he torpedoed the American freighter *Pipestone County* off Norfolk, Virginia, he surfaced near the lifeboats. He gave the survivors provisions and apologized for sinking the ship. There were no fatalities.



The crew on the deck of U-576.

File photo: The Washington Post

Now, Heinicke had signaled to his superiors that the damage from the air attack could not be repaired. He was headed east, perhaps toward home, and reported that day that he had made 16 miles, running on the surface in moderate seas. Then he encountered allied convoy KS-520 – 19 merchant ships and five escorts, bound from Virginia’s Hampton Roads to Key West, Florida. They made a juicy target, and despite his hobbled boat, he decided to attack. Heinicke fired four torpedoes. Two hit and damaged the *Chilore*, an American freighter, according to NOAA. One hit and damaged the big Panamanian tanker *JA Mowinkel*, and the fourth sank the Nicaraguan freighter *Bluefields*. But after firing the torpedoes, the U-boat inexplicably popped to the surface in the middle of the convoy. Patrolling aeroplanes and gunners on one of the convoy ships pounced. Seaplanes dropped depth charges, one of which slid off the sub’s hull and exploded, according to the National Archives. Debris flew. The sub headed down, leaving a smear of black oil on the water. Three days later, German headquarters asked U-576 to report. There was no reply.

America's F-22 Stealth Fighter Snuck up on an Iranian F-4 Phantom

Robert Beckhusen

Back in 2013, Pentagon press secretary George Little said that an Iranian air force F-4 Phantom combat plane attempted to intercept a U.S. MQ-1 Predator drone flying through international airspace near Iran. As we reported back then, one of the two F-4 Phantom jets — in service in Iran since the Shah — came to about 16 miles from the Predator, but broke

off pursuit after two American planes escorting the drone broadcast a warning message. It was a close call. The March 2013 episode happened only a few months after a two Sukhoi Su-25 attack planes operated by the Pasdaran (the informal name of the Iranian Revolutionary Guards) attempted to shoot down an American MQ-1 flying a routine surveillance flight in international airspace some 16 miles off Iran.



F-22 from Tyndall Air Force Base, Florida, cruising over the Florida Panhandle

Photo by Tech. Sgt Mike Ammons, Public Domain,

After this attempted interception, the Pentagon decided to escort drones involved in reconnaissance missions with fighter jets:

either F-18 Hornets embarked on the aircraft carrier USS John C Stennis, which was in the US Fifth Fleet area of responsibility, or F-22 Raptors like those deployed to Al Dhafra in the United Arab Emirates. New details about the latest episode were recently disclosed by Air Force Chief of Staff Gen Mark Welsh at an annual conference of the Air Force Association. On Sept 17, 2013 the general not only confirmed that the escorting fighters were F-22 stealth fighters but also said that: “He [the Raptor pilot] flew under their aircraft [the F-4s] to check out their weapons load without them knowing that he was there, and then pulled up on their left wing and then called them and said ‘you really ought to go home.’” If the episode went exactly as Welsh described it, it was something more similar to Maverick’s close encounter with Russian MiG-28s in Top Gun than a standard interception. It would be interesting to know how the Raptors managed to remain in stealth. Did the pilots use radar? Were they vectored by an AWACS? Why didn’t an E-2 — providing Airborne Early Warning in the area — not broadcast the message to dissuade the F-4 from pursuing the drone before the Iranian Phantoms and the US Raptors came close to a potentially dangerous and tense situation? (*This article by Robert Beckhusen originally appeared at War is Boring in 2013.*) Anyway, the US pilot scared the Iranian pilots off and saved the drone. A happy ending worthy of an action movie.

Vancouver Artillery Association Yearbook Updates

Here’s the latest activities from the members of the 15th Field Artillery Regiment RCA family.

Canada Day activities from Stanley Park to Nat Bailey to Fort Langley. We were there.

<https://www.vancouvergunners.ca/canada-day-2019.html>

Federal politics has again entered Regimental discussion with our Association president taking another run for Parliament.

<https://www.vancouvergunners.ca/whats-new/yearbook-update-20195305708>

Keep those stories, calendar events and pictures coming! president.vcrgunners@gmail.com

Who (or What) Is It?

Last Week: We aren't 100% certain but we believe this is an RA gun in Korea in a gun pit with a deep hole at the trail end which allowed the gun to be elevated above 45 degrees. There were not many areas in NW Europe where crest clearance was a problem. In Italy 25pdr units frequently engaged targets where high ground limited the range at which targets could be engaged and there were occasions where units tried solutions like this to engage targets.



At the height of the Korean War NATO wanted to simplify the logistic system and proposed that munitions be standardized. Among other things they proposed that a standard ammunition be chosen for small arms and artillery and, since the US had the largest number of weapons, that standard would be the American model. That meant that, since their primary field artillery piece was the 105mm, Allies would switch to 105 ammunition. We (Commonwealth units) were using 25pdrs which used a different projectile so we would have to scrap the 25pdr and buy 105mm guns (from the US of course). The US pointed out that the 105 projectile was larger so gave a bigger bang on target, we countered that the 25pdr had a higher rate of fire and could put more rounds on the ground faster than the 105s. Then they pointed out that the max elevation on the 25pdr gun was only 45 degrees whereas the 105mm gun/how's maximum elevation is 66 degrees so it could fire high angle. The Canadian Artillery had started some experiments in high angle firing in Italy in WW2 by digging gun pits with a deep hole at the back end to drop the trail into and other trials had been done with a modified carriage that was hinged to allow the barrel to be elevated into the higher angles. In Korea they reintroduced the gun pit idea, produced proper range tables for high angle fire and called the 25pdr a gun/how. But, of course, the US eventually prevailed, and NATO nations switched to 105mm guns with Canada buying the American model.

This Week: Many of you had the pleasure of viewing Peter Jackson's cinematic masterpiece, "They Shall Not Grow Old", which consisted of restored and colourized film from the Great War. Initially, some were opposed to his efforts, but most quickly changed their minds when they saw the past come to life. The footage was given to Jackson by the Imperial War Museum which, true to its title, covers the history of the entire Commonwealth, not just the UK. As a part of this mandate, the IWM has also given permission to some persons to colourize its photo collection, where possible. One must remember that photographers in the past often didn't choose to use black and white film; there just wasn't any alternative. Even when Kodachrome became available in the 1930s, it was expensive, and, at ASA 8, quite slow.



This leads us to this week's photo, which has made the rounds on Facebook and other social media platforms, due to its charming nature. The colourist, Mr Benjamin Thomas, has made this image really speak to us, through his skillful restoration efforts. Our questions are as follow. When and where might this photo have been taken? What is the most significant item of kit that reveals the branch of service of the main adult figure in the photo (assuming that the main child figure has not yet been recruited)?

Your Sherlock Holmes-like deductions may be sent to our editor, Bob Mugford (bob.mugford@outlook.com), or to the author, John Redmond ([johnd. redmond@telus.net](mailto:johnd.redmond@telus.net)). Both gentlemen are available in colorized or original formats.

From the 'Punitary'

What do you call a fake noodle? An Impasta!

Murphy's Other Laws

It is bad luck to be superstitious.

Quotable Quotes

You can never plan the future by the past. - *Edmund Burke*