



## Van Arty Association and RUSI Van Members News July 3, 2018

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](mailto: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](http://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 - Lunches resume tomorrow.** We serve 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. Dress - Jacket and tie, equivalent for Ladies.

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

July 04      Lunches resume

### World War 2 – 1943

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

**July 4<sup>th</sup>:** US Troops on New Georgia encounter heavy resistance as they advance towards Munda, while the Japanese ferry in reinforcements to Kolombangara by destroyer. The Poles lose a hero and their leader when General Sikorski is killed in an accident at Gibraltar; two lesser men replace him – Mikolajczyk as Prime Minister and Kukiel as Commander in Chief

**July 5<sup>th</sup>:** 2,000,000 soldiers; 6,000 tanks and 5,000 aircraft are clustered around Kursk – the largest single battle of the war gets underway as the Germans attempt to pinch off the giant Soviet salient. General Model leads 9<sup>th</sup> Army with XLVII Panzer Corps against Rokossovsky's Central Front; Hoth's 4<sup>th</sup> Panzer Army attacks Vatutin's Voronezh Front. More US troops land on New Georgia (at Rice Harbour Harbour) and more Japanese reinforcements rush in by destroyer at Vila; a cruiser/destroyer battle will result in the IJN losing a destroyer, while the US loses the cruiser Helena.

**July 6<sup>th</sup>:** At Kursk, Model's attack chews about 10 km into Rokossovsky's Central Front on the North – but finds the Elephant tank destroyers are lousy weapons. On the southern face of the salient, Manstein's attacks (led by Hoth) are better supported and manage about 16 km against Vatutin's Voronezh Front. US navy cruisers hit Kiska in the Aleutians, while a Japanese destroyer is sunk by US aircraft off New Georgia. One of the hallmarks of a good officer is a willingness to perform the most dangerous tasks yourself. Lt Cdr Bruce Van Voorhis commands the US naval bomber squadron VB102 and is aware that the plans for the next stage of operations in the Caroline Islands urgently require the destruction of a radio station on Hare Island. He reserves the task to his own PB4Y bomber, makes a difficult late-night flight in bad weather and catches the Japanese by surprise. His bomber makes multiple attacks with its bombs and machineguns, even as the Japanese defences rouse themselves, but the sustained damage they have received by the sixth pass crashes the bomber in the lagoon. Lt Cdr Voorhis is posthumously awarded the Medal of Honor.

**July 7<sup>th</sup>:** Model's attacks are managing little more than a kilometre against the thick layers of Soviet defences at Kursk, but Hoth's attacks nearly rupture the Soviet defences in the south until Hitler is half convinced that Sardinia or Greece (thanks to extensive deception efforts) will be the Allies' next target. US troops begin formal assaults on the Japanese defences at Munda on New Georgia.

**July 10<sup>th</sup>:** The Allied amphibious assault begins in Sicily as troops from six divisions land and capture Gela, Licata, Vittoria and Syracuse. Eisenhower is the overall commander, but the ground troops are commanded by General Alexander. At Kursk, Model's attacks on the north face of the Salient have been completely halted, but Hoth's panzers in the south are moving forward again, and Vatutin is reinforced by 5th Guards Tank Army. Allied troops on New Guinea cut off the Japanese at Mubo. The US effort in New Georgia sputters low due to supply problems and the difficult terrain.

## **436 Transport Squadron Receives Afghanistan Battle Honour**

*8 Wing Trenton public affairs*

Members of the Royal Canadian Air Force's 436 Transport Squadron trooped their Colour (a ceremonial flag) for the first time since receiving the "Afghanistan" Theatre Honour in March, during a parade held on Friday, June 22, 2018, at the Afghanistan Repatriation Memorial in Trenton, Ontario. A Theatre Honour is a type of Battle Honour given to publicly recognize a Canadian Armed Forces unit for successful participation in a theatre of armed conflict. "It is with great pride that we add the Afghanistan Theatre Honour to our Colour, which embodies the dedication, duty, and honour of all 436 Transport Squadron personnel, past and present," said Lieutenant-Colonel Spencer Selhi, commanding officer of 436 Squadron. "While we take time to reflect on this great Squadron's past deeds, we also use this occasion to rededicate ourselves to achieving operational excellence in support of today's missions, at home and abroad."



*436 Transport Squadron's Colour, bearing the "Afghanistan" Battle Honour (Theatre Honour) is trooped before members of squadron during a parade held at the Afghanistan Repatriation Memorial in Trenton, Ontario on June 22, 2018.  
PHOTO: Ordinary Seaman Paul Green, TN05-2018-0151-006*

This is the first addition of a Battle Honour to the squadron's Colour since the end of the Second World War. Beginning in November 2001, the squadron made many important contributions to Canada's mission in Afghanistan, which ended in 2014. Members of 436 Transport Squadron, flying the CC-130H and CC-130J Hercules aircraft, had key roles in transporting soldiers, equipment and other supplies in and out of the Afghan theatre, as well as tactical airlift functions within Afghanistan. On July 14, 2006, members of 436 Squadron parachuted supplies (including ammunition, food and water) to support combat troops. This was the first time since the Second World War that the RCAF had conducted an operational air drop in a combat theatre. When the RCAF formed the Afghanistan Air Wing, 436 Transport Squadron members contributed to the tactical airlift component (Hercules) alongside the tactical helicopter and Remotely Piloted Aircraft System components, providing the ground forces of ISAF Regional Command (South) with a full range of air support capabilities. The Air Wing's Hercules crews flew 28,180 passengers and 7,046,759 lbs of freight from July 2008 to August 2011.

A squadron is eligible to receive its Colour, which is a standard bearing the squadron crest, motto and Battle Honours, after 25 years of existence. The Colour is paraded during change of command ceremonies and is kept on display at the squadron or wing, often in the officers' mess. The Colour can only be paraded when the majority of the squadron is present. Colours are special, consecrated flags that are specific to military units—although no longer carried onto the field of battle as a rallying point, over the years, Navy and Air Force units have adopted this Army tradition. Battle Honours (including Theatre Honours) are awarded by the Chief of the Defence Staff and approved by the Governor General. Living up to its motto "Onus Portamus" ("We Carry the Load"), 436 Transport Squadron is tasked with carrying personnel and materiel on a global response basis. Tactical flying is an important part of 436 Transport Squadron's role. The skills associated with aerial delivery of troops and equipment by parachute or delivery of humanitarian aid to isolated and austere locations are increasingly sought after as part of Canada's contribution to Operation Impact and support for other NATO and United Nations missions. 436 Transport Squadron currently flies the CC-130J Hercules, the workhorse of the Royal Canadian Air Force transport fleet. The squadron was formed in India during the Second World War late in 1944. Equipped with the C-47 Dakota, the squadron's role was to supply

troops and materiel to the Allied 14th Army in Burma. Their badge features an elephant carrying a tree trunk, symbolizing its function and history.

## **Federal Government Moves to Update Search and Rescue Helicopters**

Murray Brewster CBC

*Summary & Analysis: The notice sent out says that the Cormorants should be modernized to operate until 2040, and that Leonardo will work on that. Additionally, seven new aircraft will be purchased, or taking the VH-71 spares and making them operational.*



*CH-149 Cormorant*

The federal government plans to refurbish and augment the Canadian air force's fleet of search and rescue helicopters. Public Works and Procurement Services released a two-step plan on Thursday that will see the existing CH-149 Cormorant choppers modernized. The second phase involves the addition of seven helicopters either by purchasing new brand aircraft, or possibly taking spare airframes and converting them to full-fledged choppers. The government posted what is known as a letter of notification on its tendering website. It says it intends to work with the original manufacturer of the Cormorant, the Italian aircraft maker Leonardo. The notice, however, says no decision has been made about whether to award a sole-source contract. A preliminary analysis has concluded, though, that Canada should stick with the Cormorant for search and rescue and keep the fleet in service until 2040, the notice said. Several years ago, the former Conservative government authorized the \$164-million purchase of helicopters that had been earmarked to replace the U.S. presidential fleet until the program was cancelled by the Obama administration for being too costly. No costs or timelines announced

The VH-71s were not completed and bought strictly to be used to get spare parts for the Cormorant. Five years ago, former defence minister Peter MacKay ordered a review to determine whether the choppers could be made into fully operational aircraft. Both the air force and the purchasing branch of National Defence resisted the plan, saying the former presidential helicopters were suitable only for spares because the aircraft had no airworthiness certificate and would need a full electronics suite for search and rescue. The same considerations will be at play should Canada's Liberal government opt to go down the refurbishment road. No costs or timelines were attached to the notice posted on Thursday. In 2013, the auditor general issued a scathing report that said National Defence did not have enough, nor the right kind, of helicopters devoted to search and rescue in this country. Specifically, Michael Ferguson said the air force's use of CH-146 Griffon helicopters out of the air base in Trenton, Ont. The light utility helicopters cannot make it to the Arctic or other remote destinations without refuelling.



The Griffons were placed in Central Canada because the Cormorants, purchase by the Liberals in the late 1990s and early 2000s, were often unavailable because of an infuriating shortage of spare parts.

The CH-149 Cormorant is dedicated to search and rescue (SAR). It can operate in some of the most severe conditions, making it ideal for Canada's challenging geography and climate. The Cormorant has been used to help Royal Canadian Air Force Search and Rescue Technicians rescue injured mountain climbers, lost hikers and ship's crews in distress, among other challenging rescues. The CH-149 Cormorant, powered by three engines, has exceptional long-range capability. It can fly for over 1000 km without refuelling. With its ample cargo space and rear-ramp access, the helicopter can carry up to 12 stretchers or a load of 5000kg. Its shaped rotor blades are strengthened by titanium strips along the leading edge. This design gives the CH-149 superior lift and speed, and significantly less vibration than many other helicopters. The Cormorant can also start and stop its rotors in very windy conditions reaching over 50 knots. Its advanced systems help to provide a stable hover for critical hoisting operations. Equipped with a full ice protection system, the Cormorant routinely conducts rescues that would have been impossible for its predecessor, the CH-113 Labrador.

## **Remains of Three Canadian Soldiers Buried in France Identified**

*A century after they died. Fatima Syed May 22, 2018*



*The Department of National Defence and Canadian Armed Forces have identified three First World War soldiers whose remains were discovered seven years ago as (left to right) Pte William Del Donegan, Sgt Archibald Wilson and Pte Henry Edmonds Priddle. (Department of National Defence)*

For almost a century, the remains of three Canadians killed in the First World War lay buried in an empty piece of land between a hospital and a prison in a small township in northern France. They were discovered in September 2010 when a construction crew started digging. The only clues to the remains' identities were buttons bearing the insignia of the Canadian Expeditionary Force's 16th Battalion, and a shoulder badge with the words "Canadian Scottish." Now, a seven-year process made possible by historical records and science has told third- and fourth-generation descendants of Pte William Del Donegan, Pte Henry Edmonds Priddle and Sgt Archibald Wilson where their relatives were laid to rest. The three soldiers from Manitoba died during the Battle of Hill 70, which began on Aug 15, 1917. They were publicly identified on Tuesday. "As a forensic anthropologist, it's about returning their identities," said Sarah Lockyer. "For 100 years they remained faceless and nameless, and now they no longer are, and families can have a place to pay their respects." Lockyer is the co-ordinator for the Department of National Defence's Casualty Identification Program, which seeks to identify remains from

among the more than 27,000 Canadians killed in the first and second world wars and the Korean conflict who have no known graves. Since 2007, the program has helped identify 28 Canadian soldiers and 19 soldiers from other countries. Lockyer herself has worked on 31 sets of remains since she joined the program in 2016, and has confirmed the identities of six.

The process of identifying remains has no time limit, and can be complicated by numerous factors, including how long the body has been buried, and where; what type of soil it was buried in; how much water runs through the soil; and how much vegetation has grown over the site. But first, local police have to rule out the possibility that the remains are the result of a domestic homicide rather than a war death. Only then are they transferred to the Commonwealth War Graves Commission facility in France, where Lockyer begins an anthropological analysis. The first step is to determine the age and height of the soldier, two facts that are listed in every soldier's military file. A historian helps collect information about people who may have served — and died — in the area. Any artifacts found help narrow this list, as do genealogy, ancestry records and the study of teeth. Mitochondrial DNA from female descendants plays a significant role in identifying human remains. Most human cells contain hundreds of copies of this type of DNA, which is maternally inherited, allowing for forensic comparisons to be made across generations.

Catherine Manicom, 60, of Guelph was asked to provide a DNA sample two years ago to help identify Priddle, her great-great uncle. "I didn't know him," she said, "but I'm very honoured and it's very emotional to discover family members through this process." Gavin Wood, 74, whose great uncle was Wilson, had to track down his father's oldest female cousin to provide a DNA sample. She was hospitalized with dementia and Wood didn't know her very well. "The only thing I knew was I was named after Gavin Wilson, who died in the war," Wood told the Star from Regina. "This whole process was literally finding a needle at the bottom of a haystack." Once the forensic review is done, Lockyer takes her findings to the Casualty Review Board, where some 12 people, including military, forensic, genealogy and teeth experts, along with some civilians, review her work. The group then votes on whether or not the information collected properly identifies the soldier. It has to be a unanimous decision. And in the cases of Donegan, Priddle and Wilson, it was. "It goes to show current soldiers if something happened to them, there would be somebody doing everything they could to identify them and give them a proper burial," Lockyer said.

Now that they have names, the three Canadian soldiers have histories, too. William Del Donegan was a railway clerk before he enlisted in the forces on Feb 21, 1916, at age 18. His last living descendants are two sisters in the United States who had never heard of him, one of whom is 100 years old and lives in Virginia. Henry Edmonds Priddle was a Winnipeg broommaker and husband who enlisted on April 1, 1916, at age 31. His nickname was "Doc," Manicom said, but she doesn't know why. He was married in 1910 and had a baby that died at 9 days old, she said. Archibald Wilson was one of 11 children. He left Scotland and came to Canada in 1910 with five of his siblings. He was a barber and hoped to one day own a farm in Manitoba. He enlisted on Dec 18, 1914, at age 22, and was promoted to sergeant two years

later. Two of his brothers — one of whom Gavin Wood is named after — were also killed in the war, leaving behind their only sister, who was Wood’s grandmother. All three men fought in the Battle of Hill 70, which was the first major action fought by Canadian soldiers under the command of a Canadian, Sir Arthur Currie.

Hill 70 was a strategic, treeless high ground, 70 metres above sea level, that overlooked the city of Lens. At the time, the hill protected the German trenches that ran across the city. Despite 21 German counterattacks, the Canadians took the hill, and kept it until the end of the war. The victory came months after the battle at Vimy Ridge and cemented the reputation of Canadian soldiers as an effective military force on the Western Front. An estimated 25,000 Germans were killed or wounded in the 10-day battle. The Canadians lost around 2,000 soldiers. The three men identified Tuesday died on the second day of the assault as their battalion faced a heavy German bombardment. “It’s highly likely they may have known each other, although we can never know for sure,” Lockyer said. “I’d like to think they did. And now they’ll be buried together. It’s a nice full circle.” For more than 80 years, their names have been written on the Canadian National Vimy Memorial, some 15 kilometres away from where their remains were found. “While there is no way to sufficiently thank them for their sacrifice, we forever hold them in our memories,” Defence Minister Harjit Sajjan said in a statement, paying tribute to the men. They will be buried this August at the Loos British Cemetery in Loos-en-Gohelle, France, where hundreds of other soldiers who died capturing Hill 70 were also laid to rest. “You can hardly believe it after 100 years that they can identify the remains and they would throw a fairly significant funeral for the families,” said Wood, who will attend the ceremony with his younger brother. Manicom is accompanying her mother to the memorial. Four other descendants, ages 85 to 92, are coming as well — relatives Manicom has never met and didn’t know about. “It’s thrilling to be connected with someone you didn’t know existed before,” she said. “It’s amazing what DNA can tell you.”

## **Canada Day 2018**



The 15<sup>th</sup> Field Artillery Regiment deployed its guns to Hallelujah point in Stanley Park at noon on July 1<sup>st</sup> to fire the traditional Canada Day Gun Salute accompanied by Regimental Band played.

Vancouver Artillery Association members joined the Regt with the Museum’s WW2 Field Artillery Tractor and 25 pdr gun. L-R: Doug Loney, Tony Gee, Bernie Rowe and your (now beardless) editor. More pictures on the VAA website (see below)



## Vancouver Artillery Association Yearbook Updates

Here's the latest additions to the website. Have you got any photos or stories to share?

Canada Day 2018 <http://www.vancouvergunners.ca/canada-day-2018.html>

Our new acquisition, an 18 Pounder QF gun has arrived

<http://www.vancouvergunners.ca/18-pounder.html>

Capt Richard Van Slyke, Marines and Sonny Bono <http://www.vancouvergunners.ca/1993.html>

Mess Meeting 1973 <http://www.vancouvergunners.ca/1973.html>

A camouflage school at UBC in 1943? <http://www.vancouvergunners.ca/1943.html>

Keep those stories, calendar events and pictures coming! Contact Leon Jensen at [president.vcrgunners@gmail.com](mailto:president.vcrgunners@gmail.com)

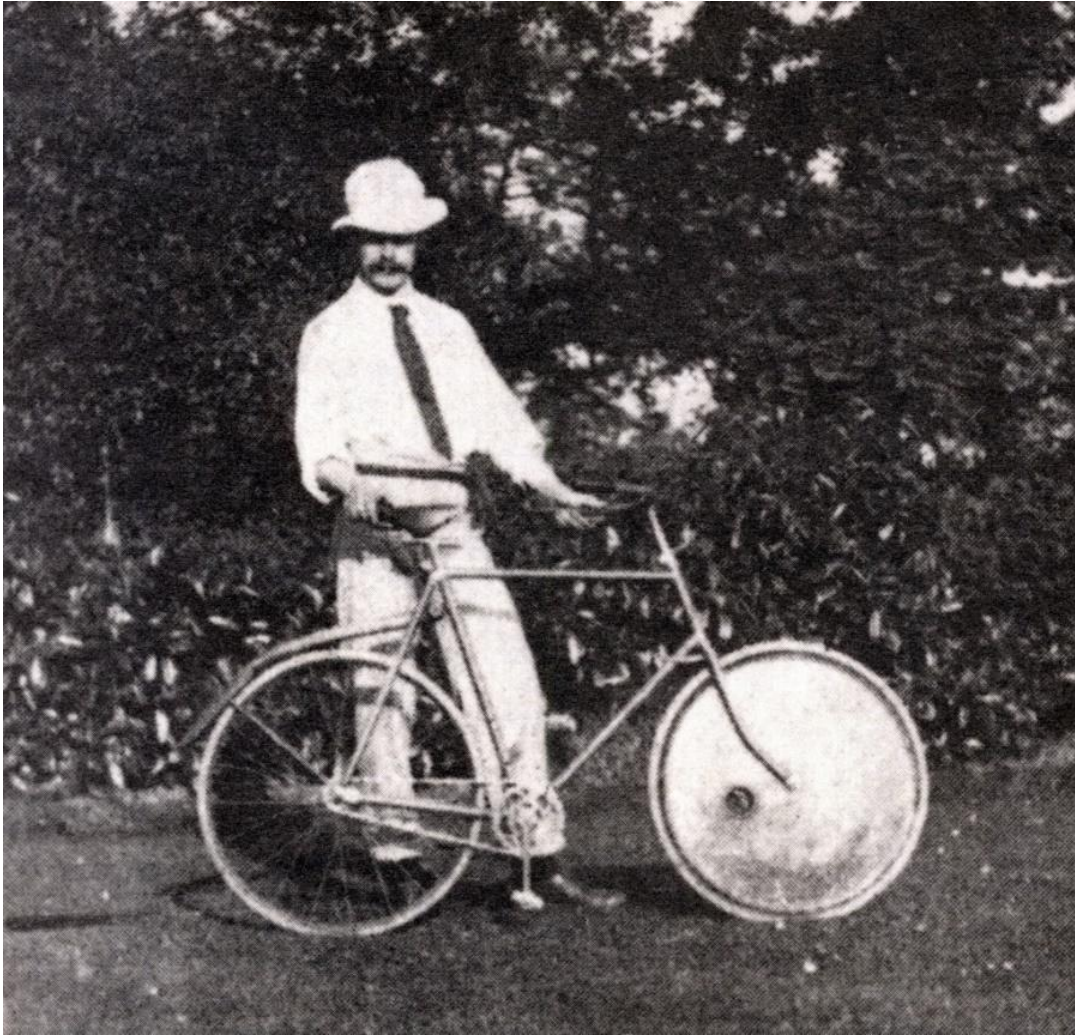
## Who Is It

**Last Week:** This picture was taken at the museum of the Commonwealth Air Training Plan in Brandon. This was a tricky one as the aircraft shown are stripped to their frames, making ID difficult. The plane in the foreground is a **Cessna AT-17 Crane** (called a Bobcat by the US) which was a twin-engine advanced trainer aircraft developed by Cessna from their commercial Model T-50 and used during World War II to bridge the gap between single-engine trainers and twin-engine combat aircraft. It was powered by two Jacobs R-755-9 radial reciprocating engines. The other is a **Noorduyn Norseman**, a Canadian single-engine bush plane designed to operate from unimproved surfaces. Distinctive stubby landing gear protrusions from the lower fuselage make it easily recognizable. Designed by Robert Noorduyn, the Noorduyn Norseman was produced from 1935 to 1959, originally by Noorduyn Aircraft Ltd. and later by the Canada Car and Foundry company. Originally introduced in 1935, the Norseman remained in production for almost 25 years with over 900 produced. A number of examples remain in commercial and private use to this day. Norseman aircraft are known to have been registered and/or operated in 68 countries throughout the world and also have been based and flown in the Arctic and Antarctic regions.



**This Week:** Now that the threat of war has been totally lifted by the warm meeting of Trump and Kim (or not, depending on what happens after this is written, as I could now be living in a fallout shelter), we can reveal some of the thrilling weapons of war once used by our mighty empire in those days of yore. The reason that they have been kept secret is that they had yet to be used, pending the implementation of World Peace by Fearless Leader and Young Leader (or Rocky the Raccoon and Bullwinkle the Moose).





This week's photo is of one such amazing article of war. Please ignore the civilian attire of the inventor, and focus, instead, upon the gleaming frame and swift lines of the weapon. As many of our readers are great aficionados of bicycle lanes, especially in congested urban areas, the origins of this secret tool of the trade are instantly obvious. The inventor of this device has earned a place in the pantheon of devisors of clever and ingenious ideas on par with that of the developer of Sir Sam

Hughes' favourite shovel/shield.

So, dear potential post-apocalyptic reader, what is this invention, and who was the nattily-attired inventor? Please send your correspondence to the editor, [bob.mugford@outlook.com](mailto:bob.mugford@outlook.com) or to the author, John Redmond ([johnd.\\_redmond@telus.net](mailto:johnd._redmond@telus.net)). By the way, have you ever noticed how the spouse of the current Fearless Leader sounds eerily like Natasha, the nemesis of Rocky and Bullwinkle?

### **From the 'Punitary'**

What do you call a cow during an earthquake? A milkshake.

### **Murphy's Other Laws**

To err is human, to forgive is not company policy.

### **Quotable Quotes**

Success is getting what you want. Happiness is wanting what you get. - *Dale Carnegie*