



## Mess and RUSI Vancouver Members News Sept 6, 2011

### Sick List

The new CO of 15 Fd, LCol Kent Wickens, ended up in the hospital up in Kelowna late last week with, what the doctors were calling **Pancreatitis** and he was sick enough that they didn't want to move him to the lower mainland. In fact they moved him to the ICU on the weekend so they could treat the problem more aggressively and he is now up and about and recovering nicely. No word yet on when he will be home but should be soon. Cards etc, can be sent c/o the Armoury, 2025 West 11<sup>th</sup> Ave. I will keep you posted.

### Regimental Museum

A reminder to lunch attendees – The 15 Fd Regiment Museum is open Wednesdays before lunch from around 1100hrs. It will be open this Wednesday but not Sept 14<sup>th</sup> or 21<sup>st</sup> as the staff will all be away.

### Quadrant Deadline

Just a reminder that the deadline for articles the upcoming Quadrant is Friday, 30 September 2011, with the edition being mailed out at the end of Oct 11. Pls remember that all pictures accompanying articles must not be embedded within the article as we cannot use them when they are. The ideal length of article is about one page or approx 600-900 words.

This is also the same deadline for the photo contest (\$200 prize). So far I have 0 entry, so if you have an aspiring photographer out there, have them submit. Any photos received after the deadline will be automatically be entered for the next issue. All photos must be accompanied by a title and caption to include who took it as well a brief description.

Any articles that are received, but not published, will be carried over to the next issue.

Capt Aisha Jawed will be the editor for the upcoming Quadrant and all articles and entries can be sent to her at - [aisha.jawed@forces.gc.ca](mailto:aisha.jawed@forces.gc.ca)

## **Lieutenant-Commander Peter Twiss**

*Lieutenant-Commander Peter Twiss, who died on August 31 aged 90, was one of Britain's foremost postwar test pilots and the first man to fly faster than 1,000mph.*



At the controls of the Fairey Delta 2 (FD 2), a supersonic research aircraft, Twiss did not just creep past the post – he smashed the previous world air speed record, setting a new benchmark of 1,132mph.

### *Peter Twiss*

The FD 2 had been produced in response to a call from the Ministry of Supply for investigation into flight behaviour and control at transonic and supersonic speeds. The elegant craft, a modified version of which would later help in research for the Concorde project, featured a long "droop snoot" nose and razor-thin delta wings, and seemed to mark a moment of unrivalled British aeronautic superiority. Its maiden flight, with Twiss in the cockpit, came on October 6 1954. During the next two years he made more than 110 flights, with 50 faster than the speed of sound (which is about 761mph at sea level). Fairey was certain that the aircraft could reach a four-figure speed, however, and the idea of making an official attempt on the world speed record crystallised in November 1955 when cockpit instruments suggested the FD 2 had reached Mach 1.56 (almost 1200mph).

A month previously a new air speed record of 822mph had been set by a US Air Force pilot in a F-100 Supersabre. Certain that the FD 2 could demolish this, Twiss and Fairey decided to make their official British attempt in March 1956. The course was laid out along the coast south of Chichester, close to the aircraft's base at Boscombe Down, near Salisbury. The height for the runs was fixed at 38,000ft, not only because this was the optimum level for performance, but also because it was likely to ensure a good condensation trail – essential for ground tracking by telescopic cameras. All was ready by March 8, and Twiss flew eight runs over the next few days. On the final sortie, on March 10, he achieved speeds of 1,117mph and 1,147mph on the two required runs, giving a mean of 1,132mph. The USAF record had been beaten by over 300mph, and Twiss had become the first pilot to exceed 1,000mph in level flight.

Not everyone rejoiced at this British triumph, however. Greenhouse owners across the south were agitated as the sonic boom broke glass windows. One market gardener even threatened to sue Twiss for £16,000.

Lionel Peter Twiss was born on July 23 1921 at Lindfield Sussex and educated at Sherborne School. After a brief period as a tea taster with Brooke Bond, he turned his hand to farming before joining the Fleet Air Arm in 1939. After a few months learning seamanship as a naval airman, second class, he trained as a pilot. Initially he flew Hurricanes with the Merchant Ship Fighter Unit, an early attempt to provide convoy support. Catapulted from a merchant ship, the pilot either bailed out or ditched alongside a ship at the end of his mission.

By early 1942 he was flying Fairey Fulmar fighters with 807 Squadron from the aircraft carrier *Argus*. In June he flew patrols in support of the Malta convoys during Operation Harpoon and escorted RAF fighters which were launched from the carrier to fly to Malta to reinforce the depleted air defences of the beleaguered island. During this period he shot down an Italian fighter and damaged an enemy bomber and was awarded the DSC. Later in the year, after his squadron had converted to the Seafire (the naval derivative of the Spitfire), he was in action in support of the Operation Torch landings in Morocco and Algeria, flying from the carrier *Furious*. These operations brought the award of a Bar to his DSC. In March 1943 he returned to Britain and transferred to night fighters before joining the RAF's Fighter Interception Unit at Ford on the south coast. From here he flew Mosquitoes on intruder sorties over France and in the period after D-Day shot down two Junker 88 bombers. Late in 1944 he left for the United States to join the British Air Commission, where he had the opportunity to test naval fighters. He returned in 1945 to join No 3 Course at the Empire Test Pilots' School before a loan period with Fairey Aviation as a test pilot.

Leaving the Royal Navy as a lieutenant-commander, he remained with Fairey and advanced with the company to become, in 1954, chief test pilot. There he tested all the company's aircraft, which included the Firefly, Gannet and the Rotodyne compound-helicopter.

By its nature this was hazardous work. During the FD 2's fourteenth flight the aircraft suffered an engine failure due to fuel starvation at 30,000ft. Twiss could have ejected to safety but decided to glide back to Boscombe Down. He broke cloud at 2,500ft but had insufficient hydraulic pressure to lower the undercarriage fully. Still with the option to eject, he continued and made a successful forced landing on the nose-wheel at 170mph. He was awarded a Queen's Commendation for Valuable Service in the Air. After the successful record flight, Twiss continued to fly the FD 2 exploring high supersonic speeds and in 1956, for his services to test flying and for breaking the world speed record, he was appointed OBE. The aircraft is now on display at the Fleet Air Arm Museum at Yeovilton.

In 1959 Fairey Aviation was sold to Westland Aircraft, the helicopter manufacturer, and Twiss decided to retire from test flying. He had flown over 4,500 hours in 148 different types of aircraft. In retirement he spent many hours at a more leisurely speed with the Lasham Gliding Club. A year after leaving Fairey Aviation he joined Fairey Marine and was responsible for development and sales of the company's day-cruisers. He was a director from 1968 to 1978, then director and general manager of Hamble Point Marine until 1988.

Twiss appeared in the Bond film *From Russia with Love* (1963) at the helm of a Fairey Marine Speedboat and also in the film *Sink the Bismarck* (1960), when he flew a Fairey Swordfish torpedo aircraft. His autobiography, *Faster than the Sun*, was published in 1963.



Fairey FD.2 Delta 2

## **Vancouver Island Museum pays tribute to fallen with register**

*New project aims to offer more information about the lives of soldiers who died during combat*  
*Walter Cordery, Nanaimo Daily News, Tuesday, August 2, 2011*

The Vancouver Island Military Museum will soon be the proud owner of a “Memorial Register” which will pay tribute to Canadians who fell serving this country in the two World Wars. Prior to his death on Good Friday in 2006, museum founder Ted Brothers discussed the idea of a register with retired infantry Col. Bernard Nehring, who now lives in Niagara Falls Ont.

“Brothers told me years ago that he would like to see the museum involved in this project and he approved it to move forward,” Nehring told the Daily News. “Roger Bird, the current president has also given this project his approval.”

Prior to last week, the VIMM lacked the cash to proceed with the project but a donation from Staples in Nanaimo will allow the register to be compiled.

Nehring said currently very little is known about the majority of Canadian soldiers who paid the ultimate price for King and country.

“In the First World War, the United Kingdom issued what are called ‘memorial plaques’ what were dubbed ‘death pennies’ and every mother and widow of a Canadian soldier who died in action was sent one.

“Then in the Second World War, the Canadian government started sending a ‘memorial cross’ to the next of kin of soldiers who died in the war.

“Unfortunately, the memorial plaques and crosses don’t give much information about the individual: Where they come from, what regiment they served in or where they were buried so that’s the impetus for this project,” Nehring said.

The planned “Memorial Register” will give more information about the soldiers.

For example, in the page remembering Sgt. Albert Patterson, the Nanaimo son of John and Mary Ann Patterson and the husband of Elsie May Patterson, the register explains he was 27 when his life was lost on July 7, 1944.

It lists his serial number (K/42813) and discloses that Sgt. Patterson’s remains are buried in France at the Bretteville-Sur-Laize Canadian War Cemetery in France.

The register will try to include as much information as its authors can authenticate. For instance in the page remembering Private Michael J. Jepson, serial number 75609 of the 29th Canadian Infantry British Columbia Regiment, gives his parents Fanny and Henry Jepson’s address of 225 Vancouver Ave. in Nanaimo. Private Jepson died Sept. 4, 1918 at age 29. His remains are buried at New Westminster (St. Peters) Roman Catholic Cemetery in New Westminster, BC.

“We who are associated with the military museum are in the business of educating everybody who comes here as much as we can about those who served this country and made the ultimate sacrifice,” said Nehring.

“We didn’t think the Death Pennies or Memorial Crosses went far enough.

“We can’t thank Staples enough for stepping forward and supplying all the necessary materials to allow us to complete this project,” he said.

## **Town that captured the hearts of a country honours the fallen one last time**

Matt Cardy / Getty Images Europe

*By Peter Jeary, NBC News*

LONDON -- At sunset Wednesday, a simple ceremony will mark the end of an English town's remarkable tribute to Britain's fallen fighters. For four years, the people of Wootton Bassett have lined the streets to quietly honour the repatriation of servicemen and women who died overseas in the line of duty. When repatriation flights began in April 2007 at the Royal Air Force base in Wootton Bassett, a dozen or so townspeople, including members of the British equivalent of the Veterans Association, decided to stand to attention as the coffins passed through the town's main street. This impromptu display of respect captured the imagination of others and soon hundreds of people began to line-up in silence, usually including family and friends of the deceased. Anne Bevis of the Wootton Bassett branch of the British Legion said members were astonished at how support for the tribute grew so quickly. "We cannot understand what it feels like to lose a loved one, but this was our way to show respect, one small way to help friends and family cope with their grief," she said. "It escalated beyond what anyone could have thought, not just in the town itself, but in the villages all along the procession route and beyond. It really captured the hearts of the nation."

More than 150 processions carrying the coffins of some 345 military personnel who died serving in Iraq and Afghanistan have passed through Wootton Bassett's streets.

Starting Thursday, flights will again land at the Royal Air Force base in Brize Norton 50 miles away. A new repatriation center has been built at the airbase, the traditional destination of these flights. So on Wednesday evening the people of Wootton Bassett will hold a special ceremony during which a British Union Flag that marked the last procession on Aug. 18 is lowered for the last time and then taken to Oxfordshire where Brize Norton is located. Wootton Bassett's mayor, Paul Heaphy, said tonight's ceremony will be in keeping with the recent tradition. He called it "a symbolic gesture to those who may see fallen service personnel repatriated in the future. This final gathering will remember those who lost their lives in Iraq and Afghanistan and reflect on a profoundly significant era for the people of Wootton Bassett."

Some worry that changing the location of the ceremony will spell the end of a moving, and to many, vitally important modern tradition.

Although military repatriation is the responsibility of the British Ministry of Defence, the Royal British Legion has traditionally taken a close interest in the way Britain's military dead are honoured. So the organization worked with authorities on a new procession route from the Brize Norton airbase which, they hope, will encourage public tributes like those paid at Wootton Bassett. Tonight will be a chance for people from around the country to pay their respects, Bevis said. "We have brought the sacrifices being made to the attention of the whole country," she said. "We have done it without making a big show, but quietly, with dignity, and without intruding into the grief of others."

The town will itself be honoured later this year, when it will be renamed as Royal Wootton Bassett, the first town in more than a century to receive the "Royal" title. When announcing the change of name, British Prime Minister David Cameron, called it "an enduring symbol of the nation's admiration... and gratitude."

Because of the people of Wootton Bassett the relationship between the British military and public has changed, bringing the two closer. A town, united in mourning, has found a way of uniting wider communities.

## **From the 'Punitary'**

Sheila loved her two dogs, but they were very disobedient, so she decided to take them to obedience classes. The class was run by an old man. He was very strict but seemed to get good results, and after several months of regular attendance things had improved to such a degree that Sheila was even considering entering her pets into a dog show.

But then one day, disaster struck. Sheila had to baby-sit for her young nephew. All evening, the boy teased the dogs, and by the end of the day both dogs were back to their old habits - all the hard work and training was undone in a single evening; it was as if they had never been to class at all. Worst of all, it was only a few weeks before the dog show, and she had already registered her entry. What could she do? In desperation, Sheila decided to call a friend of hers who also had two dogs of the same type that did behave themselves, and asked to borrow them. Her friend agreed, and at the next class Sheila arrived as usual with two well-behaved dogs. But the old man wasn't fooled for a moment - as soon as he saw them he knew they were the wrong dogs, so he called Sheila over to the side of the class.

**"It was a good try," he said, once he'd heard the story, "but you should have realized that you can't trick an old teach with new dogs."**

## **Murphy's Rules of Combat Operations.**

Fortify your front; you'll get your rear shot up.

### **George Derby Centre's 3<sup>rd</sup> Annual Veterans Celebration Saturday September 17, 2011 \* 10:30am – 3:30pm**

*All Veterans, their families and friends are invited*



The Band of the 15<sup>th</sup> Field Regiment, RCA \* Linda Jones & Company  
Western Command Military Vehicle Historical Society \* Footlight Theatre Company  
Canadian Museum of Flight \* The Museum of the 15th Field Artillery Regiment  
Royal Westminster Regiment Band \* Vancouver Korean Dance Society  
BC Veterans Commemorative Association\* Vancouver Naval Veterans Band  
Hong Kong Veterans Commemorative Association\* CFB Chilliwack Historical Society  
Royal United Services Institute of Vancouver \* Renowned Piper – Riley Davis  
Vancouver Naval Veterans Association \* 3<sup>rd</sup> Canadian Army Veterans Motorcycle Unit