

GEN AIRCREW ASSOCIATION



NEWSLETTER OF THE GREATER VANCOUVER BRANCH

Volume 27, No. 6

Editor TBA

June 2012

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APPOINTMENTS

CHAPLAIN Rev. David Cline

HON. BRANCH LIFE MEMBER

Alex Blair
Bill Lowther

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NEXT MEETING

WEDNESDAY, Lunch June 27, 2012; 1130 hrs

Crescent Beach Legion, 2643 – 128 St, Surrey B.C.

Speaker: Virginia Ivanicki

Subject: Surreal Oil Paintings of Aircraft

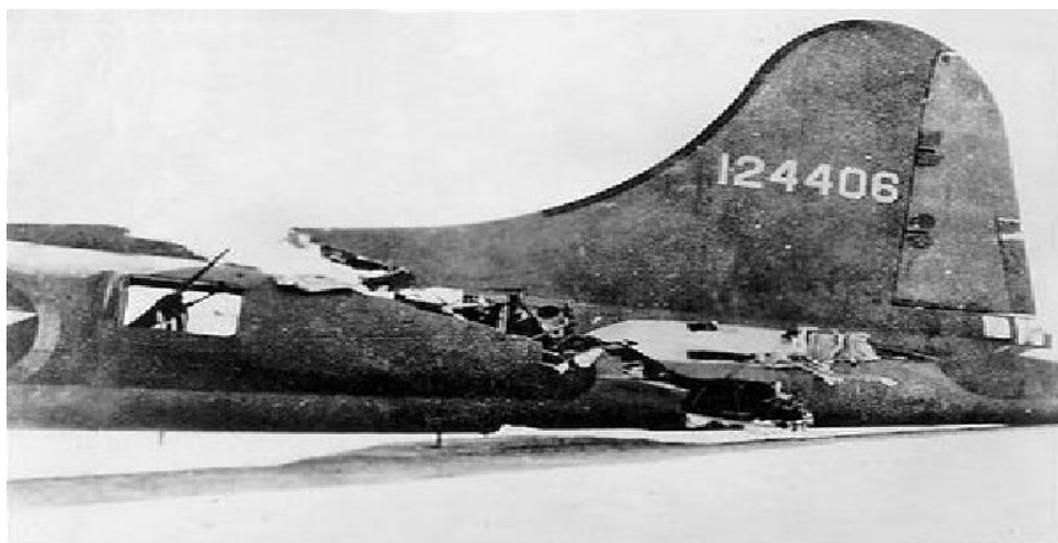
Forthcoming Meetings:

Wednesday September 26, 2012, Crescent Beach Legion

Wednesday October 24, 2012, Crescent Beach Legion

They don't build them like that any more ,,,,,,

B-17 in 1943



A mid-air collision on February 1, 1943, between a B-17 and a German fighter over the Tunis dock area, became the subject of one of the most famous photographs of World War II. An enemy fighter attacking a 97th Bomb Group formation went out of control, probably with a wounded pilot then continued its crashing descent into the rear of the fuselage of a Fortress named All American, piloted by Lt. Kendrick R. Bragg, of the 414th Bomb Squadron. When it struck, the fighter broke apart, but left some pieces in the B-17. The left horizontal stabilizer of the Fortress and left elevator were completely torn away. The two right engines were out and one on the left had a serious oil pump leak. The vertical fin and the rudder had been damaged, the fuselage had been cut almost completely through connected only at two small parts of the frame and the radios, electrical and oxygen systems were damaged. There was also a hole in the top that was over 16 feet long and 4 feet wide at its widest and the split in the fuselage went all the way to the top gunners turret.

CHAIRMAN'S REMARKS

Greater Vancouver Branch 2012 Lunch

We had a disappointingly small turn out at our May luncheon. This indicates we need improved attendance to keep operating at an acceptable level. Any ideas?

Padre Cline gave the prayer of remembrance.

The Legion caterers were thanked for their services. However, later, there were some negative feedbacks on the quality of the lunch food. The Legion has been approached on this matter and in future will improve the lunch quality.

A reminder, the gathering for our June 27th meeting is designated as casual dress.

Treasurer Keith pointed out that the Sept. 1/2011 to April 30/2012 financial statements was included in the May GEN. Our finances are in good shape.

Virginia Ivanicki is our scheduled speaker for the June 27th meeting

Library: The book sales have generated \$100.00 which Mo has handed over to the treasurer. Books seem to be popular. Any donations are appreciated.

Eric still has some Bomber command DVD's for sale.

Mo Scott donated his 50/50 winnings to the Air Cadets.

Mak introduced Major McCorquondale as guest speaker. He graduated from RMC in 1993 as a navigator. And, he outlined his wide variety of interesting experiences, including the overseeing of the introduction of unmanned aircraft used in Afghanistan. A most knowledgeable and well presented speech. We thanked our speaker.

Air Cadets: Mak has advised that the

annual 907 Cadet Squadron review is scheduled for June 6/2012 at 6.40PM at the South Ridge School Gym, located at 2656 160th street Surrey. Interested members are welcome. Mak confirmed that Cobs Bakery will donate a portion of any purchase to the Cadets. The Squadron is also collecting coins and any surplus pennies or other coins would be welcome. The squadron are very active and have 110 recruits.

Major (Squadron Leader) ret. Mac Kinsey, who had the distinction of being appointed the Reviewing Officer, Bob Hansen and I attended the 907 Squadron Royal Canadian Air Cadets, White Rock, 11th Annual Ceremonial Review, held at the Southridge school. These Cadets put on a fine parade. A credit to the local cadet organization.

In memoriam – the following Members have died recently:

Harry Anderson

Grant McDonald

Membership Renewal

September was Membership renewal time. The annual fee is only \$15.00. Please make your cheque payable to the 'Greater Vancouver branch ACA' and give it to our Membership Chairman. Bob Hansen, or mail it to Bob at 6566 Hillside Crescent, Delta, BC, V4E 1P9 Your early response will be most appreciated. Thanks, Bob Hansen

2012 Air Force Tour of the UK

Jerry Vernon's Air Force Tour of the UK has now been finalized for 20 September - 05 October. Full details, including the itinerary, price, etc. can now be viewed on the Special Travel website at <http://www.sticanada.com/tours/0912UKAF.pdf> or phone them at (604) 299-1332 to get a copy mailed out. Cost from Vancouver is \$ 3,990.00

Buried treasure in Burma: Squadron of lost WWII Spitfires to be exhumed



Spitfire LF Mk IX, flown by Ray Hanna in 2005. (Wikipedia / Franck)

Like a treasure chest stuffed with priceless booty, as many as 20 World War II-era Spitfire planes are perfectly preserved, buried in crates beneath Burma -- and after 67 years underground, they're set to be uncovered. The planes were shipped in standard fashion in 1945 from their manufacturer in England to the Far East country: waxed, wrapped in greased paper and tarred to protect against the elements. They were then buried in the crates they were shipped in, rather than let them fall into enemy hands, said David Cundall, an aviation enthusiast who has spent 15 years and about \$200,000 in his efforts to reveal the lost planes. The 62-year-old man -- a British farmer by trade -- realized the fate of the aircraft thanks to an

offhand comment a group of American veterans made to a friend, [he told the Sydney Morning Herald](#).

"They told Jim: 'We've done some pretty silly things in our time, but the silliest was burying Spitfires.' And when Jim got back from the US, he told me," Cundall said. The location of the planes, which remains a closely kept secret, was confirmed during a recent trip to the Far East country, he said.

"We sent a borehole down and used a camera to look at the crates. They seemed to be in good condition," Cundall told the Herald. The Spitfire Mark XIV planes are rare for more than one reason: They used Rolls Royce Griffon engines rather than the Merlins used in earlier models to achieve tremendous speeds. Griffon-powered planes could reach

440 mph thanks to the hefty, 2,050-horsepower engines. When production of the planes ultimately ended in 1947, 20,334 Spitfires of all versions had been produced, but just 2,053 of them were Griffon-powered versions, according to Encyclopaedia Britannica. The planes were deemed surplus and were buried in Aug., 1945 -- potentially along with another eight later in the year. At that time, propeller planes were falling out of fashion in favour of newer jet-engine designs -- Cundall said Spitfires "were 10 a penny." British military officials decided burying them was cheaper and more practical than bringing them home. International sanctions prevent military material from leaving the country, but a recent visit by British Prime Minister David Cameron may enable the safe exhumation and return of the planes to England. Only about 35 Spitfires are currently flying

AIR CREW ASSOCIATION GREATER VANCOUVER BRANCH

EXECUTIVE MEETING MAY 17, 2012

Present – Chairman Ken, Mak Kinsey, Don Vander Ploeg, Keith Scott, Bob Hansen and Ted Havens

30/2012 presented. Net credit balance on hand \$5983.70. Copy of report attached;

meeting is to be Virginia Ivanicki .A discussion regarding the Christmas luncheon decided that following consideration of available menus a level of subsidy is to be considered at the Sept. Meeting .

The squadron continue very active and are collecting coins as a project.

Called to order -11.10am. Minutes of the April 19th meeting approved.

Membership report: Total membership is down to 90.

The annual review is to take place June 6th @ 6.40 PM at South Ridge School Gym, located at 2656 160th street Surrey .

Chairman’s Report: May GEN prepared and dispatched. There is still an opening for a permanent editor.

Long time members - Harry Anderson and Grant McDonald have died recently

Air Cadets; The sponsoring committee appears capable and sound.

Keith Volunteered to check into the Legion dress code and report.

Treasurer’s report: Financial report for the period Sept. 1/2011 to Apr.

Events: Guest speaker for the next meeting is Major Andrew McCorquodale . the speaker for our June

C/O Major Katirina Vince is to retire in September, her replacement will be named later.

We welcomed Ted Havens back after his recent surgery.

Adjourned at 12.00 noon

BOOKS BOOKS BOOKS

Mo Scott is our Chairman of the Library Committee (book acquisitions and sales). Please leave any books that you wish to donate at the front desk as you arrive at the monthly meetings. If your donations are too heavy for you to take to the meeting please email Mo (jscott99@shaw.ca) or by phone (604-531-4151) so he can see what arrangements can be made to pick them up.

ACA GOLF

Our ACA golf group have begun playing golf at the Nico Wynd Golf Club on Crescent Road.

Tee off about 0930 Fridays. Any one interested, phone Mo Scott at 604-531-4151. Please join us.

HandyDART

If you are interested in using HandyDART, contact the [Access Transit](#) office at **778-452-2860**. This service may provide you with mobility that you might not have, and at very reasonable cost.



Salt Peter
Cephas asked Willard, "Do you remember that stuff they used to put in our tea during the war, to make us forget about women?"
"I think you mean salt peter!"
"Yeap, that's the stuff I think it's beginning to work!!"

An Irishman who had a little **too much to drink** is driving home from the city one night and, of course, his car is weaving violently all over the road.

A cop pulls him over.
"So," says the cop to the driver,
where have ya been?"
" Why, I've been to the **pub of course,**" slurs the drunk.

" Well," says the cop, "it looks **like you've had quite a few to drink** this evening."
"I did all right," the drunk says with a smile. "Did you know," says the cop, standing straight and folding his arms across his chest, "that a few intersections back, **your wife fell out of your car?"**

"Oh, **thank heavens,**" sighs the drunk.
"For a minute there, **I thought I'd gone deaf."**



And that's what happened to the dinosaurs. Now you Know

BOMBER HARRIS – STRAIGHT FROM THE HORSE’S MOUTH

This CD is free with a minimum donation of \$20.00 post free (more if you can afford it) to the Bomber Command Memorial Fund.

Please make your cheque in favour of The Greater Vancouver Aircrew Association and send it to: **Eric Mold**, 1202 Laurier House, 1600 Beach Ave., Vancouver, BC. Canada. V6G1Y6. US orders please add \$5.00. International orders please add \$10.00

Awaiting Happy Hour

Four old retired guys are walking down a street in London. They turn a corner and see a sign that says, "Old Timers Bar - ALL drinks 10p." They look at each other and then go in, thinking, this is too good to be true. The old bartender says in a voice that carries across the room, "Come on in and let me pour one for you! What'll it be, gentlemen?" There's a fully stocked bar, so each of the men orders a martini. In no time the bartender serves up four iced martinis—shaken, not stirred—and says, "That'll be 10p each, please." The four guys stare at the bartender for a moment, then at each other. They can't believe their good luck. They pay the 40p, finish their martinis, and order another round. Again, four excellent martinis are produced, with the bartender again saying, "That's 40p, please." They pay the 40p, but their curiosity gets the better of them. They've each

had two martinis and haven't even spent a £1 yet. Finally one of them says, "How can you afford to serve martinis as good as these for a 10p apiece?"

"I'm a retired tailor," the bartender says, "and I always wanted to own a bar. Last year I hit the Lottery Jackpot for £25 million and decided to open this place. Every drink costs 10p. Wine, liquor, beer—it's all the same."

"Wow! That's some story!" one of the men says.

As the four of them sip at their martinis, they can't help noticing seven other people at the end of the bar who don't have any drinks in front of them and haven't ordered anything the whole time they've been there. Nodding at the seven at the end of the bar, one of the men asks the bartender, "What's with them?"

The bartender says, "They're retired people from Scotland. They're waiting for Happy Hour when drinks are half-price".

This is the story of the poor blonde flying in a two-seater aeroplane with just the pilot.

He has a heart attack and dies. She frantically calls a May Day:

"May Day! May Day! Help me! Help me! My pilot had a heart attack and is dead. And I don't know how to fly. Help me! Please help me!"

All of a sudden she hears a voice over the radio saying:

"This is the tower. I have received your message and I will talk you through it. I've had a lot of experience with this kind of problem.

Now, just relax. Everything will be fine!

Now give me your height and position."

She says, "I'm 5'4" and I'm in the front seat."

"O.K." says the voice from the tower.

"Repeat after me: Our Father. . . Who art in Heaven. . . ."

Sgt. Scratch (part 2)

The following is an eye witness report by Norman Green. At 7:00 hrs. December 6, 1944, while it was still dark, I was in the mess hall when it was shaken, and dishes fell to the floor as a result of an aeroplane flying low overhead. The same pass shook WDs out of their bunks. As usual that morning at 8:00 hrs, 1200 airmen and airwomen, all ranks (I among them), formed up on the tarmac in front of the control tower for CO's inspection. Just as the parade was about to be called to attention a B-25 Mitchell bomber came across the field at zero altitude, and pulled up sharply in a steep climb over the heads of the assembled airmen, just clearing the tower. Within seconds, 1,200 men and women were flat on the ground. The Mitchell then

made several 25 ft. passes over the field. Group Captain Bradshaw dismissed the parade and ordered everyone to quarters.

Over the next two hours we witnessed an almost unbelievable demonstration of flying, much of it with the B-25's wings vertical to the ground, below roof top level, defying gravity. We were continually diving into ditches to avoid being hit by a wingtip coming down a station road. He flew it straight and level, vertically with the wing tip only six feet above the ground without losing altitude, defying all logic, and the law of physics. After an hour of this, three P-40 Kittyhawks from Pat Bay Station arrived on the scene, fully armed, with orders to shoot the B25 down if it left the area of the station. They tried to get on his tail but could not stay with him in his

tight turns below rooftop level. After two hours of this, Sgt. Scratch flew over a corner of the field and circled one spot vertically, with the Kittyhawks joining in like may pole dancers. Sgt Scratch then climbed to 2,000 feet and wagged his wings as he crossed the field, boxed in by the fighters. When they were clear of the station, the Kittyhawks signaled Sgt. Scratch to land. He nodded his head, gave them the thumbs down sign, rolled over, pulled back on his controls, and, aiming at an uninhabited spot on Tillbury Island in the Fraser River, dove into it. The shattered red taillight lens was later located dead centre between the points of impact of the engines.

All in all, a remarkable story, but further on in the forum where this account was published, someone named JDK

put into words very eloquently what my thoughts were about this psychopath: I've always rather liked the saying that 'the superior pilot is one who uses his superior judgment to avoid using his superior skill'. Unless there's bits we don't know, Sgt Scratch was a disgrace with a few remarkable skills. As a military airman, wrecking several aircraft (and worse) simply because he wanted to do another job than allocated in wartime was utterly selfish and short-sighted. Flying skill to the extent of suicide while wasting government equipment and hazarding the lives of your fellow airmen hardly sounds like 'a superb pilot' to me.

Makes a good bar tale though. And his ghost walks the corridors to this day... (end part 2)