

Honorary Patron of EUSI – Her Honor, Lois Mitchell, Lieutenant Governor of Alberta



EDMONTON UNITED SERVICES INSTITUTE

PRESIDENT'S ENEWS

JUNE 2020

The information in this newsletter is for informational purposes only. The Edmonton United Services assumes no liability for any inaccurate, delayed or incomplete information, nor for any actions taken in reliance thereon.

President's Comment

Hope everybody is coping well with the Covid 19 restrictions. Things are already getting better and Phase 2 of the relaunch is at hand. Keep up the good Work and vigilance.

6th of June is D-Day Anniversary - A historical review to refresh your memory.



The **Normandy landings**, codenamed Operation *Neptune*, were the landing operations of the Allied invasion of Normandy in Operation Overlord, during World War II. The landings commenced on Tuesday, 6 June 1944 (**D-Day**), beginning at 6:30 am British Double Summer Time (GMT+2). In planning, as for most Allied operations, the term *D-Day* was used for the day of the actual landing, which was dependent on final approval.

The landings were conducted in two phases: an airborne assault landing of 24,000 British, US and Canadian airborne troops shortly after midnight, and an amphibious landing of Allied infantry and armoured divisions on the coast of France starting at 6:30 am. Surprise was achieved thanks to inclement weather and a comprehensive deception plan implemented in the months before the landings, codenamed Operation Bodyguard, to distract German attention from the possibility of landings in Normandy. A key success was to convince Adolf Hitler that the landings would actually occur to the north at the Pas-de-Calais. There were also decoy operations taking place simultaneously with the landings under the codenames Operation Glimmer and Operation Taxable to distract German forces from the real landing areas.

Supreme Commander of the Allied Expeditionary Forces was General Dwight D. Eisenhower while overall command of ground forces (21st Army Group) was given to General Bernard Montgomery. The operation, planned by a team under Lieutenant-General Frederick Morgan, was the largest amphibious invasion in world history and was executed by land, sea and air elements under direct Anglo-American command with over 160,000 soldiers landing on 6 June 1944: 73,000 Americans, 61,715 British and 21,400 Canadians, 195,700 Allied naval and merchant navy personnel in over 5,000 ships were also involved. The invasion required the transport of soldiers and materiel from England by troop-laden aircraft and ships, the assault landings, air support, naval interdiction of the English Channel and naval gunfire support. The landings took place along a 50-mile (80 km) stretch of the Normandy coast divided into five sectors: Utah, Omaha, Gold, Juno and Sword. The combined ally countries included United Kingdom, USA, Canada, Free France, Poland, Australia, New Zealand, Belgium, Greece, Netherland, and Czechoslovakia, against Germany. The Normandy landing paved the way for the recovery of Europe and the rest is history.



Another Piece of History – For your Air Force enthusiasts.

One of the hurdles that both Iran and Rocket Boy of North Korea face in their nuclear weapon development is the fuel system for delivery of the rockets. Well, during WWII, the battles fought in the skies were won due to improvement in fuel that was kept secret from the Germans, allowing the Spitfires to win over the Luftwaffe in speed and maneuver. In 2014, a de-classified document was released by the British Society of Chemists explained the puzzle:

For the duration of WWII, the German Luftwaffe kept on using 87 octane aviation gasoline while the Americans and British used 100 octane gasoline in their Spitfire fighters and Americans used 130 Octane in our P-51 and other fighters. It seems that the German and British aircraft both used 87 octane gasoline in the first two years of the war. While that was fairly satisfactory in the German Daimler-Benz V-12 engine, it was marginal in the British Rolls-Royce Merlin XX engine in British aircraft. It fouled the spark-plugs, caused valves to stick, and made frequent engine repair problems.

Then American aircraft began to enter British service in great numbers. If British engines hated 87 Octane gasoline, American, General Motors built, Allison 1710 engines loathed and despised it. Something had to be done.

Along came an American named Tim Palucka, a chemist for Sun Oil in their South East Texas refinery. Never heard of him? Small wonder, very few people have. He took a French formula for enhancing the octane of gasoline, and invented the "Cracking Tower" and produced 100 octane aviation gasoline. This discovery led to great joy among our English cousins and great distress among the Germans. A Spitfire fueled with 100 octane gasoline was 34 miles per hour faster at 10,000 feet. The need to replace engines went from every 500 hours of operation to every 1,000 hours. This reduced the cost of British aircraft by 300 Pounds Sterling. Even more, when used in 4 engine bombers.

The Germans couldn't believe it when Spitfires that couldn't catch them a year ago started shooting their ME-109 E and G models right out of the sky.

Of course, the matter had to be kept secret. If the Germans found out that it was a French invention, they'd simply copy the original French patents

The American Allison engines improved remarkably with 100 Octane gasoline, but did much better when 130 octane gasoline came along in 1944. The 130 Octane also improved the Radial Engine bombers we produced.

The Germans and Japanese never snapped to the fact that we had re-invented gasoline. Neither did our "Friends" the Russians. 100,000 Americans died in the skies over Europe. Lord only knows what that number would have been without "Super-Gasoline". And it all was invented just a few miles west of Beaumont, that is in Texas, not Alberta.



Not to be accused of discriminating against the navy, here is a piece of Canadian naval history. Yes, Canada had a powerful naval force at one time before different governments kept zapping away the naval capability to where the West Edmonton Mall has better submarines.

The Last Aircraft Carrier of the Royal Canadian Navy.

HMCC Bonaventure costed 17 Million dollars to refit and had a total of 13 years of sea services when it was scrapped in 1952. The hull was taken to the Harland & Wolff shipyard in Belfast, Northern Ireland, to be completed to a modernized design of the Majestic subclass. The ship measured 704 feet (214.6 m) long overall with a maximum beam of 128 feet. HMC Bonaventure would have been a formidable ship during the Korean conflict.



2020 SYMPOSIUM - Due to the uncertainty about travel restrictions and relaxation of social distance imposed because of Covid19 pandemic, as well as difficulty securing guaranteed venue, the 2020 Symposium scheduled for October 17, 2010 will be cancelled. A new date set for 2021 is to be determined but likely to be held in the spring.



Groesbeek Memorial

Unseen Fire

This is a damned unnatural sort of war;
The pilot sits among the clouds, quite sure
About the values he is fighting for;
He cannot hear beyond his veil of sound,
He cannot see the people on the ground;
he only knows that on the sloping map
Of sea-fringed town and country people creep
Like ants — and who cares if ants laugh or weep?



HUMOUR – The below politically insensitive jokes are submitted by our in house comic contributor, Sgt AE Bince, Korean veteran.





Get trained!



CANADIAN GEAR

CC-177 Globemaster III



The Government of Canada procured five CC-177 Globemaster III aircraft. In 2014, the cost of the project was estimated at \$1.946 billion for the aircraft, spare engines, ancillary equipment, specialized systems, project costs including initial logistic support, and contingency for exchange rate fluctuation. The estimate for 20 years of in-service support from 2010 to 2030 is \$2.036 billion and \$1.8 billion for personnel, operations and maintenance for 20 years.

The CC-177 Globemaster III can rapidly transport oversized cargo over long distances between continents. The aircraft can operate from remote, unpaved runways. In most cases, it does not need any ground equipment for short-term operations from these remote locations.

Afghanistan veterans will remember the Globemaster I was delivered in around 1996 during the height of the war by an AMERICAN Pilot at the Abbotsford Airport because no Canadian pilot has been instructed to fly this giant.



Edmonton Salutes Committee

EUSI is a founding member of the Edmonton Salutes Committee and the President of EUSI has been the Chair Person of the Committee for the last two and half years. The Committee was established as a City of Edmonton Council committee and it's mandate is to represent the City of Edmonton connecting to the Canadian Armed Forces and the veteran community. The Salutes Committee have been involved in many activities to show appreciation of our CAF members and veterans, including fund raising for military related projects. The Committee is suspended since January 2020 for a governance review. With the Coronavirus, all Salutes Committee activities are suspended until further notice. I am convinced when the Committee re-convene, there will be need to do things in a complete different manner. One of the factor to consider is the requirement for social distance. This will hinder in person meetings, welcoming deployed soldiers home at the airport, fund raising for the Military Family Resource Centre, or visits with soldiers in Wainwright, Cold Lake or Victoria. Someone suggested the Committee could be involved in funding personal training for soldiers via internet. Another suggested we could do more recognizing our soldiers with street naming after recent battles or those who lost their lives like the soldiers in Greece or the Snow Bird pilot. The gist of the matter is we need to think outside of the box. EUSI members are welcomed to forward to the president of EUSI for new ideas.



Securitas

Major (ret'd) Alexander H. Tsang CD
President, Edmonton United Services Institute
AlexanderhTsang@hotmail.com