



Van Arty Association and RUSI Van Members News Apr 10, 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 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>

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

Apr 14	Cannon assembly
Apr 15	5 th (BC) Field Regiment RCA Band Concert
Apr 18	Seely Luncheon – Swartz Bay VAA Day at the Armoury. AGM
May 09	RUSI Vancouver AGM
May 12	BC Military Gala
May 26	VAA Artillery Day Artillery Demonstration

World War 2 – 1943

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

Apr 9th: British troops take Mahares in Tunisia.

Apr 10th: The 8th Army enters Sfax in Tunisia while US B-24s sink the Italian cruiser Trieste at La Maddalena.

Apr 11th: Japanese air attacks sink two Allied merchant ships in Oro Bay in New Guinea. The Germans start planning for an attack on the Kursk Salient, though both Guderian and Manstein oppose the idea.

Apr 12th: The Germans announce their discovery of the graves of thousands of murdered Polish officers at Katyn Woods. There is much sound and fury signifying little; as some 175 Japanese aircraft bomb Port Moresby causing relatively little damage. The retreating Axis forces in Tunisia start rallying at Enfidaville.

Apr 14th: Axis forces fall back to a large Perimeter around Tunis and Bizerte. The Japanese stage their last attack of their air offensive in New Guinea but manage to sink two transports in Milne Bay today. Jakov Stalin, son of the Soviet dictator who was captured by the Germans in 1941, deliberately electrocutes himself on the electrical wire of his POW camp.

Apr 15th: Planning begins for the US invasion of Attu in the Aleutians.

Apr 16th: The first reports on the Katyn Woods Massacre reach London.

Apr 17th: The Soviets gain some ground from 17th Army on the Kuban Peninsula. 117 B-17s raid aircraft factories at Bremen, but only 101 return.

Historic D-Day House Faces Uncertain Future

Shelly Boettcher April 1, 2018



Canadian soldiers speak to liberated French citizens at Bernières-sur-Mer, France, in June 1944. the house that became La Maison des Canadiens is seen in the background.

Lt Frank L Duberville / Canada. DND / Library And Archives Canada / Pa-132463

For ninety years, a house has overlooked the beach at Bernières-sur-Mer, France. A stately two-storey summer home, it stands alone, looking toward England across the cold English Channel. It wasn't built by Canadians, and Canadians don't own it. But on a stormy morning in June 1944 it became an unforgettable part of Canadian history. La Maison des Canadiens — or Canada House, in English — is an iconic landmark in this village on the Normandy Coast. On June 6, 1944, it became the first house to be liberated during Operation Overlord, the Allied invasion of France. Within twenty minutes of landing on the beach, the Queen's Own Rifles of Canada had opened fire, pushing out the German soldiers who had claimed the house as their own. A French-Canadian unit, Le Régiment de la Chaudière, joined the fight shortly after that. In 1944 the house was a major landmark, appearing in D-Day photos and grainy film footage viewed across the country. More than one hundred Canadians were killed on the beach in front of the building during the first few minutes of the battle. "Almost every Canadian that landed on Juno Beach at that time saw the house," said Gauthier Hebbelynck, president of L'Association la Maison des Canadiens. "Today it stands for the Canadian sacrifice in Normandy. It's a place ... where people can remember the Canadian sacrifice during the Second World War."

This past year, however, the house lost its staunchest supporter. For more than forty years, Herve Hoffer — who owned the house with his wife, Nicole Hoffer — had welcomed visitors

and shared stories of the famous house. But in early 2017 Herve died after a stroke, and a year later Nicole and their two grown sons are dealing with the complex history and the upkeep that comes with owning a ninety-year-old home. “It costs a lot of money,” said Hebbelynck, an honorary officer of the Canadian Army’s British Columbia Regiment. “It’s an old lady, and it’s on the seaside, so it suffers a lot from the wind and the water.” The house was built in 1928 as a summer vacation home for Leon Enault, a Parisian department store director. Enault had the house constructed as a duplex so that it could be split equally with his grandchildren, Denise and Roger Videcop. And for years, before the start of the war, the house was named after them, Villa Denise et Roger. They had no interest in it, however, and in 1936 both sides were sold. One was bought by Edmond Hoffer, a doctor from Le Havre, France. His wife operated a teahouse around the corner, and they dreamed of a future where their children’s children would one day enjoy the home.



La Maison des Canadiens today.

But on September 1, 1939, the Second World War began. By June 1940, the Germans controlled much of France, including Bernières-sur-Mer. The beach had become a military zone under German occupation. Civilians were forbidden to enter the zone, and most homes (and the

teahouse) were destroyed, giving the Germans a better view of the channel.

No one knows exactly why the Hoffer house was not torn down during those years. Some say it’s because it wasn’t within the firing lines of the German anti-aircraft guns. Others say it’s because a German officer took a liking to the stately structure and wanted to make it his base. It took several years for the home to be rebuilt after the war, and Herve Hoffer took it over after his grandfather died. As the fortieth anniversary of D-Day grew closer, the family noticed that more Canadian veterans were coming to revisit the place that had been such a pivotal part of their lives. The Hoffers welcomed them, every time. Over the years, Hoffer amassed myriad historical photos and mementos, including a Nazi armband left behind during the retreat and a bloodstained French franc given to Hoffer by a Canadian veteran who had received it from a wounded German soldier in return for sparing his life.

Canadian Terri Kubik was at the house in 2009 when Canadian veteran Ernie Kells stopped by. “There stands this elderly gentleman who said, ‘Hi, I was here in 1944. I’m the one that threw the grenade in the basement. I’m so sorry about the damage I caused. Just send me the bill,’” Kubik recalled. “Herve said, ‘No, no, the bill has already been paid.’” Herve Hoffer, Kubik explained, believed that his family may not still have existed today had it not been for the Canadians in 1944. Kubik, who is from Ontario, became friends with the Hoffers in 2003

during the opening of the Juno Beach Centre, Canada's Second World War museum in Courseulles-sur-Mer. A board member of the L'Association la Maison des Canadiens, she now travels regularly to France, giving tours when visitors — there are many — stop in. "It's unlike any history lesson you'll get in school, unlike anything we learned about any kind of war, really," she said.

What will happen now that Herve has passed away? The right-hand side of the duplex is owned by a different family and is not open to the public. Herve's wife and sons hope to continue the Hoffer legacy of welcoming visitors to the home, said Hebbelynck. Ultimately, they hope to turn their half of the building into a museum. The Hoffers believe many in the town support their vision; following Herve's death, the street behind the house was renamed in his honour. Hebbelynck recalls an elderly man who visited a couple of years ago. He was quiet, just looking out the window toward the beach. "I asked him, 'How did it feel to be here, almost at the end of the war?'" Hebbelynck said. The old man turned around and stared. "I wake up every night and I see the faces of the men who didn't make it," he told Hebbelynck. "For me, the war never ended. It's been going on for the last seventy years in my heart and in my head."

Canadian Army Reserve Trucking Trainees Go International

Steven Fouchard, Army Public Affairs April 6, 2018



32 Service Battalion members (left to right) Private Randy Avery, Corporal Emanuel Bustello, training instructor Sergeant Tim Canning, Corporal Artin Der Galstanian, and Private Gerald Abaca are part of a new and growing long-distance trucking team within the Canadian Army Reserves.

Photo: provided by 32 Service Battalion. ©2018 DND/MDN Canada.

Toronto, Ontario — A new milestone has been reached in an initiative to train Canadian Army (CA) Reservists in long-distance trucking: a United States border crossing. For the past three years

Sergeant Tim Canning, a Regular Force soldier serving with 32 Service Battalion (32 Svc Bn) in Toronto, has been instructing Reservists in the many tasks and responsibilities associated with moving military equipment via transport truck. It is all part of the larger Strengthening the Army Reserve (StAR) strategy, through which the CA is integrating Reservists more closely with the Regular Force and expanding the range of duties performed by Reservists. It also allows the Army to become more self-sufficient, as civilian trucking contractors will be needed less.

Sgt Canning said he likes to give his students real-world experience as much as possible and was happy to answer a recent call from the Canadian Special Operations Regiment (CSOR), which was in need of trucking support to bring equipment home from an exercise in New Mexico in the United States. Private Randy Avery was behind the wheel for the run, which began in Toronto in late February, with Sgt Canning on hand for guidance. “Going down to New Mexico is just an amazing training opportunity,” Sgt Canning said. “Even after a driver is qualified, they often don’t get to do things like crossing the border and hauling this type of cargo very often. We really focus on making sure they’ve got the skills and experience before we send them out into the world to do the job.” “The cargo is going to be a mixture of things but the biggest part of it is ammunition and vehicles,” he added. “Having the Reserve Force respond to our call for immediate support was ideal,” said LCol Andrew Vivian, CSOR’s Commanding Officer. “Their ability to partner with various units and organizations to achieve myriad tasks and missions speaks to the strength of the Reserve Force. As a regiment we are proud to have many Reservists employed at the unit and routinely rely on their expertise.” Having qualified Reserve truckers available will have many benefits, Sgt Canning said. “There are constantly deployments or exercises happening,” he said. “There’s so much going on all the time and for us to be able to take care of ourselves is very important. And for our people to have these skills and be self-sufficient is a key thing for the military because, when we go overseas, we still do trucking when we’re there. It’s a different platform that we’re using – big armoured trucks – but we’re still doing it. And we don’t have civilian contractors over there to do it for us. So to have those skills before we go, especially into a combat zone, is really important.”

LCol David DeVries, 32 Svc Bn’s Commander, explained that the trucking initiative is being run on a trial basis until 2020, when it is hoped as many as 24 Reservist drivers will have been qualified. “This creates a set role for Reservists, where they can be doing something day-in, day-out that the Canadian Armed Forces (CAF) need. We spend a lot of our budget for long-haul on contractors when using soldiers is a more cost-effective method. We’ve identified that we need competent drivers, and this provides not only a way to train our drivers for domestic tasks, but also for when they go on deployment – so we’ll have people who are familiar with the equipment.” He also noted that 32 Svc Bn, like the CAF as a whole, welcomes Canadians from all walks of life. While civilian and military trucking may be male-dominated at the moment, he added, the Battalion already has a female trucker, Corporal Jeanette Lapensée, who also returned equipment from New Mexico using a separate vehicle. “Women represent almost 15 per cent of our unit,” LCol DeVries said. This aligns 32 Svc Bn with current numbers across the CAF. According to Strong, Secure, Engaged: Canada’s Defence Policy, the aim is to raise the number of women members by one per cent a year to reach at least 25 per cent by 2026. Members of visible minority communities, LCol DeVries added, will feel very much at home at 32 Svc Bn, which clearly reflects the rich ethnic diversity of its hometown. “Toronto is one of the most diverse cities in the world and over 50 per cent of our unit representing visible minorities,” he said. This is good news and strongly supports the defence policy, which is committed to building a workforce that reflects Canadian ideals of diversity, respect and inclusion. “We’re highlighting them so that other people from those diverse communities will say, ‘Wow. This is something I could do.’”

AMPV Undergoes Extensive Tests by US Army

December 2017 Global Defense Security news industry 03 Dec 2017

The next generation of US Army combat vehicle **AMPV** (Armored Multi-Purpose Vehicle) tested by ATEC US Army Test and Evaluation Command. All variants of the AMPV are slated to undergo extensive testing at US Army Yuma Proving Ground (YPG) including a mortar variant using the M121 mortar system



Currently, all variants of the AMPV are slated to undergo extensive testing at US Army Yuma Proving Ground (YPG).

(Photo: Mark Schauer (ATEC))

The recently developed Armored Multi-Purpose Vehicle (AMPV) is intended to replace old M113 tracked APC (Armoured Personnel Carrier) in service with the United States armed forces since 1962 and to dramatically increase US soldiers transport capabilities. The AMPV's will be delivered to the US Army in five variants, a general-purpose vehicle, mission command vehicle, mortar carrier, and medical evacuation and treatment vehicles. The AMPV have nearly 80% more interior volume than the old M113, and significantly more power and survivability. Cooling and electrical systems are also upgraded to accommodate both existing and future upgrades. Under the EMD phase, a total of 29 AMPVs in all five variants are to be delivered. The contract's LRIP phase will cover 289 vehicles, and under current plans it is expected that 2,907 AMPVs could be procured in five variants, each to replace versions of the M113A3 vehicle family. These are the 120 mm mortar carrier, mission command, medical evacuation, medical treatment, and general-purpose vehicles. The US Army has a requirement for 2,907 vehicles in five versions including 386 120 mm Mortar Carrier Vehicles, 993 Mission Command Vehicles, 790 Medical Evacuation Vehicles, 216 Medical Treatment Vehicles and 216 general purpose. At AUSA 2016, Association of US Army Exhibition and Conference in October 2016, BAE Systems has announced that the first production vehicle of AMPV (Armored Multi-Purpose Vehicles) will be ready for October 2016. During this event, BAE Systems has presented a Medical Evacuation Vehicle of the AMPV family. The US Army will take the delivery of first batch of 29 AMPV in December 2016. December 16, 2016, the first armored multi-purpose vehicle rolled off the production line in York, Pennsylvania.

The mortar carrier variant of AMPV is being tested by YPG's Munitions and Weapons Division. Integrating the 120mm mortar into the vehicle took extensive work and requires a punishing test fire regimen to insure the system performs as expected. YPG supports the test firing with a wide variety of personnel, from weapons operators and observers to high speed camera operators, data collectors, and conditioning chamber personnel. Some of the test rounds are conditioned to various temperatures and brought to the mortar immediately prior to being fired. The test firing of the mortar carrier variant is only the start of evaluations of all aspects of the AMPV's performance that will last for more than a year.



USS Abraham Lincoln Tests ATARI

No, not the iconic gaming system from the 80s, but a system designed to remotely land aircraft on a carrier. Mass Communication Specialist 1st Class Josue L. Escobosa USS Abraham Lincoln Public Affairs 3/28/2018



*ATLANTIC OCEAN (March 22, 2018)
Landing signal officers work with the
aircraft terminal approach remote
inceptor in preparation for incoming
aircraft to land on the flight deck of the
Nimitz-class aircraft carrier USS
Abraham Lincoln (CVN 72).*

*US Navy photo by Mass
Communication Specialist 1st Class
Josue Escobosa*

ATLANTIC OCEAN (NNS) -- USS Abraham Lincoln (CVN 72) was the first kid on the block to get a new ATARI. No, not the iconic gaming system from the 80s, but a system designed to remotely land aircraft on a carrier. Abraham Lincoln's friends, the other carriers, should be jealous. ATARI, or aircraft terminal approach remote inceptor, was, for the first time ever,

successfully demonstrated during a touch-and-go on an aircraft carrier while conducting carrier qualifications and flight testing aboard Abraham Lincoln. ATARI gives Landing Signal Officers (LSOs) the ability to take over and maneuver aircraft during recovery operations. "I was really impressed with LSO's ability get me to touch down," said Lt. John Marino, a carrier suitability pilot from the "Salty Dogs" of Air test and Evaluation Squadron (VX) 23, and the first pilot to land on a flight deck using ATARI. "The conditions were really varsity (difficult), and it was really impressive the system worked the way it did. On a calm day, it would have been a little bit boring, but this was definitely more challenging." Developed at Naval Air station Patuxent River, Maryland by Naval Air Systems Command (NAVAIR), ATARI was originally tested in a Learjet in 2016, performing shore-based low approaches. In 2017, F/A-18s were fitted with this technology and after extensive testing and quality assurance, VX-23 was confident enough to test their system at-sea. "There was some nervousness because the sea state was so bad," said Marino. "Back on the airfield, testing was benign."

LSOs are capable of taking over an aircraft from up to five miles away using the ATARI. The system demonstrates a potential method for recovering an unmanned aerial vehicle (UAV) by using the LSO's ability to observe and fix glideslope and lineup errors. Though not intended to be a primary method for recovering aircraft, it does provide a relatively inexpensive backup system in the case and an LSO needs on to step in and use their expertise and training to safely guide an aircraft. Along with the ATARI, a van outfitted with the ATARI system was brought aboard and setup behind the LSO platform to allow the engineers to watch the approaches in real-time, monitor safety-of-flight data and ensure passes were going smoothly. The van recorded flight data for engineers to analyze later and allowed VX-23 to test their system without having to install it Abraham Lincoln. "We don't have unmanned carrier-based vehicles in the fleet today, but they are coming soon, said Dan Shafer, a NAVAIR air vehicle engineer. "This is a potential alternative landing method and our system performed well." Much like its namesake, ATARI uses a joystick to control a UAV, or in this case for testing purposes, an F/A-18 outfitted with the system and a safety pilot sitting in the cockpit. The LSOs use the joysticks to make corrections and safely land the aircraft on the flight deck. "We took the guy who's flying the aircraft and we moved him to the LSO platform," said Buddy Denham, a senior engineer at NAVAIR and creator of ATARI. "You're effectively using little joystick controllers to guide a 40,000 lbs. airplane, and it's almost like you're playing a video game."

Prior to landing, the aircraft first had to perform three wave-offs to ensure all conditions were safe and the system could indeed take over the aircraft while-at sea. On the fourth approach, the system engineers and LSOs felt comfortable doing touch-and-goes. "The deck was pitching significantly and yawing and rolling," said Denham. "It was particularly difficult to land that day, and we showed it's possible to use this system even when the conditions aren't ideal." The ATARI testing was conducted over the course of two days in conjunction with carrier qualifications. Though not currently slated for fleet-wide implementation, yet the successful give it potential for future application. The ATARI engineers will analyze the data collected aboard Abraham Lincoln and make adjustments for further at-sea testing.

Vancouver Artillery Association Yearbook Updates

Here's the latest updates:

New Khaki Drill uniforms for the 25 Pounder detachment have arrived

<http://www.vancouvergunners.ca/2018.html>

Military Ball 2013 <http://www.vancouvergunners.ca/mil-ball-2013.html>

Hockey Heroes Gala 2012 <http://www.vancouvergunners.ca/2012.html>

Canucks Canadian Forces Appreciation Night 2011, Grey Cup Parade

<http://www.vancouvergunners.ca/2011.html>

Canucks Canadian Forces Appreciation Night 2010

<http://www.vancouvergunners.ca/2010.html>

Soldiers' Christmas Dinner 1984 <http://www.vancouvergunners.ca/1984.html>

Soldiers' Christmas Dinner 1975 <http://www.vancouvergunners.ca/1975.html>

The 1960 Yearbook was refreshed <http://www.vancouvergunners.ca/1960.html>

The 1961 Yearbook was refreshed <http://www.vancouvergunners.ca/1961.html>

The 1962 Yearbook was refreshed <http://www.vancouvergunners.ca/1962.html>

The 1963 Yearbook was refreshed <http://www.vancouvergunners.ca/1963.html>

The 1964 Yearbook was refreshed <http://www.vancouvergunners.ca/1964.html>

The 1965 Yearbook was refreshed <http://www.vancouvergunners.ca/1965.html>

The 1966 Yearbook was refreshed <http://www.vancouvergunners.ca/1966.html>

The 1967 Yearbook was refreshed <http://www.vancouvergunners.ca/1967.html>

The 1968 Yearbook was refreshed <http://www.vancouvergunners.ca/1968.html>

The 1969 Yearbook was refreshed <http://www.vancouvergunners.ca/1969.html>

Sarcee exercise video 1933 <http://www.vancouvergunners.ca/1933.html>

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

Who Is It



Last Week: This is another picture of the mighty HMS/HMCS Warrior, sailing into Vancouver Harbour in 1947 after her voyage from Halifax. She carried Fireflies, and Seafires in RCN service.

This Week: Whilst fishing through the on-line archives of a major West Coast Canadian city, we came across this interesting photo. It is, as are many of those of a military type, not well-

described, being simply “Soldiers with machine gun”. Well, I think we can help, as our readership is nothing if not well-informed on matters military; some are even the very model of a modern major-general! So, let’s all get together and try to fill in the missing information. The headgear is a great help in dating this photo, as it was not in use for very long, although it is still part of the dress of a few posh units. The uniforms also can provide a time and a unit, as can the topography, which appears a bit dry and grassy for Vancouver. In addition, there appears to be a permanence to the structure in which these brave lads are standing, something lacking in Vancouver of the time.



The gun can also help, although, due to the parsimony of almost all Canadian governments when it comes to the military, ancient pieces were and are constantly being brought out of storage to do the job until something more modern can be acquired. So, dear readers, who are these chaps, and where are they?

What is that weapon, and can you tell us where the last one saw service? And, as a bonus, can you name the headgear? It might not be what you think it is. Send your answers to the editor, bob.mugford@outlook.com or to the author, John Redmond ([johnd. redmond@telus.net](mailto:johnd.redmond@telus.net)). Thanks!

From the ‘Punitary’

How do you catch a squirrel? Just climb a tree and act like a nut.

Murphy’s Other Laws

The only way to beat the bureaucracy is to make your problem their problem.

Quotable Quotes

Surround yourself with people who take their work seriously, but not themselves, those who work hard and play hard. *Colin Powell*

5th (BC) Field Regiment RCA Band Concert

The Fifth (BC) Artillery Regiment RCA Foundation
presents the

Band of the 5th (BC) Field Regiment, Royal Canadian Artillery

Master Warrant Officer Daniel Moses, Bandmaster
in its

19th Annual

SPRING CONCERT



Sunday, April 15, 2018, 2:00 p.m.

at the

Dave Dunnet Community Theatre
at Oak Bay Secondary School
2121 Cadboro Bay Rd. Victoria

Admission by cash donation
Proceeds benefit the Fifth (BC) Artillery Regiment RCA Foundation
www.5fieldband.ca

VAA Day and AGM – 18 April 2018



Vancouver Artillery Association
presents

Artillery Wednesday

Every Third Wednesday of the Month!

(Subject to holiday interference)

Wednesday, 18 April 2018

1030-1145 – Museum Open

1130-1300 – Lunch in the Mess for \$20.00

1300-1500 – Introducing the 1874 9-Pounder

1800 -1900 – Annual General meeting

1900 -2130 – Museum Open

2130 – Retire to the Mess!

C'mon down and reacquaint yourself with the Association



Artillery Day 2018



Artillery Day 2018



The
Vancouver Artillery Association
is hosting an
Artillery Demonstration
on

Saturday, 26 May 2018

The intent of the Artillery Demonstration is to deploy artillery detachments in public areas throughout the Lower Mainland of British Columbia where artillery units have had a presence today and in the past.

Do you own artillery ordnance that could be part of this display?

Contact Leon Jensen OMM CD for additional details – president.vcrgunners@gmail.com



**The Naval Officers' Association of British Columbia
Founded 1919**

*The President and Directors of
The Naval Officers' Association of
British Columbia*

*request the pleasure of your company and guest(s)
at dinner.*

*We shall commemorate the 73rd anniversary of
The Battle of the Atlantic
on*

Saturday May 5th 2018

1830 for 1930

HMCS DISCOVERY

Guest of Honor

Commodore J.D.Zwick, OMM, CD

Commander

*Canadian Fleet Pacific and
Commander Naval Training System*

*Cost: \$85.00 per person
Mess Dress or Black Tie
(Ladies Equivalent)
Decorations (Miniatures)*

RSVP on or before Thursday April 19th 2018

by using the attached reservation form.

NAVAL OFFICERS' ASSOCIATION OF BC
RESERVATION FOR THE BATTLE OF ATLANTIC MESS DINNER
Saturday, May 5th 2018 at HMCS DISCOVERY, 1200 Stanley Park Drive (1830 for 1930 hrs)

Rank/Rank(Ret'd)/Mr./Mrs./Ms.: _____

First Name: _____ Last Name: _____

Affiliation (i.e. military unit, civic organization): _____

Contact Phone Number: _____ and E-mail: _____

Members/Guests:

Accompanied By:

Rank/Rank(Ret'd)/Mr./Mrs./ Ms.	First Name	Last Name	Meal Selectio n *	Rank/Rank(Ret'd) / Mr./Mrs./Ms.	First Name	Last Name	Meal Selectio n *

***Menu: Canadian Angus Prime Rib Eye of Beef OR Santa Fe Chicken Breast OR Wild Mushroom Stuffed Cannelloni
Vegetarian, wild mushrooms, avocado, tomato, onion and feta cheese with chili lime cream sauce.**

CHOOSE ONE PER GUEST

1. Roast Beef 2. Chicken 3. Cannelloni Vegetarian

- Meal tariff - \$85.00. Cheque Money Order (Bank Draft) or etransfer accepted. Many regrets but we cannot accept credit cards.
- Please make your Cheque, Bank Draft or Money Order payable to the Naval Officers' Association of BC.
 - Etransfers to dreese@telus.net code word is Horatio Nelson
- Please e-mail and/or deliver this form by regular mail and your cheque to the address below:

David Reece
783 North Dollarton Highway
North Vancouver, BC.
V7G1N5
604-929-1702 (landline)

- If you mail this form and cheque and are unsure that it will arrive by Thursday, April 19th 2018, please



April Showers brings the May Military Gala

We hope the April Showers do not last too long, but we are certain there will be a May Military Gala. Have you bought your tickets yet? If you have, have you considered inviting friends to join you?

Tickets can be purchased online at militarygala.ca.

You will also be able to buy white or red tokens online (until the end of this month) to enhance your dinner experience. If you have questions about the token exchange, please feel free to reply to this e-mail for more details.

We look forward see you at this year's Gala!!

LCol Cameron McLean, RCE