

## Van Arty Association and RUSI Van Members News Jan 11, 2022

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 your copy.

**Newsletter online.** 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>

**Upcoming events – Mark your calendars** (see Poster section at end for details)

**Jan 12** Wednesday ‘Zoom’ Lunch meeting  
**Jan 19** Wednesday ‘Zoom’ Lunch meeting  
**Jan 26** Wednesday ‘Zoom’ Lunch meeting  
**Jan 27** With a Few Guns Web Event

*Note: Still no word on when facilities at the Armoury will open to non-serving people but you can be sure that the military will be the last to remove COVID restrictions. Keep watching this newsletter for more information. With the new surge, it will probably be 2-3 months before we see any changes in policy. Ed.*

### With a Few Guns Web Event

**The RCA Association invites you to register for their upcoming Web Event on 27 January 2022 at 7pm ET. Calling all Canadian Gunners Who Served in Afghanistan: We Can't Write Our Story Without You**



The complete story of Canadian Gunners in Afghanistan has never been told – until now. *With a Few Guns* is the first-ever attempt to capture The Royal Regiment of Canadian Artillery taking the fight to the enemy in a far-away land. This isn't going to be your “average” history replete with maps and tales told from a Headquarters far removed – it will be the in-person, detailed account from Gunners of all ranks across the battlefield. Here you will learn hard truth from the Gunline, UAS Operators, the FOO Party, and all

others who served at the sharp end of Canada's longest conflict, spanning everything from the initial deployments to Kandahar all the way to the completion of the training mission in Kabul. From 2001 to 2014, *With a Few Guns* will capture how the Kings of Battle were a proven force-multiplier of highly professional soldiers, that fought under terrible conditions when their Nation called upon them.

We can't write the seminal story of The Royal Regiment of Canadian Artillery in Afghanistan without you – the Gunners who were there. To that end, **the *With a Few Guns* team will be holding a Web Event via Zoom on the 27th of January 2022 at 1900 hrs EST**, and they are actively looking for your participation, story, and feedback. All the pre-conditions for success have been met – we have some of the most accomplished writers in Canada on our team, comprised of Brian Reid, Wolf Reidel, and Mark Zuehkle ably supported by Kevin Smith, who will give you a 30 minute update on where the project currently sits. From there, they will be looking for your thoughts, opinions, and feedback to ensure that they tell the full story of our Regiment.



**Let us tell your story! Register now to join the With a Few Guns Web Event!**

## **RUSI(NS)-NORAD & USNORTHCOM - Distinguished Speakers** **Arctic Maritime Security 26 January 2022**

The Royal United Services Institute of Nova Scotia and the North American Aerospace Defense Command and United States Northern Command (NORAD and USNORTHCOM) extend an invitation to presentations Wednesday, 26 January 2022, by Captain Alan McCabe, Chief of Response, District 17, United States Coast Guard; and Commander Corey Gleason, Royal Canadian Navy, first Commanding Officer, HMCS Harry DeWolf. The topic of their presentations is "Arctic Maritime Security: US Coast Guard and Canadian Navy Operations." Their bios are attached. [See posters at end of newsletter.](#)

The Arctic is re-emerging as a growing theatre of strategic competition from both Russia and China. The Arctic region is an 'avenue of approach' to North America for air, space, maritime, and land threats - directly over the pole 'in and through' Canada. The United States Coast Guard and Canadian Navy are the 'First Line of Defence' with their proven Arctic maritime response capabilities, provide credible deterrence, and conduct joint operations to counter new and emerging threats to the North American Arctic.

The talk will start at 1 pm Halifax time, Wednesday, 26 January, then be followed by Q&A and finish by 3 pm Halifax time.

Registration is required. There is no fee to attend this event. To register, email [RUSINovaScotia@gmail.com](mailto:RUSINovaScotia@gmail.com) by close-of-business Sunday, 23 January. As the subject line for your registration email, put: RUSI(NS) Distinguished Speakers 26 January 2022 Registration. In addition to your name, please provide your organization (association, company or unit). Participation is limited and later registrants may have to be put on a waiting list. If after registering your availability changes and you are no longer able to attend, please advise RUSI(NS) as soon as possible so your spot can be re-assigned.

The event will be done by Zoom. Instructions will be emailed to registrants by end Monday, 24 January. If you have not received them by end-of-day 24 January, please check your spam folder and, if necessary, email RUSI(NS).

RUSI(NS) events may be canceled at short notice. Email RUSI(NS) if there is a question about an event occurring.

CAH Darlington  
Commander, Royal Canadian Navy (retired)  
Vice-President, RUSI(NS)

## **RCAF Cormorant Helicopters Rescued Hundreds of Mudslide Victims**

in hazardous conditions. *Chris Thatcher RCAF News January 4, 2022*

Landing a CH-149 Cormorant search and rescue (SAR) helicopter between the proverbial rock and a hard place is not uncommon for the pilots of 442 Transport and Rescue Squadron. But on Nov 15, three aircrews made repeated landings quite literally between the rock face of a mountain slope stripped partially bare by a mudslide and the rising waters of the Fraser River — a landing pad along a narrow stretch of the Lougheed Highway east of Agassiz, British Columbia, strewn with shattered trees and other debris amid torrential rain and gale force winds gusting up to 45 knots. At times, the distance between the spinning rotor blades and the remaining trees and the hillside was no more than four feet. Over 10 hours, the three crews would airlift more than 300 passengers stranded overnight in vehicles after mudslides severed the highway around them.



*A CH-149 Cormorant helicopter and its crew from 442 Search and Rescue Squadron provide support for Operation Lentus, evacuating people out of Merritt, British Columbia, after heavy rain triggered mudslides along a highway on Nov 15, 2021.*

*Cpl Parker Salustro, CAF Photo*

The Royal Canadian Air Force (RCAF) squadron maintains a 24/7 standby posture at 19 Wing Comox on the eastern



side of Vancouver Island, on short notice to respond to land and maritime incidents in Western Canada. An atmospheric river had been building off the coast of the province for several days, and the heavy rains had caused flooding and mudslides throughout the Fraser Valley and into the BC Interior. But the first call to the squadron around 5:30 that Monday morning from the Joint Rescue Coordination Centre in Victoria gave the commanding officer, LCol Jean Leroux, only modest cause for concern. Overnight mudslides had trapped some vehicles on a stretch of the highway, also known as Hwy 7, and pushed others off the road and onto the bank of the rising river. Details were thin, but the initial reports suggested about 150 motorists could be stranded and civilian helicopters were attempting to reach them. Deteriorating flying conditions would make that impossible, however, and the forecast of more rain meant the potential for more mudslides. An urgent evacuation might be required. By the time the second call came through just after 8 am, 442 Squadron's standby Cormorant was already prepared to launch. The crew of two pilots, a flight engineer and two SAR technicians were tasked to land first in Chilliwack to pick up a provincial heavy urban search and rescue (HUSAR) team, a highly trained task force of medical, fire suppression, emergency response, SAR, and engineering professionals. The provincial government's emergency management service wanted "eyes" on the highway to assess the situation and coordinate the evacuation.



*Overnight mudslides had trapped some vehicles on a stretch of Hwy. 7 and pushed others off the road and onto the bank of the rising river.*

*Cpl Parker Salustro, CAF Photo*

No sooner had the helicopter lifted off from the runway in Comox, the squadron learned the stranded motorists now numbered at least 300, requiring a much larger effort. Sensing the problem might grow, Leroux had already activated the "recall list" for all personnel and begun assessing the availability of the squadron's other four helicopters. One CH-149 was airborne to support a force generation exercise for a Cormorant Operational Training Flight that morning and a third was on the ramp; as is often the case, two others were in maintenance. "That morning it was fortunate there were three helicopters serviceable and ready to go," said Leroux. "When we explained the situation, we quickly had all aircrews available. (In addition to the standby crew of five), we notified the training crew and then added a third. Altogether we were about 20 personnel." Within 30 minutes, the second and third Cormorants were airborne and trailing the first CH-149 to Agassiz. SAR squadrons are accustomed to responding with limited information, and the aircrews operate under mission command, allowing crew commanders in the air and on the ground the flexibility and freedom to act as they deem necessary. Still, activating and deploying such a significant portion of the squadron even as he notified the RCAF chain of command was a significant act.



*Cpl Parker Salustro, CAF Photo*

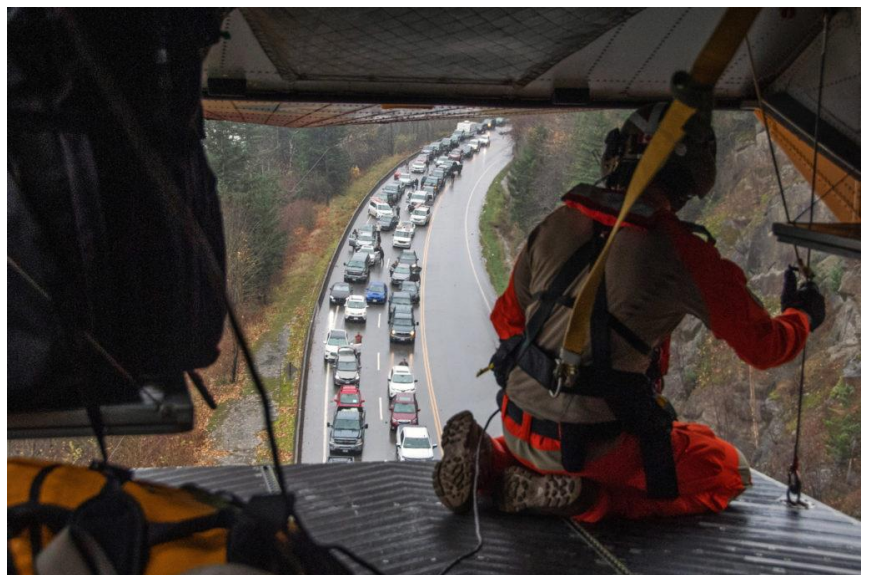
Leroux knew he had the trust of his supervisor to lean forward. “It takes time to activate federal or provincial resources, so we were proactive in this case, just because of the sheer number of people that needed to be evacuated,” he explained. 1 Canadian Air Division in Winnipeg, Manitoba (to which the squadron reports) supported the decision and assisted

with the subsequent paperwork. “The key to success, and I have been doing this for two decades, is to have the right asset at the right time,” he said. “Because there were so many people and because of the instability around those mudslides, I think the right call was made to call us in.” The seamless integration with other provincial assets “shows the strength of the system and how well that communication works with no jurisdictional obstacles.” The first Cormorant covered the approximately 220 kilometers (135 miles) from Comox down the Strait of Georgia and across the Lower Mainland to Chilliwack in about 40 minutes, collected the HUSAR team, and landed on the highway 20 minutes later. “There were a lot of fatigued and vulnerable people, including small children and the elderly,” Leroux noted. “While time was important, their safety was much more critical.” Despite persistent poor visibility that would challenge the crews throughout the day, the Cormorants immediately began airlifting people to a collection point about 10 to 15 minutes to the west. The first CH-149 on scene had departed with most of its SAR equipment and had room for about 10 passengers. The second, with less gear, was able to take 15. The third had been quickly stripped of all kit and replaced with jump seats before departing and was able to transport around 30.

*Motorists were stranded overnight in their vehicles due to the mudslides.*

*Cpl Parker Salustro, CAF Photo*

“The three choppers had a dance going” throughout the day, hot refuelling as each completed six to seven flights in and out of the hazardous landing zone. Before lifting off from the highway for the final time, SAR technicians and the



HUSAR team conducted a last sweep of all stranded and partially submerged vehicles to ensure



no one remained inside. By the end of an exhausting 10 hours, they had airlifted 311 people, 20 dogs, and one cat. As the extent of the operation became clear, 442 Squadron had dispatched a CC-115 Buffalo transport aircraft to Chilliwack with maintainers and other logistical and technical support. Leroux also had three complete replacement aircrews for the Cormorants on standby if the airlift continued into the night. The commitment of such a major contingent of the unit's resources was notable. Throughout the day, 442 Squadron remained positioned for other SAR emergencies. In the late afternoon, the Buffalo and its SAR technicians were diverted to the northern tip of Vancouver Island near Port Hardy following reports of a sinking boat. That evening, a response was prepared after the crash of a Cessna R182 north of the town of Hope that killed two. "Even though the evacuation was completed by around 8:30 in the evening, we were still busy with other cases," said Leroux.



*By the end of an exhausting 10 hours, the three crews had airlifted 311 people, 20 dogs, and one cat.*

*Cpl Parker Salustro,  
Canadian Armed Forces  
Photo*

That the aircrews were able to execute multiple landings in such tight spaces and under harsh weather conditions is a

tribute to the skill of the pilots. The cockpit of a Cormorant is usually crewed by an aircraft commander and a first officer. "By the luck of the draw, we had six aircraft commanders available that morning, so two very experienced pilots in each chopper," he noted. "They did an amazing job of making sure they landed without any incidents." Leroux had planned to command the third Cormorant, but when a junior aircraft commander arrived shortly before departure, he gave her the seat. "It was a good thing because there was a lot of quarterbacking to be done from Comox," he said. "When you launch three helicopters on short notice, it raises a lot of questions from upstairs about command authority, tasking, and how the mission is going to be authorized. I knew there were going to be phone calls right after those helicopters took off and I did not want that to be a distraction. The chain of command, though, was very supportive." As 442 Squadron stepped down, the RCAF — in response to a provincial request for assistance from the federal government as it declared a state of emergency — stood up an air task force in Abbotsford that included CH-146 Griffons from 408 Tactical Helicopter Squadron in Edmonton, Alberta, and 430 Tactical Helicopter Squadron in Valcartier, Quebec; CH-147F Chinooks from 450 Tactical Helicopter Squadron in Petawawa, Ontario; a CC-138 Twin Otter from 440 Transport Squadron in Yellowknife, Northwest Territories; and a CC-130J Hercules from 436 Transport Squadron and a CC-177 Globemaster from 429 Transport Squadron, both in Trenton, Ontario.

## **Boeing Reveals New Hypersonic Aircraft Model**

Evolved From Previous Valkyrie Concept. Boeing's latest hypersonic aircraft design could potentially be used for various military missions or as a space launch mothership.

*Joseph Trevithick The War Zone January 5, 2022*

Boeing has unveiled a new model of a proposed reusable hypersonic aircraft at a conference this week. The design is an evolution of concepts that were first displayed publicly four years ago and could potentially have military and commercial applications, including as a space launch mothership, according to the company. *Aviation Week* Senior Editor Guy Norris spotted the model at the annual AIAA SciTech Forum and Exposition in San Diego, California, which opened on Monday and will wrap up on Friday and posted pictures of it on Twitter. There is little hard information about it so far, but *The War Zone* has already reached out to Boeing for details. On Twitter, *Aviation Week's* Norris said that the design was an evolution of a concept that Boeing had unveiled at the 2018 SciTech Forum. It is "a refined, more realistic Mach 5 reusable air-breathing design targeting military and space launch roles," he explained. Mach 5 is the accepted threshold for hypersonic speed.



BOEING

The model Boeing has at its booth at the 2021 SciTech Forum has some very general similarities in its overall planform with the one it displayed in 2018, the latter of which is seen in the video below, but the new design is significantly different in many respects. It has a flatter central fuselage, as well as shorter wings and twin tails. The positioning of two engines underneath the fuselage has been changed, with them now being contained inside two distinct fairings rather than side-by-side. *Aviation Week's* Defense Editor Steve Trimble also noted that there is a conspicuous gap between the mold line of the forward fuselage and where the wing root starts on either side, despite them looking like they might be supposed to be aligned. It is unclear if this is simply a product of how the model was made or if it actually reflects a true aspect of the design. It's not clear what kind of engines Boeing might expect to power this aircraft, but the company has explored various advanced high-speed jet engines in the past, including scramjets and so-called "combined cycle" concepts. A turbine-based combined cycle (TBCC) engine configuration pairs traditional jet turbines with ramjets or scramjets. Ramjets and scramjets simply do not work

optimally, or even at all, at lower speeds, so the other turbines would be used for flight in those speed regimes. Viable TBCC engine arrangements are highly complex and are considered by some as a holy grail technology when it comes to designing viable reusable hypersonic aircraft that can take off and land using existing runway infrastructure.

We don't know what exactly prompted Boeing to debut its updated hypersonic aircraft concept now. The company's unveiling of its hypersonic concept at the AIAA event in 2018, which was dubbed Valkyrie, was seen as a response from the company to Lockheed Martin's unusually public pitching at the time of its own proposed advanced hypersonic military aircraft called the SR-72. The SR-72 was billed as a potential spiritual successor to Lockheed's SR-71 Blackbird supersonic spy plane that could also carry out strike missions. The appearance of Boeing's hypersonic aircraft model at the AIAA conference interestingly follows the Air Force's release of more information about Project Mayhem. Details about this effort are still limited, but it is becoming clear that the core focus is on the development of hypersonic aircraft capable of performing strike and intelligence, surveillance, and reconnaissance (ISR) missions. Of course, Boeing has a long history of interest in such designs for various applications, including as high-speed airliners and as platforms to conduct different kinds of military missions. This is not the first time Boeing has explored the idea of a reusable hypersonic platform for launching payloads into space, as an alternative to traditional space launch rockets, either.



*An artist's conception  
of a notional  
hypersonic airliner  
that Boeing first put  
out in 2018.  
BOEING*

In 2017, the US Defense Advanced Research Projects Agency (DARPA) hired Boeing to develop a reusable hypersonic spaceplane, designated the XS-1. However, that particular program was canceled in 2020. It is all but certain that work on similar concepts is being done in the classified realm, as well. Existing and emerging threats to U.S. government assets in space are continuing



to drive a surge in interest in novel ways to rapidly get payloads into orbit to help replace damaged or destroyed satellites in a crisis. In March 2021, the Australian branch of Boeing's Research & Technology division announced that it had entered into a partnership with Hypersonix Launch Systems, also based in that country, to work on the development of what was described as a "sustainable hypersonic vehicle." This aircraft would use Hypersonix's SPARTAN scramjet engines and be capable of serving as a space launch mothership. Various other firms, such as aerospace startup Hermeus, have been working on their own hypersonic aircraft concepts in recent years, again with eyes toward both military and commercial aviation sales. We will certainly be interested to learn more about Boeing's latest, refined hypersonic aircraft concept and what its specific plans for the design might be.

*Update 1/6/2022:* Boeing has provided the following brief statement to *The War Zone* regarding this new hypersonic aircraft concept: *Boeing has been developing a hypersonic reusable aircraft design concept that could support various Department of Defense military applications. This concept model was shown at the AIAA SciTech Forum in San Diego.*

## **Vancouver Artillery Association Yearbook Updates**

**Whistler Skiing** - Your VAA president has been taking advantage of his Epic Ski Pass at Whistler over the last week and has been negligent in posting new material to our website. If you're into skiing, the military discounted season pass pays for itself in two days. Plus, if COVID lets up, there's a host of ski areas in Colorado that are beckoning.... Sales for the 2022/23 season start in March 2022. <https://www.vancouvergunners.ca/whats-new/whistler-skiing>

**Major Carl Seymour Gonnason MC diary** – Lieutenant Gonnason goes on leave in London. Dinner at Frescortis; the Savoir, lunch at the Piccadille, dinner at the Queens; the Alhambra, finished up at the Savoy, Madame Tussauds Wax Works, tea at the Elysie, the Empire in the evening, dinner at the Strand Palace. Went to West Surrey Golf Club & had a game. <https://www.vancouvergunners.ca/gonnason-diary.html>

Would you like to participate in the search of our regimental history? Send me an email to [president.vcrgunners@gmail.com](mailto:president.vcrgunners@gmail.com). Always looking for new members to the team.

**VAA Virtual Lunch every Wednesday at Noon PDT - <https://zoom.us/j/710845848> - Drop in for 10 minutes or stay for an hour.** Remember – Stay healthy and stay safe!

## **Dues 2022**

As of Jan 1, 2022, dues for both the Vancouver Artillery Association and RUSI Vancouver are payable.

### **VAA**

Dues payments for VAA 2022 are payable on 1 Jan 2022. Dues are \$25. Payment may be made by:- e-transfers to the treasurer at [dj4loney@shaw.ca](mailto:dj4loney@shaw.ca) or by cheque to

Doug Loney  
5-10736 Guildford Dr  
Surrey BC V3R 1W6

## **RUSI Vancouver**

Dues for 2022 are payable as of 1 Jan 2022. Dues are \$50 for regular members and \$25 for student members. Payment may be made as follows:-

etransfer to the Treasurer at [richmark@telus.net](mailto:richmark@telus.net) or by mail to –

Richard Dunn  
1998 Ogden Avenue  
Vancouver, BC V6J 1A2

## **Who (or What) Is It?**

**Last Week: Timothy** (*circa* 1844 – 3 April 2004) was a 5 kg (11 lb) Mediterranean spur-thighed tortoise that was thought to be about 160 years old at the time of her death. This made her the UK's oldest known resident. In spite of her name, Timothy was female; how to sex tortoises was not properly known in the 19<sup>th</sup> century. Timothy was named after a tortoise owned by Gilbert White. Timothy was believed to have been born in the Mediterranean shores of Turkey and was found aboard a Portuguese privateer in 1854, aged around 10, by Captain John Guy Courtenay-Everard of the Royal Navy. The tortoise served as a mascot on



a series of navy vessels until 1892. She was ship's mascot of HMS *Queen* during the first bombardment of Sevastopol in the Crimean War (she was the last survivor of this war), then moved to HMS *Princess Charlotte* followed by HMS *Nankin*. After her naval service, she retired to live out her life on dry land, taken in by the Earl of Devon at his home, Powderham Castle. From 1935, she lived in the castle's rose garden and was owned by Camilla Gabrielle Courtenay (1913–2010), the daughter of the 16<sup>th</sup> Earl of Devon. On her underside was etched "Where have I fallen? What have I done?", English translation of the Courtenay family motto *ubi lapsus, quid feci*. In 1926, Timothy's owners decided that he should mate, and then "he" was discovered to be actually female. Despite this information, mating attempts were unsuccessful. Timothy is buried at Powderham Castle.

**This Week:** We have been brought up thinking of the past as a black and white world, at least until the 1950s, when colour photography became popularized by affordable processes and cheap cameras. Indeed, it used to be thought that people actually dreamt in black and white, but this was simply the legacy of people seeing the past in those shades in photography, cinema, and television. This is not to say that there was no colour photography in the past; there was, but it was expensive and cumbersome. Even the development of Agfa chrome and Kodachrome in the 1930s came with fairly high prices, and limited speed. However, even in the earliest days of photography,

people added colour. This was often done with photo oils, which are still available to artists. Since the 1980s, computer assisted “colourizing” has become more common. The earliest examples were pretty rubbish, but recent ones can be works of art, and very life-like.



All of the above brings us to this week’s photo, a colourized one by the very adept Mr. Tom Marshall. Coincidentally, the only firm producing photo oils is “Marshall’s”. He has done a great job with this shot of soldiers around a vintage auto (although it wasn’t vintage then). The question is, who are these chaps? Where were they, and what were they doing there? We will give a hint: they are an occupying power. However, you might be surprised to find out who they were occupying. Send your musings to the editor, Bob Mugford ([bob.mugford@gmail.com](mailto:bob.mugford@gmail.com)), or the author, John Redmond ([johnd.redmond@telus.net](mailto:johnd.redmond@telus.net)).

### **From the ‘Punitary’**

Did you hear about the mathematician who was afraid of numbers? He will stop at nothing to avoid them.

### **Murphy’s Other Laws**

Knowledge, is knowing a tomato is a fruit. Wisdom is not putting it in a fruit salad.

### **Quotable Quotes**

The future belongs to those who believe in the beauty of their dreams. -*Eleanor Roosevelt*



# RUSI(NS)-NORAD & USNORTHCOM - Distinguished Speakers



The  
Royal United Services  
Institute of Nova Scotia

&

USNORTHCOM  
Command Magazine  
"The Watch"

present

## Distinguished Speakers

Commander

**Corey Gleason &**

1<sup>st</sup> Commanding Officer

HMCS *Harry DeWolf*

Captain

**Alan McCabe**

Chief of Response

US Coast Guard District 17



## Arctic Maritime Security US Coast Guard and Canadian Navy Operations

1 pm Halifax time, Wednesday, 26 January 2022  
via Zoom

(register through [RUSINovaScotia@gmail.com](mailto:RUSINovaScotia@gmail.com))





## **Commander Corey L.E. Gleason MMM, CD**

Hailing from Welland, Ontario, Canada, Cdr Corey Gleason enlisted the Royal Canadian Navy on 8 August 1985. He trained as a Naval Signalman in Esquimalt, BC, and was posted to HMCS PROTECTEUR in Halifax NS. While in Halifax he served in multiple ships, participated in many NATO exercises and was support staff to Standing Naval Force Atlantic.

In 1991 he moved to Maritime Forces Pacific to serve in the Training Squadron. While serving in Esquimalt BC he was crew to a series of classes of ships, highlighted by HMCS OTTAWA, where he deployed for Operation APOLLO in support of the war against terrorism as ship's Senior Naval Communicator. Throughout his time in the ranks, he proudly supported the ships he served by volunteering for secondary duties such as Ship's Team Diver and Boarding Party 2 I/C, making a conscious effort to enhance the capabilities of the ships he served.

Gleason commissioned from the ranks in November 2003 and on completion of formal officer training in College militaire royal de Saint-Jean, NOTC Venture and HMCS WHITEHORSE, he served as Deck Officer in HMCS CALGARY, Navigating Officer in HMCS BRANDON, HMCS VANCOUVER, REGINA and PROTECTEUR, and Combat Officer in HMCS OTTAWA.

Cdr Gleason took up his first command appointment to command HMCS YELLOWKNIFE. He proudly served as a roving Ambassador to the City of Yellowknife and the peoples of the North-West Territories and visited the City of Yellowknife multiple times.

Cdr Gleason took up his next appointment as Executive Officer in HMCS OTTAWA and immediately deployed to join the fight against the illegal distribution of narcotics in South and North America supporting Joint Interagency Task Force South.

Gleason's time in sea going units was interrupted twice by shore postings inland, but he generally remained on the wet list serving in Sea Training as Operations Officer and Executive Officer in between northern operations and studies with other government departments and allies.

After many years of sailing north in Canadian Coast Guard ships or with NATO allies, Gleason went north in the dead of winter as Captain of HMCS HARRY DEWOLF, executing cold weather trials and deploying again summer of 2021, circumnavigating North America via the North West Passage and the Panama Canal.

He and his spouse France Chalifour of Quebec City are tremendously proud to be part of naval history, following HMCS LABRADOR's historic journey in 1954. Cdr Gleason will continue his work and studies in the Arctic domain, as he accepts his next command appointment to Sea Training Patrol. Gleason and his spouse currently reside in Halifax NS where they have the honor and privilege to continue to serve the Royal Canadian Navy.





## Captain Alan McCabe

Chief-Response Operations  
Coast Guard District 17



Captain McCabe currently serves as the Chief of Response Operations for Coast Guard District 17 where he oversees operations across the entire Alaska region including the Arctic and the North Pacific High Seas. Capt McCabe most recently served as the Commanding Officer of USCGC MIDGETT (WMSL 757), the Coast Guard's newest National Security Cutter put into active service.

Captain McCabe has over 13 years of sea time, including past tours as Commanding Officer-USCGC MIDGETT (WMSL 757) in Honolulu, HI, Commanding Officer-USCGC SENECA (WMEC 906) in Boston, MA, Executive Officer-USCGC THETIS (WMEC 910) in Key West, FL, Commanding Officer-USCGC SANIBEL (WPB 1312) in Woods Hole, MA, Executive Officer-USCGC ROANOKE ISLAND (WPB 1346) in Homer, AK, Deck Watch Officer and First Lieutenant-USCGC ACUSHNET (WMEC 167) in Ketchikan, AK and Seaman-USCGC MIDGETT (WHEC 726) in Seattle, WA.

Captain McCabe's assignments ashore include serving as the Coast Guard Liaison Officer to the United States Senate, the Coast Guard Liaison Officer to Commander Naval Forces Europe/Africa and Commander Sixth Fleet in Naples, Italy, the Executive Assistant to the Director of Operational Policy at Coast Guard Headquarters in Washington, D.C. and the Fishery Enforcement Policy Officer and Admiral's Aide at District 17 in Juneau, Alaska.

Captain McCabe is a 1994 graduate of Montana State University where he graduated with a Bachelor of Arts degree in Political Science. He enlisted in the Coast Guard in 1997 and graduated from Officer Candidate School in 1998. He earned a Master's degree in Marine Affairs from the University of Rhode Island in 2003. Captain McCabe was selected as an International Fellow to the Abshire-Inamori Leadership Academy administered through the Center for Strategic and International Studies in 2010. Captain McCabe graduated with a Masters of Arts in National Security and Strategic Studies from the Naval War College in 2014 with a focus in operational planning through the Maritime Advanced Warfighting School.

His awards include four Meritorious Service Medals, four Coast Guard Commendation Medals, and the Coast Guard Achievement Medal along with various unit awards. Captain McCabe is married to Kimberly McCabe and they have two sons: Dylan and Finn.



## Wednesday Digital Video Lunch

No need to worry about COVID-19 when you go digital. Pop into our video lunch **at noon** on Wednesdays and say hi. All you need is a laptop, tablet or smartphone. These sessions are being hosted by the Vancouver Artillery Association and are **open to all – especially those who attended our Wednesday lunches.** Join us to check up on your old lunch buddies.

<https://zoom.us/j/710845848>

**Password:- Ubique**



Zoom is the leader in modern enterprise video communications, with an easy, reliable cloud platform for video and audio conferencing, chat, and webinars across mobile, desktop, and room systems. Zoom Rooms is the original software-based conference room solution used around the world in board, conference, huddle, and training rooms, as well as executive offices and classrooms. Founded in 2011, Zoom helps businesses and organizations bring their teams together in a frictionless environment to get more done. Zoom is a publicly traded

company headquartered in San Jose, CA.

[Join our Cloud HD Video Meeting now](#)

Use the link above on your computer Zoom program or dial in on your phone:  
(778) 907 2071 Meeting ID: 710 845 848

Invite 2 friends! We have room for 100! See you on Wednesdays at noon. Bring your own lunch and beverage of choice.

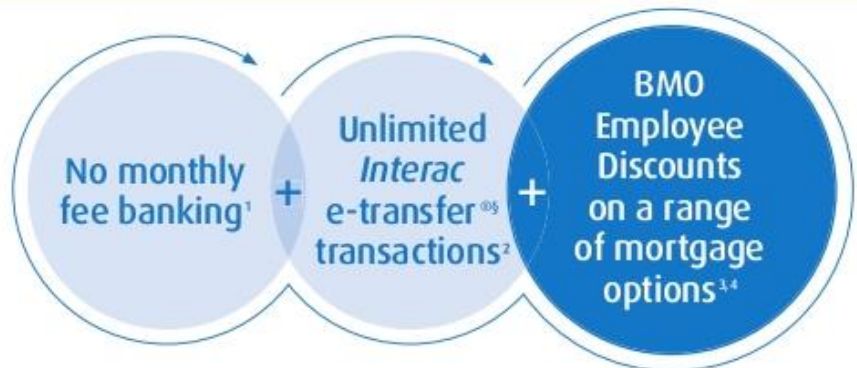
# Bank of Montreal

The official bank of the Defence Community

Our strategy is simple –  
**Do more for you.**



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## Mortgages

- BMO employee discounts on a wide range of mortgage options<sup>3,4</sup>
- Flexibility to move or break your mortgage through the Integrated Relocation Program<sup>5</sup>
- 130-day mortgage rate guarantee – the longest of any major bank in Canada<sup>6</sup>



## Bank Accounts

- Save money with a Performance Plan chequing account with no monthly fees<sup>1</sup>
- Unlimited *Interac* e-transfer<sup>05</sup> transactions<sup>2</sup>
- OnGuard<sup>08</sup> Identity Theft Protection Service at no charge<sup>7,8</sup>
- Keep the same accounts no matter how many times you relocate
- Access to CreditView<sup>09</sup> – the free, instant way to get your credit score<sup>9</sup>



## Lines of Credit

- BMO employee discounts on unsecured and secured personal lines of credit<sup>3</sup>
- Student line of credit with preferential pricing and flexibility<sup>10</sup>

## Credit Cards



- Choose the BMO Support Our Troops CashBack<sup>011</sup> or AIR MILES<sup>012</sup> MasterCard<sup>013</sup>
- No annual fee<sup>11</sup>
- Support Canadian Forces Morale and Welfare Services with every purchase you make
- Visit [bmo.com/sot](http://bmo.com/sot) to find out about the welcome offers

# Frequently Asked Questions

## What is the Canadian Defence Community Banking (CDCB) Program?

BMO and Canadian Forces Morale and Welfare Services have teamed up to offer the CDCB Program to eligible members of the defence community and their families.

### Who is eligible for the CDCB Program?

Program benefits are exclusive to regular force personnel, reserves, recruits, military families, Veterans and retirees, as well as Department of National Defence (DND) and Staff of the Non-Public Funds civilian personnel, the RCMP and the Canadian Coast Guard.

### Can BMO help me if I am relocated or deployed?

One way BMO can help is by covering your prepayment charges when you are relocated or deployed through the Integrated Relocation Program, and have to move or break your mortgage.

### How does Canadian Forces Morale and Welfare Services (CFMWS) get funded by the BMO Support Our Troops MasterCard<sup>®</sup> program?

BMO pays royalties to CFMWS each quarter. CFMWS uses the royalties to fund the Support Our Troops National Summer Camp Programs and more.

### How can I get help with home financing?

Visit a branch, find a Mortgage Specialist at [mortgagelocator.bmo.com](http://mortgagelocator.bmo.com) or call 1-866-548-7490 or collect from overseas at 514-877-7738 to get help with home financing.

### How much can I save in bank fees with the CDCB Performance Plan Chequing Account?

You can save \$191 each year in monthly plan fee, \$120 each year with 5 non-BMO ATM withdrawals included each month, and \$155 each year in Identity Theft Protection at no charge.<sup>12</sup>

### How can I contact BMO to learn more about the CDCB Program?

- Visit any BMO branch
- Call 1-866-548-7490
- International customers can call collect at 514-877-7738
- Find us on Social Media

Visit us in branch or at [bmo.com/cdcb](http://bmo.com/cdcb) to learn more.



Scan the QR code to get more information.



<sup>12</sup>The monthly Performance Plan fee is waived. You are responsible for all transaction, service and product fees not included for free in your Bank Plan. <sup>1</sup>The monthly Plan fee may still apply. Other transaction fees may apply if you have a Bank Plan that does not include unlimited everyday banking transactions. A cancellation fee may still apply when you cancel the transaction. <sup>2</sup>Interac e-transfer<sup>®</sup> transactions are subject to maximum transfer dollar amounts. <sup>3</sup>Applications to qualify for the CDCB special rates on 5-year fixed and 5-year variable rate mortgage, you must have a Canadian Dollar Primary Chequing Account (Chequing Account) with a CDCB Performance or Premium Plan; and set up the Chequing Account as the funding account for the BMO Mortgage; and have one (1) recurring direct deposit into the Chequing Account. <sup>4</sup>Some conditions may apply. <sup>5</sup>We guarantee your interest rate for the selected fixed rate mortgage type and term for up to 130 days from the rate guarantee start date. If the mortgage is not funded within the 130-day period, the interest rate guarantee expires. <sup>6</sup>Applicable to residential mortgages only and subject to Bank of Montreal standard lending criteria for residential properties. Longest rate guarantee of any major bank as of November 18, 2020. <sup>7</sup>Plan, transaction, service and product fees may still apply. <sup>8</sup>You're eligible for OnGuard<sup>™</sup> if you are a BMO customer who has a lead account<sup>1</sup> with one of the following Bank Plans: Performance Plan, Premium Plan, Platinum Plan or Employee Plan. In addition, to qualify for OnGuard, you must be a Canadian resident who has reached the age of majority for your province or territory, and you must be registered for BMO Online Banking and/or Mobile Banking and you must have a valid email address on your BMO profile and your lead account must be in good standing. Customers with an eligible Bank Plan with the Kids or Teens discounted banking program do not qualify for OnGuard. All accountholders of a lead account with an eligible Bank Plan qualify for OnGuard<sup>™</sup> provided they meet the above-eligibility requirements. If you switch your lead account to an ineligible Bank Plan, then you will no longer qualify for the OnGuard<sup>™</sup> service. <sup>9</sup>The lead account is the one you designate to pay any fees required by your Bank Plan, for example, your monthly Plan fees and transaction fees. <sup>10</sup>OnGuard<sup>™</sup> retail value is \$155.88 annually (charged at \$12.99 per month). <sup>11</sup>OnGuard<sup>™</sup> is provided by Sigma Loyalty Group and Intersections Inc. Sigma Loyalty Group and Intersections Inc. Terms and conditions can be found at [www.bmo.com/onguard/SIGconditions](http://www.bmo.com/onguard/SIGconditions). <sup>12</sup>CreditView<sup>™</sup> is a service provided to you by TransUnion. Using this service does not impact your credit score. This service is being made available to you as a customer of BMO ("Bank of Montreal") at no additional charge. <sup>13</sup>You must be a Canadian citizen or landed immigrant enrolled in a Canadian or non-Canadian post-secondary school or university. Co-signer may be required. Subject to credit availability and verification of identity. <sup>14</sup>Ongoing interest rates, interest-free grace period, annual fees and all other applicable fees are subject to change. Cash advances include balance transfer, cash-like transactions and Mastercard cheques. Visit your branch, call the Customer Contact Centre at 1-800-263-2263, or visit [bmo.com/rates-fees](http://bmo.com/rates-fees) for current rates and fees. <sup>15</sup>The monthly Performance Plan fee is waived. You are responsible for all transaction, service and product fees not included in the Performance Plan. Some non-BMO ATMs may charge you a convenience fee. The convenience fee is not a BMO fee and is added to the total amount of your withdrawal. You are responsible for the convenience fee that may be applied to your transaction.

<sup>16</sup>Registered trademark of Bank of Montreal. <sup>17</sup>Interac e-transfer is a registered trademark of Interac Inc. <sup>18</sup>OnGuard is a service of Sigma Loyalty Group. OnGuard<sup>™</sup> is a trademark of Sigma Loyalty Group Inc. Identity Guard<sup>™</sup> is a registered trademark of Intersections Inc. <sup>19</sup>CreditView is a trademark of TransUnion LLC. <sup>20</sup>MasterCard is a registered trademark, and the circles design is a trademark of Mastercard International Incorporated. Used under license.