

Van Arty Association and RUSI Van Members News June 14, 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 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 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)

The 2022 Army Gala. CANCELLED. New Date:- May 6, 2023, at the Sheraton Wall Centre
Commemoration Cyprus 2024 – see posters

- June 15** Wednesday 'Zoom' Lunch meeting- Mess will be open, bring your own lunch
Vancouver Artillery Association AGM – 1300hrs*
- June 21** RUSI Vancouver AGM – 1300hrs*
- June 22** Wednesday 'Zoom' Lunch meeting- Mess will be open, bring your own lunch
- June 23** RCAA Web Event – Experiences of Bty Comd in Combat Afghanistan 2006

***NOTE – If you are a member of this Society, make sure you have paid your dues. You will not be eligible to vote at the AGM if you have not paid dues for 2022.**

RCN's Shortage of Gold-Embossed Caps Forcing Officers Out of Uniform

Junior officers have been without a source of gold-embroidered peaked caps since late last year — an essential part of all but one of four regulation sailor uniforms

Bryan Passifiume National Post Jun 08, 2022



Close-up of a Royal Canadian Navy junior officer's peaked cap.

Photo- Andrew Vaughan/The Canadian Press/File

OTTAWA – Chronic shortages of the embroidered peaked officers' caps in Canada's Navy are keeping some sailors uncomfortably out of uniform, with many of

those under the rank of lieutenant commander left without their dress uniform for official functions and having to make do with wearing combat dress instead. Multiple sources within the Royal Canadian Navy told the National Post that junior officers have been without a source of gold-embroidered peaked caps since late last year — an essential part of all but one of the four regulation uniforms issued to Canadian sailors. Worn by all enlisted and commissioned ranks in the RCN, peaked caps worn by junior officers are identical to those worn by enlisted sailors, save for a single solid gold braid embroidered onto the hat’s brim. The senior officers wear gold oak leaf embellishments — known as “scrambled eggs” — on the brim of their caps, which are common among many of the world’s militaries. This headwear shortage is forcing both newly commissioned officers and those in need of a replacement to attend functions and public events instead in their work uniforms, which are normally reserved for deployment aboard ship or while in garrison.

The Department of National Defence did not respond to a request to comment on the shortage. Peaked caps are required kit for all but one of the Royal Canadian Navy’s four orders of regulation dress. As decreed in the Canadian Armed Forces Dress Instructions, ceremonial dress is worn on formal occasions, while mess dress — the military equivalent of formal evening wear — is worn during functions where tuxedos would be appropriate. Service dress — also referred to as a “walking-out” uniform — is most commonly worn by service members out in the public, and is analogous to a civilian business suit. The only uniform that doesn’t require peaked caps are naval combat dress, consisting of a blue dress shirt, black jacket, black pants, and either a regulation baseball cap or, less commonly in the Navy, a beret. Sources tell the National Post the online ordering portal for CAF uniform supplier Logistik Unicorp ran out of junior officer’s caps last year. All sizes were still listed out of stock as of Monday. Sailors visiting the site are greeted with a pop-up window advising the Department of National Defence is transitioning to a new cap, and that distribution of the new caps “begins in 2022.” The new hat also uses the gold braid for junior officers’ peaked caps.

An October 2021 news release described the new caps as a more comfortable and easier-to-care-for option over the older hats, and they also feature a new machine-washable and replaceable outer cover meant to extend the life of the garment. These new hats, the press release says, were to be made available to enlisted members in September 2021, with officers’ versions available in “early 2022.” However, as of Monday, both old and new cap versions were listed as out-of-stock on Logistik’s website. Junior officers’ caps showing as out-of-stock on the CAF members’ uniform ordering portal. Screenshot. In addition to outfitting military personnel, Logistik Unicorp provides uniforms to other federal departments, including the Canadian Border Services Agency and Corrections Canada. The Canadian Armed Forces are in the midst of revamping their uniforms, with a goal to make all dress gender neutral.

Richard Shimooka, national defence analyst and senior fellow with the Macdonald-Laurier Institute, said that while CAF routinely struggles with issues surrounding large-scale procurement, logistics around smaller-scale procurements might be more specifically related to broader problems with supply chains connected to the COVID-19 pandemic. “It’s a challenge that DND (Canada’s Department of National Defence) is facing in a number of areas, whether it

be big procurements or small procurements, due to supply chain issues,” he said. “It’s another challenge among many, but one that is probably reasonable or understandable given the circumstances,” Shimooka said.

History Must Not be Bulldozed at Juno Beach

Peter Mansbridge Contributed to the Globe and Mail



Canadian troops come ashore at a Juno Beach landing area on D-Day at Bernieres Sur Mer, France, on June 6, 1944.

Juno Beach Centre. When the boys from Canada hit the Normandy beaches 78 years ago on that overcast morning of June 6, 1944, their goal was to help free western Europe from Nazi tyranny. It started with the liberation of a series of small villages such as Saint-Aubin-sur-Mer, Bernieres-sur-Mer and Courseulles-sur-Mer with the Canadians giving the villagers back their freedom, their liberty, their chance to determine their own futures. But it was a bloody battle, and it came at an awful cost. Thousands of Canadians came ashore that morning, and within hours hundreds lay dead, some washing ashore in the surf, others cut down on the beaches before they’d even fired their guns. There were many more dead bodies to come in the days, weeks and months that followed as the Canadians fought their way through Normandy.

Those young volunteers, many of whom were just boys, were heroes. Some are buried in the Canadian war cemetery a few kilometres inland at Beny-sur-Mer, overlooking from a distance the beaches they had fought and died to gain that initial foothold against the Germans. Today the tour buses roll up with a certain frequency. Canadians travel a long way to remember, and they arrive to find a beautiful and special spot, surrounded by maple trees. France acknowledges it’s a part of Canada in their country and will always be so. In the late 1990s a group of veterans and similarly minded Canadians felt there should be more than that cemetery and they came up with the idea of creating the Juno Beach Centre located alongside the beach in the middle of Courseulles. It wasn’t easy but just like the men and women they wanted the centre to honour, they persisted. And by 2003, with the assistance of private donations and corporate help, the centre was opened to honour the 45,000 Canadians who lost their lives to liberate a continent. It’s an excellent museum showcasing the Canadian story with the aid of an array of audio and video help. In 2019, the last full season before COVID, there were more than 100,000 visitors.

But if opening the centre was a challenge, keeping it open may now be an even greater one. The memorial sits on hallowed ground, but that ground has also become prime commercial property, especially for luxury beachfront condominiums. A developer wants to hem the Juno Beach Centre in and take over the adjacent roadways for construction traffic, all seemingly with no interest in the history that could be bulldozed over. I mentioned that when the Canadians landed, they weren't there for their own preservation. They were there risking and giving their lives to liberate the French so they could decide their own futures. And they have with developments all along the Normandy coast. Most communities don't waste an inch of space. So why the fuss about this one development? Why at a time when communities all across Normandy are looking for new revenue after a difficult few years, are village officials in Courseulles split over what to do? Why, at a time when we say politicians are so polarized, they never work together, did members of all parties in Ottawa join together to say protect the Juno Beach Centre by turning that one adjacent spot into a memorial park not an elite commercial property? Why, when the big issues are war in Ukraine, did two world leaders, Prime Minister Justin Trudeau and French President Emmanuel Macron set aside time last month to declare that places like Juno Beach must be protected? Why? Because some things are worth dying for. And some things are worth remembering with respect.

RCAF Pilot Helped Bring 1953 Coronation to Canadians

June 2, 1953, ceremony noted as 1st overseas event televised in North America on same day

Jon Thompson · CBC News · June 04, 2022



George Nickerson, a wing commander from Kenora, Ont., arrived at the airport in St. Hubert, Que., with tapes of Queen Elizabeth's coronation in his CF-100 on June 2, 1953.

(Submitted by Rob Nickerson)

Queen Elizabeth's coronation on June 2, 1953, was the first global event to be televised in North

America on the same day it happened. The final leg of the event footage's overseas journey was completed by George Nickerson, a pilot from Kenora, Ont. Elizabeth succeeded to the throne on Feb. 6, 1952, when she was 25 following the death of her father, King George VI. She was 27 at the time of her official coronation. As the Queen's 70th Jubilee approached, Rob Nickerson set out to find out whether the family legend about his uncle was true: "Stories my father would tell about this accomplishment that George Nickerson did — and that was to fly these tapes across the ocean and land them in Canada," Rob said.

Wing Cmdr. George Nickerson of Kenora died in a plane crash in 1954, one year after he was involved in Operation Pony Express.

(Submitted by Rob Nickerson)



The family's story wasn't exactly right. The CF-100 fighter jet George Nickerson flew didn't have the fuel capacity to cross the Atlantic Ocean. But the truth, which was far more complicated, made Rob stand back in awe. Nickerson, a wing commander, was stationed in Winnipeg, 200 kilometres west of Kenora, when the Royal Canadian Air Force ordered him to carry out a peculiar mission that would change what the world thought possible, both in and on the air. The mission, dubbed Operation Pony Express, would bring the British and Canadian air forces together, along with both countries' public broadcasters. The British Broadcasting Corporation (BBC) committed to filming the 1953 coronation through a process it developed called "telerecording," which recorded the footage on a state-of-the-art flat-screen TV. The Royal Air Force's new Canberra bombers were enlisted to fly the film canisters to Canada.

Military historian Mike Bechthold said the military and communications technology was cutting edge at the time. "They had to film it, they had to develop it. It had to go from the location where the filming was made in London to Heathrow Airport. And they made that transfer on a helicopter. It was then placed on a jet bomber. It was flown across the Atlantic Ocean," said Bechthold, who has a PhD in history from the University of New South Wales and degrees from Wilfrid Laurier University in Waterloo, On. "It took 5½ hours to make that trip," he added. "They landed in Goose Bay, Labrador and at that RCAF base, they met a Canadian fighter, a CF-100, and the first fighter was piloted by Wing Cmdr. Nickerson." Nickerson's role was to transfer the 17 canisters weighing 420 pounds (190 kg) into his CF-100 and fly from Goose Bay to St Hubert, Que. From there, a helicopter would take them to the new Canadian Broadcasting Corporation (CBC) studio in Montreal, which had only started airing television programming nine months earlier.



*Three CF-100s fly in formation in this Royal Canadian Air Force photo.
(Royal Canadian Air Force)*

Canada and the US. "It seems a wonderful opportunity of gaining worldwide publicity for the RAF while at the same time enhancing Britain's general prestige throughout the North American continent with so immediate a presentation of the coronation film," MacBride wrote. It would be expensive for Canada's public broadcaster to employ the military. The entire mission cost \$11,650, equivalent to nearly \$1.5 million today. But using civilian aircraft would have taken 10 hours and CBC didn't have time to spare. "For the CBC, the big importance was being first on the airwaves in North America," Bechthold said. "They wanted to scoop the Americans and resorting to commercial aviation, they couldn't count on scooping the story, but they'd probably come in second to the Americans, so they needed to do something different."

Making Operation Pony Express a military operation would take the same amount of time from door to door as it took for the Earth to spin, which would allow for the coronation to air in Canada at the same local time as events unfurled in London. That would allow CBC to be able to call the footage "live." Unbeknownst to CBC until deep in the planning process, the American network NBC had arranged with the English Electric Company to enlist a Canberra bomber from the Venezuelan military. CBC beat the Americans to air by nearly half an hour. It took just over five hours for the bombers to land in Goose Bay and CBC began televising the event 2½ hours later, at 4:15 pm ET. It's the story of a watershed moment in television, an incredible Canadian military air mission, and a story passed down through generations for one family in northern Ontario. Hear about Operation Pony Express, and how it brought Queen Elizabeth's coronation to thousands of televisions across Canada. The CBC leaders were elated. A telegraph CBC chairman Arnold Dunton sent to the BBC described the mission as a "brilliant achievement" and the footage as having been made available "in a wonderfully immediate way." To show thanks, CBC purchased a painting from Group of Seven artist A.Y. Jackson titled *Indian Village Yellowknife*. It was fitted with a plaque thanking the RCAF for its role in Operation Pony Express. The painting still hangs in the Winnipeg airbase today. It will be featured in a book Bechtold is publishing of 100 artifacts to commemorate the centenary of the RCAF in 2024.



The Indian Village Yellowknife painting by A.Y. Jackson was donated to the Royal Canadian Air Force by CBC for its role in Operation Pony Express. The painting still hangs at the air force's base in Winnipeg. (Royal Canadian Air Force)

Operation Pony Express almost didn't happen. Elizabeth was reluctant to allow the pomp and circumstance of the coronation to be televised throughout the Commonwealth, suggesting radio would be sufficient. The BBC executives convinced her to let it go ahead, and according to the BBC, more people watched it through the new medium of television than listened to it on the radio. Alan MacEachern, a history professor at Western University in London, ON, said that on both sides of the ocean, the coronation was among the events that established TV as a medium. "It was one of those early moments that made people realize television was here to stay," he said. "I know in Ottawa, for example, I'm not sure if it was television manufacturers or television dealers who actually made TVs available in schools in so that the coronation could be watched by schoolchildren. The numbers were a lot. It's really difficult to know whether to trust the numbers for TV viewers, but apparently 300 million people watched the coronation." George Nickerson died in a CF100 crash the year after Operation Pony Express, but for his nephew Rob, ironing out the truth keeps the story alive. "It was all true," said Rob. "It wasn't an urban myth or an urban legend in our family. The thing that has been sitting in my heart and in my mind for the last 60 years, that I just kicked over a stone and there was the truth, but the stone has been sitting here this long. It made me think, 'This is pretty cool. This is pretty cool — for him.'"

French Military Eyes Tech Solutions to Deal With Climate Change

Vivienne Machi Defence News Friday, Jun 10



French soldiers participate in the 2022 Defender Europe exercise with troops from Poland, Sweden and the United States.

(Wojtek Radwanski/AFP via Getty Images)

STUTT GART, Germany — France’s military is looking at hybrid armored vehicles, fuel cell technology and more efficient battery storage as areas of investment to better prepare its troops for the effects of climate change, according to an inaugural strategy released this spring.

Armed Forces Minister Florence Parly approved her department’s first defense strategy related to climate change on April 25, with its intent to help prepare the nation’s troops to face the global climate crisis. “By amplifying risks and threats, climate change will exacerbate tensions that could lead to open crises or even conflicts,” the Armed Forces Ministry said in a statement. “This phenomenon is already affecting the international strategic context, and thus, the conditions through which the French armed forces carry out their missions, along with the capabilities they must have.” The strategy lays out a holistic plan to coordinate all offices within the ministry to effectively mitigate the effects of climate change and address an energy transition away from fossil fuels. Among the key equipment investments are hybrid armored vehicles, with a Griffon-centric program serving as the prototype for future hybrid trucks.

The French Land Force is developing a “hybrid vehicle demonstrator” based on the armoured personnel carrier, to be fielded by 2025 and to help inform the potential scaling up of next-generation carriers. The service is also considering the use of hydrogen-based energy sources for infantry personnel, with the goal of reducing the energy-weight ratio of current equipment, according to the strategy. On the aerospace side, the French Air and Space Force has been studying the viability of a hydrogen-powered micro-UAV. In 2021, the service’s officer school, L’École de l’air, signed a research contract with the Innovation Laboratory for New Energy Technologies and Nanomaterials, a European research institute, to jointly study the concept under an effort dubbed RAPACE. The group selected French drone startup Atechsys to develop the airframe and the ground station, according to a 2021 release. The officer school expects a test flight of the aircraft in 2022. In the maritime domain, the French and Italian navies have partnered on studies looking at the potential of fuel cells for surface ships under a program dubbed Poseidon. Italian firm Fincantieri and French company Naval Group are industry partners in the Poseidon program under an alliance cooperation agreement signed in 2018.

Across the land, aerospace and maritime domains, the French military is also pursuing new methods to monitor energy consumption across various scenarios under a program dubbed GENOPTAIRE. The findings from GENOPTAIRE would inform novel ways to reduce the military’s dependence on fossil fuels, particularly in the propulsion sector, per the strategy. “The

integration of alternative sources with a lower carbon footprint are specifically being studied,” the document said. According to the ministry’s 2020 defense and energy strategy, the goal is to implement the program findings in 2022. The 2020 strategy also called for France to look into “smart grid”-type platforms to optimize the use and storage of energy, as well as better manage the electrical networks of various military assets and reduce the country’s primary energy consumption.

The ministry also wants to establish a “map of climate risks” similar to previous efforts to clearly mark meteorological and oceanographic factors when conducting operations, per the new strategy. More tools will be needed for monitoring, anticipating and tracking regions that will be most affected by climate change, or for following key themes including energy security and transition. The ministry plans to support strategic research into the monitoring and adaptation of climate change and the energy transition by awarding study contracts to research institutions as well as by sponsoring doctoral theses on the subject. The climate change and defense strategy was developed in line with a joint declaration signed by the defense ministers of 26 different nations in November 2021, acknowledging the need for the world’s militaries to adapt in the face of a warming climate.

Vancouver Artillery Association Yearbook Updates

Wednesday Lunches

The weekly Vancouver Artillery Association lunch in the Officers' Mess at Bessborough Armoury continues. Have you sent in your survey? Drop in for a casual lunch experience. All ranks welcome. (We’ll still set up our Zoom connection for those that can’t make it <https://zoom.us/j/6802412956> and the secret passcode is pFPey6)

Annual General Meeting

The Annual General Meeting of the Members of the Vancouver Artillery Association will be held on Zoom, at 1300hrs, on Wednesday, June 15, 2022.

<https://www.vancouvergunners.ca/whats-new/annual-general-meeting-reminder>

Point Grey Fort

Join us at the Point Grey Fort for an afternoon of sweeping and exploring!

<https://www.vancouvergunners.ca/whats-new/point-grey-fort-clean-up>

Yearbook Update – 2021 Freedom of the City Parade

Additional photos from the parade have been placed online. Check out the great event!

<https://www.vancouvergunners.ca/whats-new/yearbook-update-20218807591>

The Fallen

Added Gunner Thomas Lloyd Faulkner to our list of Fallen. Gunner Thomas enrolled with 58th Battery, 15th (Vancouver) Coast Brigade, RCA in 1939 before volunteering for overseas duty. He then served with the 2nd Light Anti-Aircraft Regiment, RCA and the 4th Anti-Tank Regiment,

RCA. He was killed in action in Italy on 25 September 1944 and is interred in the Cesena War Cemetery. Lest we forget.

The Regimental Museum is now open from 10:00 until 12:00 every Wednesday. Masks are required as is proof of vaccination. Please help keep our soldiers safe and do not attend if you feel the slightest symptom of illness. Our zoom channel will also be open from noon at <https://zoom.us/j/6802412956> and the secret passcode is pFPey6. Remember – Stay healthy and stay safe!

Who (or What) Is It?

Last Week: FV 4401 *Contentious* was a prototype British air-portable tank destroyer of the early 1960s. At least one prototype was constructed and tested, although no production vehicles were built or saw service. The vehicle was developed as part of *Project Prodigal*, which give rise to the CVR(T) series of British light tanks and related vehicles. as research into future armoured fighting vehicles. The intention was to produce an air-portable tank destroyer. The vehicle was to provide for a flexible strategic response to conflicts around



the vestiges of the Empire. Despite the low intensity of such conflicts, it was assumed that the increasing supply of Soviet T-54 tanks to satellite states would require an anti-tank capability greater than previous light tanks. This was *not* seen as a substitute for a main battle tank, which would have to be heavily armed to deal with the massed and thickly armoured Soviet tanks of the Cold War. In particular, there was no attempt made at protection against the NBC threat that was expected for any European conflict.

A particularly lightweight vehicle was needed, which restricted the possibility of a conventional tank with a conventional turret. The path chosen was that of a low-profile open hull with a semi-fixed gun, similar to the layout of the wartime Alecto. The small hull could accommodate only a crew of two, which in turn required an autoloader, particularly for the heavy armament and ammunition in mind. The gun chosen was the QF 20pdr (84 mm), already in use in the Centurion tank, with the autoloader. The mount was fixed in elevation and had only a limited traverse. Most aiming relied on steering the entire tank on its tracks. Elevation used an unusual system, a hydraulic suspension system, with independent height control of each wheel station, which allowed the tank chassis to be tilted back and forth. This system had already been demonstrated in the Swedish S-tank. The chassis components were based on those of the Comet tank, although with only four road wheels rather than the Comet's five. The prototype was completed and tested on the firing ranges of Kirkcudbright Training Area.

This was only a boilerplate example; it was unarmoured, the armour layout design had not been completed and the body of relatively high and vertical plates is unlikely to have been the shape or the material used for a final example. In particular, the petrol tanks were exposed and mounted above the track guards. The vehicle was also tested at Lulworth, in tests against a wheeled vehicle to test the virtues of tracked and wheeled arrangements for the *Prodigal* air-portable tank destroyer. The vehicle chosen was the *Rhino*, a six-wheeled skid-steered experimental chassis, powered by a Rolls-Royce Meteorite engine. Drivers were instructed to drive in pursuit of fixed

and moving targets and to track them with a simple windscreen-mounted sight. The *Rhino's* steering was infamously imprecise, and it was found that the tracked Contentious performed better. As with the Centurion, Contentious was later up-gunned; first tested with the 84mm 20pdr, the Bovington example later gained a L7 105mm gun, derived from the 20pdr. The replacement was relatively easy, as the 105mm is largely a rebarrelled version of the 84mm and has a similar breech. Photographs of the prototype do show some change to the recoil cylinders between the two.

This Week: We have skipped back to the sky for this week's interesting photo. As possibly mentioned before (ad nauseam), before the era of computer assisted design, it was very much a build it and try it environment for the testing of aeroplanes (and much else). There is, of course, an old adage "if it looks right, it flies right", or words to that effect. However, there were so many weird designs in the past, some of which worked, that the saying doesn't always apply. This week's subject might be a case in point, although we don't exactly know what it is. This craft looks fine in the front section, and appears to be of a rather advanced design, using metal where wood and fabric would have sufficed earlier. It does, however, have one rather strange characteristic: the placement of the engine.



Now, some of our aviation-minded chaps can recall (not directly, but through reading, etc.) that one way to deal with the dastardly Hun in the Great War, who was typically cheating by having synchronized machine guns, was to mount the engine behind the pilot, and put the guns in the nose. Such an approach was temporarily successful against Fritz until we developed our own synchronization system with the likes of the Vickers F.B. 5 Gunbus.

However, this machine is not that earlier one. What it is, we leave to you. If you think you know, and can tell us how it didn't cut itself in two, send your ideas to the editor, Bob Mugford (bob.mugford@gmail.com), or the author, John "Biggles" Redmond (johnd.redmond@telus.net). Tally ho!

From the 'Punitentary'

What do you get when you cross a crow with dynamite? Caw-boom!

Murphy's Other Laws

Technology is dominated by those who manage what they do not understand.

Quotable Quotes

There is no sadder thing than a young pessimist, except an old optimist. *Mark Twain*

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. **Zoom lunch meetings will continue for those unable to attend the Mess for lunch.**

<https://zoom.us/j/6802412956> and the secret passcode is pFPey6



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.

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

RCAA Web Event – 23 June 2022

Experiences of Battery Command in Combat Afghanistan 2006



The **RCA Association** is pleased to invite you to register for our next Web event to be held on **23 June 2022 at 7pm ET.**

Experiences of Battery Command in Combat Afghanistan 2006

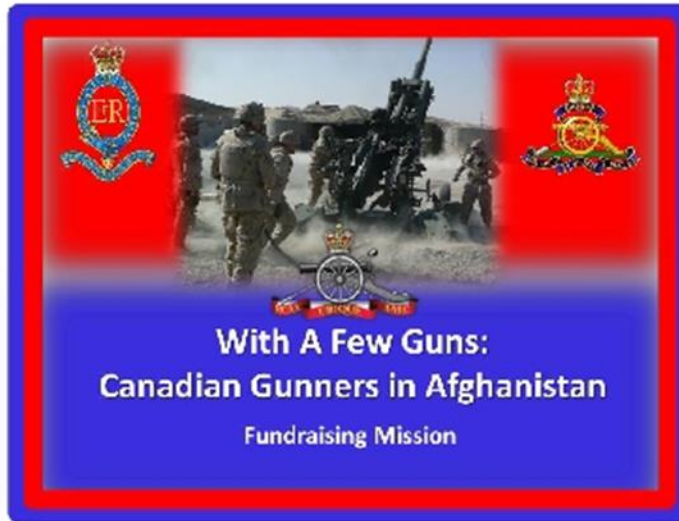
Our guest, **Lieutenant-Colonel (Ret'd) Stephen Gallagher, MMM CD** will focus on his experiences as a Battery Commander in Afghanistan covering the challenges and successes of Artillery in combat for the first time since Korea.

Register Now at:-

<https://rcaa.member365.com/public/login/event/5394ce7d3d19f5f89f77af622739d338bc8b1009?do=signup>

With a Few Guns

“With a Few Guns” Calling For Support! Donate Now!



With a Few Guns will be an accounting of the contribution Canadian Gunners made to operations in Afghanistan from initial deployment in 2002 until withdrawal in March 2014. The book will not be an “official history” but will tell the story of the approximately 3,000 Gunners who served in Afghanistan, Regular Force and Reserves, in any and all positions, in any and all functions, as well as the stories of commanders and supported arms, and Gunner families.

We have three accomplished and exceptional authors:

Lieutenant-Colonel (Retired) Brian Reid

Colonel (Retired) Wolf Riedel

Mr. Mark Zuehlke

We are launching this fundraising initiative to cover expenses and get the book published, while keeping the price affordable. *With a Few Guns* is being written with the backing of the RCA Association, and all donations will be eligible for a tax receipt. Any monies donated in excess of what is needed will remain with the RCAA for support to the causes as espoused by the RCAA.

Our MISSION is to raise \$75,000 (+)

Questions may be directed to: WithAFewGuns@gmail.com

To Donate:

Go to: <https://rca-arc.org/>

Scroll down to: **Donate**

Go to : The Royal Canadian Artillery Association

Then donate to: RCAA Donation "With a Few Guns"

Commemoration Cyprus 2024



Commemoration Chypre 2024



Commemoration Cyprus 2024



Mission

...commémorer la contribution du Canada à la mission de l'ONU à Chypre à l'occasion du 50e anniversaire de la guerre de 1974.
...commemorate Canada's contribution to the UN mission in Cyprus on the 50th anniversary of the 1974 war.



WHAT - Cyprus 2024 Pilgrimage.

GOAL - to capture the history and stories from those who served in Cyprus with emphasis on the actions that took place during the 1974 war, **A FORGOTTEN WAR.**

WHEN - November 2024.

WHO - All Cyprus and Canadian Airborne Regiment Veterans and family members.

WHERE - Nicosia Cyprus, lodged at the Hilton Hotel.

COST - Pay as you go trip with individual costs in the \$5000 to 6000 range. Costs covered will include airfare, hotel with breakfast and expenses such as transportation.

TRAVEL - Will be arranged by professional travel agents, with pre and post tour travel options available.

PROGRAM - Seven days: three days of battlefield tours, three days of excursions, and one day of Remembrance.

FURTHER INFORMATION AND UPDATES ARE AVAILABLE BY JOINING THE CYPRUS 2024 FACEBOOK GROUP [Cyprus2024 | Facebook](#)

QUOI - Pèlerinage à Chypre 2024.

OBJECTIF - capturer l'histoire et les récits de ceux qui ont servi à Chypre en mettant l'accent sur les actions qui ont eu lieu là pendant la guerre de 1974, **UNE GUERRE OUBLIÉE.**

QUAND - Novembre 2024.

QUI - Tous les vétérans de Chypre, du Régiment aéroporté canadien et les membres de leurs familles.

OÙ - Nicosie Chypre, logés à l'hôtel Hilton.

COÛT - Voyage à la carte avec des coûts individuels inclus, environ \$5000 et 6000. Les coûts comprendront le billet d'avion, l'hôtel avec petit-déjeuner et les dépenses telles que le transport.

VOYAGE - Sera organisé par des agents de voyage professionnels, avec options de voyage avant et après la réunion.

PROGRAMME - Sept jours: trois jours de visites du champ de bataille, trois jours d'excursions et une journée du Souvenir.

PLUS D'INFORMATIONS ET MISES À JOUR SONT DISPONIBLES EN REJOIGNANT LE GROUPE FACEBOOK CYPRUS 2024 [Cyprus2024 | Facebook](#)



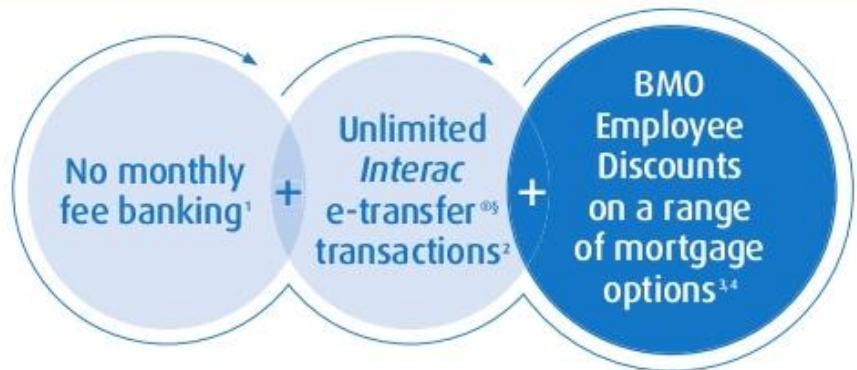
Bank of Montreal

The official bank of the Defence Community

Our strategy is simple –
Do more for you.



BMO is proud to be the official bank of the **Canadian Defence Community**, and to provide exclusive offers to you.



Mortgages

- BMO employee discounts on a wide range of mortgage options^{3,4}
- Flexibility to move or break your mortgage through the Integrated Relocation Program⁵
- 130-day mortgage rate guarantee – the longest of any major bank in Canada⁶



Bank Accounts

- Save money with a Performance Plan chequing account with no monthly fees¹
- Unlimited *Interac* e-transfer^{5,6} transactions²
- OnGuardSM Identity Theft Protection Service at no charge^{7,8}
- Keep the same accounts no matter how many times you relocate
- Access to CreditViewSM – the free, instant way to get your credit score⁹



Lines of Credit

- BMO employee discounts on unsecured and secured personal lines of credit³
- Student line of credit with preferential pricing and flexibility¹⁰

Credit Cards



- Choose the BMO Support Our Troops CashBackSM or AIR MILESSM MasterCardSM
- No annual fee¹¹
- Support Canadian Forces Morale and Welfare Services with every purchase you make
- Visit 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® 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 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.¹²

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 to learn more.



Scan the QR code to get more information.



¹The monthly Performance Plan fee is waived. You are responsible for all transaction, service and product fees not included for free in your Bank Plan. ²The 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. Interac e-transfer¹¹ transactions are subject to maximum transfer dollar amounts. Applications and the amount you can borrow are subject to meeting BMO's usual credit criteria. ³Some conditions may apply. These special offers are not available for the 5-year or 10-year BMO Smart Fixed Mortgage or a Homeowner Realign. 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. ⁴Some conditions may apply. ⁵We 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. 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. ⁶Plan, transaction, service and product fees may still apply. You're eligible for OnGuard¹⁰ if you are a BMO customer who has a lead account⁹ 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 account holders of a lead account with an eligible Bank Plan qualify for OnGuard¹⁰ 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 OnGuard¹⁰ service. ⁷The 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. ⁸OnGuard¹⁰ retail value is \$15.88 annually (charged at \$12.99 per month). ⁹OnGuard¹⁰ is provided by Sigma Loyalty Group and Interactions Inc. Sigma Loyalty Group and Interactions Inc. terms and conditions can be found at www.bmo.com/onguard/516conditions. ¹⁰CreditView¹¹ 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. ¹¹You 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. ¹²Ongoing interest rates, interest-free grace period, annual fees and all other applicable fees are subject to change. Cash advances include balance transfers, 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 for current rates and fees. ¹³The 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.

¹⁴Registered trademark of Bank of Montreal. ¹⁵Interac e-Transfer is a registered trademark of Interac Inc. ¹⁶OnGuard is a service of Sigma Loyalty Group. OnGuard¹⁰ is a trademark of Sigma Loyalty Group Inc. Identity Guard¹⁷ is a registered trademark of Interactions Inc. ¹⁸CreditView is a trademark of TransUnion LLC. ¹⁹MasterCard is a registered trademark, and the circles design is a trademark of Mastercard International Incorporated. Used under license.