

Van Arty Association and RUSI Van Members News 27 June 2023

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

Commemoration Cyprus 2024 – see poster section

June 28 Wed 'Zoom' lunch meeting.

July 20 Support our troops Scholarship program deadline.

July 29/30 Okanagan Military Tattoo

2023 Support Our Troops Scholarship Program

Ends July 20, 2023 - **See Poster section for details.**

RCAF Trials Forward Air Medevac In a CH-146 Griffon

for Ex Maple Resolve. *Chris Thatcher*
Vertical Magazine June 21, 2023



Casualty evacuation is a regular feature of Ex Maple Resolve, the Canadian Army's largest annual confirmation training event. Chris Thatcher Photo

Even in exercises with simulated entities and weapons effects systems, the real world often

intrudes. Tragically, on the morning of May 21, 2014, the commanding officer of the 2nd Regiment, Royal Canadian Horse Artillery (RCHA) was killed and four members of 2 RCHA were injured when their light armored vehicle rolled during a training scenario on Exercise Maple Resolve in Wainwright, Alberta. Two of the injured soldiers were airlifted by military helicopter to civilian medical facilities in Edmonton, while two others were treated by Canadian Armed Forces (CAF) medical personnel at the garrison. More recently, in 2021, a soldier was medically evacuated from the Wainwright training area to an Edmonton hospital after a CH-147F Chinook experienced a hard landing during the same annual exercise. The airlift was conducted in a UH-60 Black Hawk helicopter by air medevac personnel from the Wisconsin Army National Guard who were participating in the exercise. Casualty evacuation is a regular feature of Ex Maple Resolve, the Canadian Army's largest annual confirmation training event. Scripted scenarios will feature individual injuries and even mass casualties to which army medical technicians and Canadian Forces Health Services (CFHS) personnel will respond, transporting the wounded by ground or, with the support of Royal Canadian Air Force (RCAF) tactical aviation, by air to actual and simulated field hospitals for treatment.

Sometimes, however, reality interrupts the virtual. A “no duff” incident will pause the exercise and require the immediate extraction of an injured participant to a local hospital. In past iterations of Maple Resolve, those US National Guard Black Hawks or a contracted civilian air ambulance service, such as Calgary-based STARS, might have provided the evacuation. For Maple Resolve 2023 and a lead-up live fire exercise called Reflexe Rapide, the RCAF and the CFHS opted to develop an internally delivered forward air medical evacuation capability. “1 Canadian Air Division wanted a solution that is similar to civilian air ambulance, that would have the medical vetting piece at activation and at the point of injury,” explained Major Andrew McLaren, a Reservist with 1 Canadian Field Hospital's Ottawa Detachment. “So, treating and moving a patient with critical injuries to a civilian centre and being able to land on a roof top, right away, that is not a [CH-147F] Chinook.” To support the United Nations peacekeeping mission in Mali, the CAF built and validated a forward medical evacuation capability known as the Canadian Medical Emergency Response Team (CMERT) and deployed it for 13 months in August 2018.



To ensure best access to patients, the CH-146 cabin is configured to cross-load stretchers.

Chris Thatcher Photo

Though designed as a scalable response for medevac in conflict zones, its primary configuration consists of 13 personnel, including a medical component of a flight surgeon or trauma doctor, critical

care nursing officer, and two aeromedical technicians. The team also includes a force protection detail of four infantry soldiers able to provide medical assistance on the ground and in the aircraft, as well as a Chinook air crew of a pilot, co-pilot, two door gunners, and a loadmaster. Often, the medical ship is escorted by one or more CH-146 Griffon helicopters. The requirement for Maple Resolve was a nimbler and less personnel-intensive footprint. McLaren, an intensive care unit trauma doctor and part-time paramedic in Nanaimo, British Columbia, who also works with Blackcomb Helicopters' medevac services as a mountain doctor at Blackcomb-Whistler, was tasked to advise and help stand up the medical component of a patient evacuation capability in the considerably smaller cabin of a Griffon. Were there effective cabin configurations to access both patients and medical equipment, with a medical team of just a doctor and medic, while incorporating a novel blood supply chain?

Though the initial goal was a capability for a permissive environment, such as the Wainwright training area, it was also understood he would be demonstrating a capability that could be “amplified and propagated into a non-permissive environment” such as Latvia, where the CAF is in the process of scaling a Canadian-led multinational battle group to a full-strength brigade and considering the deployment of tactical aviation. “There is a lot of interest in this,” McLaren noted. Whatever the strategic decisions about possible future deployments, Ex Maple Resolve “showed what is possible” with an advanced medical package in a small footprint that can be “integrated with a local health care system” or military care such as a Role 2 field hospital, he said.

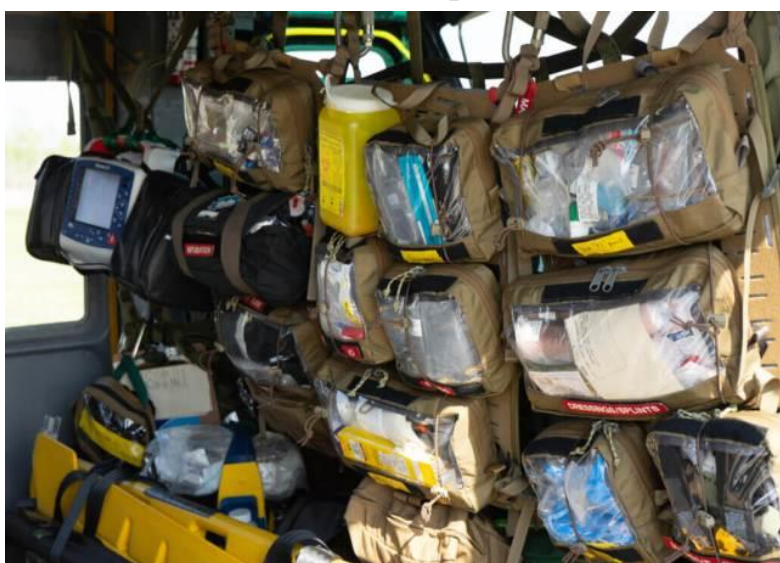
Scripted scenarios of Ex Maple Resolve include individual injuries and even mass casualties to which army medical technicians and Canadian Forces Health Services (CFHS) personnel will respond.
Chris Thatcher Photo



“We can move a ventilated patient, a patient that is fully anesthetized, or have ongoing damage control resuscitation [DCR] that includes blood product,” McLaren said. “That is a unique part about this, and people are thinking about how we could apply it in a different, non-permissive environment. There are a lot of eyes-on as to what can we take from this to create a true capability.” McLaren was a part of the initial CMERT rotation deployed to Mali in 2018 as a medical specialist and drew heavily on how that capability was developed. “We have pulled what we needed from CMERT, including a lot of the equipment,” he said. Like CMERT, the Griffon-based enhanced forward air medical evacuation falls in the dynamic middle on the spectrum of pre-hospital care — shifting when needed between a system where rotors stay hot as patients are loaded and only minimal care is provided at the point of injury and in flight, to a stay-and-play scenario. This is similar to when a civilian air ambulance might land on a highway, shut down the rotors, and provide advanced level

care before loading and transporting a patient to the “right hospital, not necessarily the closest hospital,” he explained.

Forward air medevac requires judgement and high stakes medical decision-making at an advanced level, in a mobile setting that directly connects a trauma doctor and a medic pushed far-forward to the point of injury. “That is rare in the military and Canadian civilian prehospital care system, generally,” he observed. To ensure best access to patients, McLaren configured the CH-146 cabin to cross-load stretchers, rather than laying them nose to tail as might have previously been standard practice in a similar sized helicopter. That allows the medical team — the doctor on the left and medic in the middle or right — to sit on forward facing seats, with the patient at their feet. “Cross-loading and putting the patient in front of the attendant allows us 360-degree ‘walk around’ — you can reach all sides of the patient and get to all injuries,” he said. “If trouble is in the left chest, I can still squeeze in there and deal with that.”



Most of the medical equipment, including ultrasound, suction, a blood warmer, an oxygen tank, and two monitors, are in easy-access Velcro pouches attached to netting hanging directly behind the cockpit and in front of the stretcher.

Chris Thatcher Photo

Most of the medical equipment, including ultrasound, suction, a blood warmer, an oxygen tank, two monitors, as well as airway and chest decompression tools and other supplies, are in easy-access Velcro pouches attached to netting hanging directly behind the cockpit and in front of the stretcher. Behind and to the left of the doctor are a ventilator, extra stretcher and an extra oxygen tank. The configuration, which required extensive certification to ensure air worthiness, allows “me to deal with the whole patient and have all of the equipment visible and grabbable, so I’m not reaching around in bags,” said McLaren, who worked for a period with London Air Ambulance in the United Kingdom, as a trauma doctor in the back of an MD 902. Working with Canadian Blood Services, McLaren transported whole blood in a Credo Cube for the exercise, a rarity in Canadian civilian trauma response. Hospitals fractionate whole blood into red cells, plasma, platelets and clotting factors so a single donation can help multiple patients. It takes significant time even in a trauma hospital to reconstitute multiple cooled and frozen blood products required for trauma resuscitation. “Whole blood has not been used for many decades in Canada, in hospitals or ambulance,” he said. “But with whole blood, I can take that half liter bag, hang it up, run it through the warmer, and it is going into the patient within minutes” — critical for soldiers with severe wounds.

The medical component of a patient evacuation capability was carried out in the cabin of a CH-146 Griffon helicopter.

Chris Thatcher Photo



As with CMERT, where the Army's four-soldier force protection detail has been trained to assist with medical care once the Chinook is airborne, the Griffon's flight engineer (FE) can also support the doctor and medic in extreme situations. "We have done some simulations right at the most extreme end of the medical care," McLaren said. "If someone went into cardiac arrest, we can pull the FE forward to do CPR or hold something. They would have a role at the most extreme end of the spectrum, but not routinely, I hope." Throughout Maple Resolve, McLaren, two CMERT-trained medics, two forward aeromedevac (FAE)-trained medics, two support medics, and the Griffon aircrew conducted static and dynamic training almost every day. They trained in the hangar and on the helicopter, building best practices and establishing communications protocols, especially for managing fuel when duration on the ground and the correct hospital destination were often unknowns. They also trialed cabin configurations that would allow for multiple patients and additional medical technicians that could be "injected" into an incident to provide additional ground support while the Griffon, with McLaren and one medic, transported one to two patients to hospital.

How a CH-146 would be configured in a non-permissive environment where both door gunners are required and doors are open is part of an ongoing discussion, he said. "I imagine as guns are added, as doors come off, the amount and kind of medical care you can provide contracts." Fortunately, the nascent capability was never required during the five weeks of Reflexe Rapide and Maple Resolve, despite multiple near-misses. There were injuries to participants, and on occasion, rotor blades began to whirl. But the final call to respond was never issued, a fact McLaren attributed in part to a thorough medical vetting process. "Maybe that is one of the most valuable things," he suggested. "If an incident automatically triggers a helicopter and 90 percent of those patients don't require it, it's all risk and resources burning. I'll hypothesize that we have gone to the point of injury less because of the medical vetting — you have three experienced trauma doctors involved in real time, [assessing the injuries and the response]. We want to reserve and maintain our availability for the people who are going to benefit from it the most." As a deployable forward air medical evacuation capability, "this is the developmental stage of it," McLaren said. "It's not a fully hatched baby. There are some gaps in physician and med tech training and availability, to enable a standard and reproducible trauma team response to the point of injury." But if such a capability were required by the brigade in Latvia, there is a well rehearsed template to draw from.

Siksika Nation Artist to Design Canada-Afghanistan War Monument

Siksika Nation artist Adrian Stimson has been selected to design a national monument to Canada's mission in Afghanistan. *Tate Laycraft CITYNEWS Jun 21, 2023*



Adam Stimson speaks while he looks at a model of a monument his home on Siksika Nation on June 21, 2023. The Ottawa-based monument is for Canadian military members that were lost in Afghanistan and will feature the names of 158 members.
(Tate Laycraft, CityNews image)

A Siksika Nation Indigenous artist has been chosen to design a national monument for Canada's mission in Afghanistan. Adrian

Stimson and his team have been working on the project for years, and he says the concept of individuality is integral to the memorial's purpose. "A lot of monuments don't have the names of all the soldiers involved, and this one does. It was the importance of remembering them in this particular conflict," he told CityNews. "If anybody goes to a monument, that sort of special moment of seeing their loved one's name is something that really resonated with me." The medicine-wheel-inspired monument will feature the names of all 158 Canadian military members lost in the conflict. Stimson says the reality of varying experiences is critical in the structure's design. "We're going to use a digital strategy through QR codes and stuff that are embedded in the space for people to access various perspectives," he explained. "And then you have the two walls with the Canadian perspective and the Afghan perspective." Stimson is a former member of the Canadian Armed Forces Artists Program.



In 2010, he travelled to Afghanistan, where he learned about the war and the daily lives of Canadian soldiers. "For me, right away, I was thinking of the base. Home base and that sense of home," Stimson recalled. "I think, certainly soldiers, when they're in the theatre of war, are thinking of home." The design was selected by more than 10,000 people, many of whom served in Afghanistan or were related to armed forces members. Stimson hopes the installation will create an opportunity for education. "I hope they gain a greater understanding of the conflict itself and how Canada was involved. And the loss, of course, of life and remembering those soldiers. The fallen," he said. Construction on the Ottawa-based monument is expected to begin in two to three years.

RCAF Pays Tribute to Last Surviving WWII Demon Squadron Member

Ran Clerihue is the last surviving member of his Second World War 407 Demon Squadron. On his 100th birthday, they gave him a flyby. *Brent Richter North Shore News Jun 8, 2023*



Ran Clerihue, 100, is the last surviving Second World War member of 407 Demon Squadron. The Royal Canadian Air Force conducted a flyby in tribute to Clerihue for his 100th birthday on June 1, 2023.

Paul McGrath / North Shore News

The Royal Canadian Air Force CP-140 Aurora dipped low, down to just about 60 metres over the water. Not much lower than Ran Clerihue would have flown more than 80 years ago, as a

Second World War pilot hunting for enemy submarines. This time though, Clerihue earned the pleasure of watching the military flyby from a yacht on Howe Sound where, on June 1, he celebrated his 100th birthday with friends and family. The plane took off from Canadian Forces Base Comox, piloted by members of the 407 Demon Squadron, which Clerihue is now the last surviving member of from the war. Clerihue was 16 at the time the Second World War broke out. He enrolled at UBC to study commerce, but there was little question what he would do when he turned 18. He was already a member of the Air Cadets. His father was a veteran pilot from the First World War, and he wanted to follow in his footsteps. “He wasn’t that enthusiastic about his son going to war. He lost a brother during World War One at Vimy. He survived at flying and I thought I could do that and survive,” Clerihue recalls. Clerihue shipped off for training in Alberta where he graduated at the top of his class. As such, he was asked what type of posting his first choice would be. He wanted to be a fighter pilot, but at that time, the Battle of the Atlantic was going badly for the Allies with German U-boats attacking military, merchant and civilian vessels needed to support the war effort in Europe.

Ran Clerihue (top left) as a young Royal Canadian Air Force pilot with his squadron mates in front of a Spitfire. Courtesy of Barbara Clerihue

For the next year, he was deployed to Nova Scotia’s 117 Squadron to patrol the North Atlantic for German subs. Clerihue was a slight teenager, something the squadron’s commanding officer called attention to, publicly, the



day they met. “I think he thought I was about 14 years old, and he looked at me and said, ‘Holy cow, what the hell are they sending me now? Tiny Tim as replacement?’” Clerihue says with a laugh. The CO introduced Clerihue to the rest of the squadron and brass in the officers’ mess as “Tim” and the name stuck with him for the duration of the war.

When they spotted a German submarine from their PBY Catalina flying boat, they were expected to go into a dive and drop depth charges to sink or disable the target below. “I got shot at a couple times,” Clerihue said. “U-boats fight back, but it never concerned me to go back up again.” On a few occasions, after an attack, they were told they were responsible for a “probable” sinking of an enemy ship. The threat the U-boats posed shouldn’t be understated, said Jerry Vernon, president of the Vancouver chapter of the Canadian Aviation Historical Society. “Submarines were really pesky in the Battle of the St Lawrence,” he said, noting the U-boats reached as far as Rimouski, just 250 kilometres from Quebec City. “There were quite a few ships sunk in that area by submarines who were inside our waters.... They were sent out to cause as much disruption as they could until they ran out of torpedoes.” Thanks to the efforts of the Allies, within five months of Clerihue’s deployment, most of the U-boats threatening the Atlantic’s shipping lanes were destroyed. Pilots like Clerihue were instrumental in turning the tide, allowing military supplies and resources to arrive safely in England and Europe where the Allies needed them most, Vernon said.

In 1943, Clerihue was sent to Ceylon (now Sri Lanka) where he joined 413 Squadron in the hunt for Japan’s subs in the Indian Ocean. In the last year of the war, Clerihue was sent to 407 Demon Squadron, based in Devon, England. They were flying mainly night missions in Wellington bombers with massive spotlights installed on their bellies to search for subs at night. By that point in the war, German subs were much harder to come by, and Clerihue never spotted a single one. Much to the relief of his father, Clerihue came home. A great many weren’t so lucky, Vernon said. The 407 lost a lot of crews, including 28 Hudson bombers and 14 Wellingtons. Officially that amounted to 233 crew members killed, 171 of which were listed as Missing and Presumed Dead. “Quite a few of them just disappeared at sea and they didn’t know what happened to them,” Vernon said. Clerihue lost friends in the war, although more often from their planes going down in bad weather than because of the enemy, he said.



Ran Clerihue and his squadron mates celebrate the end of the war with a farewell party.

Courtesy of Barbara Clerihue

When the war was over, Clerihue could have kept flying, pursuing a career in commercial aviation. But he was eager to get back to his studies at UBC. It was a decision that served him well. He went on

to become an executive with Celanese Corporation, which took him to Montreal and New York. He married his childhood sweetheart and they had a daughter – the one who arranged for the tribute flyby from the RCAF on June 1. When it was time for him to retire, he settled in West Vancouver where he still lives today. Clerihue said he didn't spend a lot of time after the war contemplating his service, although for most of his life, he has been volunteering and raising money for the Air Cadets. In the 1980s, he met up with his old commanding officer from Nova Scotia – the one who gave him the nickname Tim – at an Air Cadets function. "At that time, he told me that I was the best flyer on his squadron," Clerihue said with a hint of pride in his voice. At 100 years old, Clerihue said he's now the last surviving member of any of the three squadrons he served in.

Today, 407 Squadron flies out of Canadian Forces Base Comox, where they still are tasked with long-range patrols. Usually, when they do a flyby, it's to gather intel or send a message to a boat on the water, said 407 Squadron Capt Kalina Yurick. Flybys as tributes are rarer. And doing them in to honour surviving member of 407 from wartime is almost unheard of. "The commanding officer was immediately interested in supporting whatever event we can to commemorate this gentleman," Yurick said. "Those opportunities are going to be very rare. I have not heard of this happening in a very long time." Yurick said it was very meaningful for her crew to see things come full circle and salute someone whose name is recorded in the same mission logs they maintain today. "World War Two veterans, obviously, hold a special place for us serving members here at 407. It's great to be able to connect with those people who have done the job before us and to say thank you," she said. "It's nice to connect to our roots once in a while and remember that we come from a long line of service." As Yurick's crew approached Howe Sound, Clerihue and his guests clambered on to the deck of their boat. He waved eagerly and beamed as the Aurora flew overhead.

Vancouver Gunners Website Update

Ex Rumble Gunner

From 29 May to 2 June, 2023, members of 15th Field Regiment, Royal Canadian Artillery participated in Ex RUBBLE GUNNER at Canadian Forces Base Esquimalt on Vancouver Island, British Columbia. <https://www.vancouvergunners.ca/ex-rubble-gunner-2023.html>

Artillery Junior leaders Course

Congratulations to Bombardiers Alikhani, LaHaye, Cavanagh, Guan and Findlay who just completed their gunner's junior leadership course in Shilo. Great job!

<https://www.vancouvergunners.ca/whats-new/june-25th-2023>

Royal United Services Institute (RUSI) annual dinner

Peter Moogk has forwarded a photo from the Royal United Services Institute (RUSI) annual dinner in the Officers' Mess on 28 September 2019. It shows George Chow, Ted Hawthorne, and Edmund Wu preparing to sit for the dinner.

<https://www.vancouvergunners.ca/whats-new/rusi-dinner-28-september-2019>

Yorke Island One Day Adventure

Are you interested in flying to Yorke Island on a Saturday? We've requested 19 Aug but waiting for confirmation from BC Parks.

<https://www.vancouvergunners.ca/whats-new/yorke-island-one-day-adventure>

Shilo Artillery Reunion 29 June to 2 July 2023

You can find some more details on the linked page.

<https://www.vancouvergunners.ca/whats-new/rca-reunion>

Wednesday Lunch

Join us to check up on your old lunch buddies. Click on this link:- This is a new link!

<https://us04web.zoom.us/j/71810323784?pwd=ehLJDhj9zlqI0HvnBlMCYmw0p6ZDwe.1> or use <https://zoom.us/j/71810323784> or use Meeting ID 718 1032 3784 and the secret passcode is 6L6qz0 (fourth digit is a lower-case Q and the last digit is a Zero)

Remember – Stay healthy and stay safe!

Who (or What) Is It?



Last Week: This was the 7.92mm ZB53, developed in Brno by the Hlek brothers. Development of this machine gun commenced in 1930, and it was a private venture by the ZB factory, without any sponsorship from the Army. The goal was to design and produce a belt-fed medium machine gun with dual rates of fire (the lower rate for ground targets and the higher for anti-aircraft work) and good sustained fire capabilities. The first prototypes were built using water-cooling,

but by 1932 a new, air-cooled and recoil-operated weapon was submitted to Czechoslovak army trials under the factory designation ZB50. Trials proved that the ZB50 was not reliable enough, especially when set to its higher rate of fire, so work continued on a new, gas operated weapon. An intermediate design, the ZB52, appeared in 1933, and the next year saw the appearance of the further improved ZB53 medium machine gun.

In 1935 the Czechoslovak army bought 500 ZB53 medium machine guns for extended trials, designating these the Vz.35 (Model of 1935). After extensive use, the Army requested a number of improvements, and finally adopted the new machine gun for service in 1937 as the Vz.37. In the same year the British company Birmingham Small Arms (BSA) Ltd obtained a license for the tank version of the ZB53, to produce these guns for the British Royal Tank Corps under the name of BESA, in the same 7.92x57 caliber. Like its “little brother” [ZB26](#), the ZB53 was also widely exported. Buyers of this weapon included China, Iran, Rumania and Yugoslavia, as well as a number of other European and South American countries. It is worthy of note that about two thirds of the entire production of the ZB53 was exported, as the Czechoslovak army showed little interest in medium machine guns, most probably because of a lack of funds. Production of the ZB53 continued under Germany occupation during 1939-41, and it was incorporated into German small arms nomenclature as the MG 37(t).

This Week: The current sad conflict in Ukraine has turned into an artillery war reminiscent of the Great War of over one hundred years ago. Nonetheless, tanks and other armoured vehicles have proven their use, and misuse, in action. The massed tank attacks that were feared to have been a part of the battlefield doctrine of the former Soviet Union, a club to which both warring parties once belonged, have proven illusory, partly due to the nature of modern weaponry, and partly due to a seeming lack of resources. Nonetheless, YouTube is full of videos of aged Cold War tanks being blown to pieces in a variety of ways. It is hoped that those viewing such are reminded that the death of each tank can also include the death of three or more young men.

However, the world is not just full of old Soviet-era tanks minus their turrets. There are armoured vehicles around the world that don't conform to the ordinary. We have seen one or two in this column and are happy to present another to you today. In some ways this armoured machine resembles the first German tank of World War One, the condominium-like A7V, which had a



crew of somewhere between 18 to 25 (yes, we are not making that up). This more streamlined AFV seems to come from a nation which uses a version of the Phoenician alphabet that is more cursive than the Roman interpretation we use. Naturally, to make things more difficult for our readers, we have employed cutting-edge technology to hide the flag that is flying proudly from the top.

So, are you up on odd-ball armoured fighting vehicles of the world? If you think you know this machine, and the lads who man it, and the country in which it serves, say so loudly to our editor, Bob Mugford (bob.mugford@gmail.com), or to the author, John Redmond (johnd.redmond@telus.net). As a bonus, whose photo is that being carried by these casually dressed warriors?

From the 'Punitentary'

What must be broken before you can use it? An egg.

Murphy's Other Laws

A retreating enemy is probably just falling back and regrouping.

Quotable Quotes

Never give up on a dream just because of the time it will take to accomplish it. The time will pass anyway. *Earl Nightingale*

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.

Click on this link:- **[This is a new link and password!](#)**

<https://us04web.zoom.us/j/71810323784?pwd=ehLJDhj9zlg10HvnBlMCYmw0p6ZDwe.1>

or use **<https://zoom.us/j/71810323784>**

or use Meeting ID 718 1032 3784 **and the secret passcode is 6L6qz0** (fourth digit is a lower case Q and the last digit is a Zero)

The Zoom logo is displayed in white lowercase letters on a solid blue rectangular background.

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.

Attendance at this meeting is falling off. If you haven't been on for a while, we miss you so come back and join us.

Okanagan Military Tattoo



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24 April 2023

Le 24 avril 2023

Distribution List

Liste de distribution

2023 SUPPORT OUR TROOPS
SCHOLARSHIP PROGRAM FOR
FAMILIES OF CURRENTLY SERVING
CANADIAN ARMED FORCES
MEMBERS AND VETERANS

PROGRAMME DE BOURSES D'ÉTUDES
D'APPUYONS NOS TROUPES DE 2023
POUR LES FAMILLES DES MEMBRES
ACTIFS ET DES VÉTÉRANS
DES FORCES ARMÉES CANADIENNES

1. This letter announces details of the 2023 Support Our Troops Scholarship Program available to families of currently serving members of the Canadian Armed Forces (CAF) and veterans for the 2023/24 academic year. This program is made possible through Support Our Troops, the official charitable cause of the CAF Community. Support Our Troops is supported by donations from individual Canadians, contributions from third party events and external organizations and proceeds from the sale of Yellow Ribbon merchandise. This Program is intended to complement but not duplicate other scholarship programs offered to the CAF Community.

1. La présente a pour but de vous faire part des détails entourant le Programme de bourses d'études d'Appuyons nos troupes de 2023 offert aux familles des membres actifs et des vétérans des Forces armées canadiennes (FAC) pour l'année scolaire 2023-2024. Ce programme existe grâce à Appuyons nos troupes, l'œuvre de bienfaisance officielle de la communauté des FAC. Appuyons nos troupes est financé au moyen de dons versés par des particuliers au Canada, de revenus générés par des activités organisées par des tiers, de la vente d'articles arborant le ruban jaune et de contributions d'organisations de l'extérieur. Ce programme vise à compléter et non à offrir en double d'autres programmes de bourses d'études destinés aux membres de la communauté des FAC.

2. This year (2023) represents the ninth year of the Support Our Troops Scholarship Program whereby eligible families of currently serving members of the CAF, families of veterans and bereaved families may qualify to receive a scholarship. At this time, a minimum of seventy-five (75) scholarships are available, ranging between \$500 and \$5000 in value.

2. Cette année (2023) marque la neuvième année du Programme de bourses d'études d'Appuyons nos troupes grâce auquel des familles endeuillées ainsi que celles des membres actifs et des vétérans des FAC peuvent être admissibles à une bourse d'études. À ce stade-ci, un minimum de soixante-quinze (75) bourses d'études variant de 500 \$ à 5000 \$ seront décernées.

3. Registration for the 2023 Support Our Troops Scholarship Program will open on 1 May 2023 at

<https://www.supportourtroops.ca/Get-Support/Education/Scholarships>

4. Applications must be submitted by 20 July 2023 and are to include:

- a. three-part essay;
- b. A letter of reference;
- c. Most recent academic transcript;
- d. Proof of enrollment from academic institution;
- e. A point form list of volunteer/civic engagement activities.

5. Applications will be reviewed by a selection committee and recipients of a Support Our Troops Scholarship will be announced in September 2023.

6. Members of the CAF Community looking for additional financial support related to post-secondary education are encouraged to learn more about [Student Lines of Credit](#) and to [book an appointment](#) with a lending expert from BMO Bank of Montreal.

3. Nous accepterons les demandes dans le cadre du Programme de bourses d'études d'Appuyons nos troupes de 2023 à compter du 1^{er} mai 2023 au

<https://www.appuyonsnostroupes.ca/Obtenir-du-soutien/Bourses-d-etudes>.

4. La date limite de soumission d'une demande est le 20 juillet 2023, et celle-ci doit comprendre :

- a. Une dissertation divisée en trois parties;
- b. une lettre de recommandation;
- c. le relevé de notes le plus récent;
- d. une attestation d'inscription à un établissement d'enseignement;
- e. une liste en style télégraphique des activités de bénévolat/d'engagement communautaire.

5. Un comité de sélection examinera les demandes, et les noms des récipiendaires d'une bourse d'études d'Appuyons nos troupes seront dévoilés en septembre 2023.

6. Les membres de la communauté des FAC qui désirent obtenir du soutien financier supplémentaire afin de poursuivre des études postsecondaires sont priés de se renseigner sur les [marges-crédits aux étudiants](#) et de [prendre rendez-vous](#) avec un expert en matière de prêts de la BMO Banque de Montréal.

7. In addition to the scholarships identified above, Support Our Troops also administers and distributes bursaries from the annual interest generated from the George and Helen Vari Foundation Education Bursary Program. Active members of the CAF who meet eligibility criteria may apply. For more information, please visit: <https://www.supportourtroops.ca/Get-Support/Education/George-and-Helen-Vari-Foundation-Education-Bursary>

8. CFMWS welcomes other donations and contributions to help deliver and expand the Support Our Troops Scholarship Program. Persons interested in this regard are encouraged to visit the Support Our Troops at <https://www.supportourtroops.ca/Give-Support> for more information.

9. I ask for your support in ensuring that the contents of this letter are widely distributed.

7. En plus des bourses mentionnées ci-dessus, Appuyons nos troupes administre et distribue aussi les bourses en fonction des intérêts annuels que génère le programme de bourses d'études de la Fondation George et Helen Vari. Les membres en service actif des Forces armées canadiennes admissibles peuvent en faire la demande. Pour en savoir plus, veuillez visiter: <https://www.supportourtroops.ca/Get-Support/Education/George-and-Helen-Vari-Foundation-Education-Bursary>

8. Les SBMFC invitent toute personne intéressée à verser un don en vue d'assurer la prestation du Programme de bourses d'études d'Appuyons nos troupes et d'en élargir la portée. Les personnes intéressées sont invitées consulter le site d'Appuyons nos troupes au <https://www.appuyonsnostroupes.ca/Apporter-du-soutien> pour en savoir plus.

9. Je vous demande votre appui pour veiller à ce que la présente soit distribuée à grande échelle.

Le chef de la direction des
Services de bien-être et moral des Forces canadiennes



Ian C. Poulter
Chief Executive Officer
Canadian Forces Morale and Welfare Services

THE ARMY CADET LEAGUE OF CANADA (BRITISH COLUMBIA)



17 May 2023

Dear Sir/Ma'am;

The Army Cadet League of Canada, British Columbia Branch is seeking out assistance from our Regimental Association partners. The BC Branch urgently needs volunteers to assist the Branch as Zone Representatives across British Columbia.

A BC Branch Zone representative is a liaison between the BC Branch and the Corps Support Committee. We work with Support Committees in all 47 BC Army Cadet Corps to ensure that they are trained and knowledgeable in their roles to assist our DND Partners. This will ensure the ACLC can deliver the best possible experience in all of BC's diverse communities and ensure harmonious Corps Operations.

As a Branch Zone Representative, we ask you to make regular contact with the Corps Support Committee by attending meetings, award presentations, and Corps events as required. The Branch will also host an online bi-monthly meeting to provide updates from the Branch and to keep communication open.

We hope you can volunteer with us and make a difference in the Army Cadet Program and your community.

If you are interested in volunteering with the BC Branch, please contact me, the Executive Director for more information.

We thank you for your assistance;

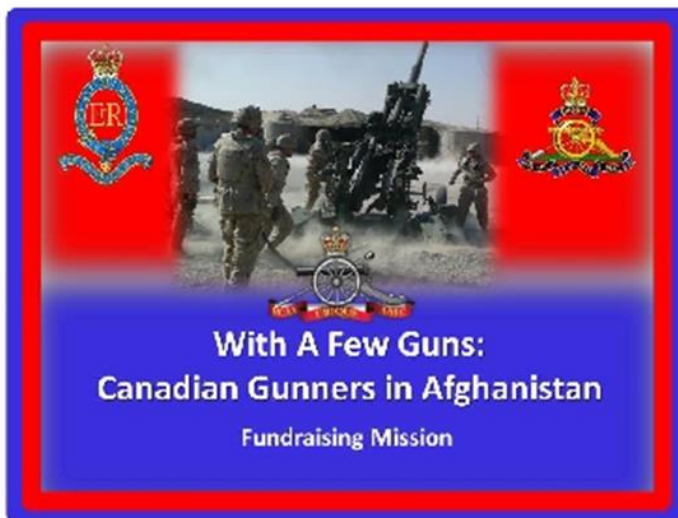
Sincerely;

Elisabeth Mortlock
Executive Director
ACLC BC Branch

724 Vanalman Avenue, Victoria BC V8Z 3B5 250-708-0281 execdir@armycadetleague.bc.ca
<https://britishcolumbia.armycadetleague.ca/>

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



Commémoration 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](#)

