

Van Arty Association and RUSI Van Members News 06 Dec 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

The 2023 Army Gala. May 6, 2023, at the Sheraton Wall Centre

Commemoration Cyprus 2024 – see poster section

Dec 07	Wed ‘Zoom’ meeting
Dec 11	15 Fd Regt Commanding Officer’s Tea – Finally back , see poster section
Dec 14	Wed ‘Zoom’ meeting
Dec 21	Wed ‘Zoom’ meeting
Jan 01	New Year’s Levee 1100-1400hrs
Jan 11	Wed ‘Zoom’ meeting

Free Virtual Tours of Juno Beach! See poster section

Canada Needs to Act on Its Existing Defence Policy, Not Review It Repeatedly

Eugene Lang Asst Prof (Continuing Adjunct), School of Policy Studies, Queen's University, Ontario
Dec 1, 2022

In its budget in March 2022, the federal government announced a review of Canada's 2017 defence policy, entitled “Strong, Secure, Engaged.” The government claimed this was necessary because of Russia's invasion of Ukraine and the “changed global environment.” However, the fundamental problem with Canada's national defence effort doesn't call for yet another defence policy review — the fourth one in 17 years. There are no shortages of national security threat assessments, policies to respond to them and even financial resources to support the military. The

real challenges lie in the failure to execute the existing policy. “Strong, Secure, Engaged” provided an analysis of the international environment that put an emphasis on the re-emergence of “great power competition” and in particular Russian and Chinese territorial ambitions. This is obviously more relevant today given Russia’s invasion of Ukraine and China’s increased aggression towards its neighbours. It also committed significant financial resources to the Department of National Defence, boosting the defence budget by \$553 billion over the next 20 years. While still well below NATO’s two per cent of gross domestic product defence spending target, this is nonetheless a high-water mark for Canada’s defence funding this century. The policy also pledged to deliver major equipment acquisitions to the Canadian Armed Forces. And finally, it provided for a force size of 71,500 regulars — also a peak this century.



Harjit Sajjan, defence minister at the time, speaks about the Strong, Secure, Engaged policy at CFB Trenton in Trenton, Ont, in June 2017. The Canadian Press/Lars Hagberg

The issue is less about “Strong, Secure, Engaged” becoming stale, and more about the failure to execute its lofty commitments and ambitions. A focus on implementing these commitments will significantly improve Canada’s national defence output to better meet today’s security challenges.

Start with the money. For a decade, prior to and through the early years of Prime Minister Justin Trudeau’s government, the Department of National Defence was, for some reason, incapable of spending the funds Parliament approved for it. Total unspent funds over this time frame amounted to at least \$7 billion. This problem continues. Last year, the Defence Department failed to spend more than \$1 billion of its appropriation. Meanwhile, the Canadian Armed Forces continue to cry poor while significant funding budgeted for them is left on the table. The story of the dysfunctional defence procurement system seems almost farcical.

Canadian troops are seen during a change of command parade on Parliament Hill in August 2019. The Canadian Press/Adrian Wyld



It can take decades in Canada to purchase and acquire most major pieces of military equipment. Yet, Ottawa has done nothing to come to grips with the nuts and bolts of defence procurement reform. Commitments to buy new equipment aren’t worth much if your approach to buying is fundamentally broken. In recent months, Chief of Defence Staff Gen Wayne Eyre has issued dire warnings about the crisis of recruitment and retention in the Canadian Armed Forces. He said recently: “We need to rebuild the Armed Forces, we need to get the numbers back up ...

and we've got to do it with a sense of urgency and priority because it is affecting our ability to respond around the world." The current numbers of "trained effective" regulars are just over 53,000, nearly 20,000 below the government's target and the lowest in modern Canadian history.



Defence Minister Anita Anand chats with Armed Forces personnel in Halifax in November 2022. The government needs to focus on more action, less talk when it comes to defence policy.

© The Canadian Press/Andrew Vaughan

Yet it seems to have escaped the military leadership that a big part of the challenge with recruitment and retention is likely owing to the reputational hit the forces have taken in the past few years over allegations of sexual misconduct among numerous

members of its leadership. This culminated with the conviction earlier this year of Gen Jonathan Vance, Eyre's predecessor, for obstruction of justice in a sexual misconduct investigation. Canada's national defence leadership team needs to ask itself a basic question: What woman or man born this century — the age demographic the Canadian Armed Forces relies upon for recruitment — wants to work for an institution whose leadership is known chiefly for their archaic approach to women? The problem of sexual misconduct in the military led the federal government to appoint former Supreme Court Justice Louise Arbour to study the culture of an institution that sustains such behaviour. Arbour issued her report in May, at which time Defence Minister Anita Anand said the government would move quickly on its 48 recommendations. Seven months later there has been little action on most of Arbour's recommendations. These problems — financial, procurement, human resources and culture — do not require another voluble defence policy review to resolve. They do require hard work and tough decisions — in other words, execution — rather than more words on a page.

RCAF to Look at 'Revolutionary' Vertical Lift Options

to Replace CH-146 Griffon. *Chris Thatcher Skies Magazine Nov 24, 2022*

Whatever replaces the CH-146 Griffon will be far more than another utility helicopter. When the Royal Canadian Air Force (RCAF) lays out its request for information from industry, the high-level requirements could include options for networked crewed and uncrewed aircraft with speed, range, weapons, sensors, and data sharing that is unprecedented for RCAF tactical aviation. When United States Army senior officers describe their Future Vertical Lift (FVL) program, it's often with terms like "transformational." What comes next for Canada could be no less game-changing. Faced with a multitude of roles, at times in conflict zones against a broadening array of air- and ground-based threats, the RCAF is explicitly seeking a tactical system rather than a traditional platform-for-platform replacement. "We're looking at the problem with a very wide field of view right now," said LCol Richard Morris, the lead for tactical aviation within the Director of Air Requirements.



The Griffon has been Canada's tactical helicopter platform since 1995.

Mike Reyno Photo

The Griffon serves as an Army combat tactical transport helicopter, a Special Operations Forces aircraft, a domestic search-and-rescue asset, and a utility platform for domestic response to floods, wildfires, and other emergencies. Almost 45 mission kits have been integrated to meet

different user needs since the airframe first entered service in 1995. With the next Tactical Aviation Capability Set (nTACS) project, the RCAF is envisioning a next-generation system able to perform all those and more, starting in the 2030s. “We’re looking at nTACS to deliver a vertical lift capability that is revolutionary in terms of reach,” said Morris. “Everybody is looking for that revolutionary step in technology that gives the benefit of speed and range from traditional fixed wing, but also gives you the low speed, maneuverability, and flexibility of vertical takeoff and landing that rotorcraft have traditionally been able to provide. “We’re looking at a multi-fleet solution,” he added. “That could be a combination of manned and unmanned capabilities. We’re not limiting ourselves at this point. What that balance will be between potential capabilities remains to be seen. I think tactics are evolving with the technological developments. The operational application of manned-unmanned teaming is also developing. And we have the impact of current conflicts that are potentially game-changing with respect to how we will continue to operate vertical lift platforms in the future against sophisticated weapons systems.”

A tactical aviation pilot who began his career on the Bell CH-135 Twin Huey and has flown the Griffon since the late 1990s, Morris knows the Bell 412 platform well. His operational flying was with 427 Special Operations Aviation Squadron, where he served as a senior officer from 2007 to 2009 after the squadron was re-rolled to special operations. He also deployed to Bosnia, Haiti, Honduras, and Afghanistan — the latter as part of the final rotation of Operation Attention in Kabul. While the project is led by the Air Force, the primary customers are the Canadian Army and Canadian Special Operations Forces Command (CANSOFCOM), which operates a modified variant of the Bell 412. Both have distinct operational needs. Whether one platform can meet their requirements is still unclear, Morris admitted.

The Sikorsky-Boeing Defiant X, which has been offered for the US Army's FLRAA project.

Sikorsky-Boeing Image

The project team recently began preliminary discussions with both communities to gather their input into a future tactical aviation plan. “I



think there's the potential that we could have one fleet that will satisfy the needs of both. There will be some common requirements and, with respect to CANSOFCOM, some very specific requirements," he said. "Whether or not that leads us down the road of having a specific platform for SOF, I don't know yet. That might be the ideal at the end of the day, but in the Canadian context, now you're operating potentially another small fleet. It becomes problematic if you have a very small, bespoke, fleet that one squadron is flying. The ideal is that whatever overall fleet mix nTACS delivers, there is a suitable solution within there for CANSOFCOM requirements." The eventual solution may be heavily influenced by decisions made elsewhere. The US Army FVL program has demonstrators flying and prototypes on the drawing board for the Future Attack Reconnaissance Aircraft (FARA) and Future Long-Range Assault Aircraft (FLRAA) projects. A decision on the latter is expected this year. Six NATO members have also launched a multinational partnership to develop a Next Generation Rotorcraft Capability (NGRC) for the mid-2030s. Canada is an observer to both efforts.



Bell's V-280 Valor tiltrotor, which has been offered for the US Army's FLRAA project.

Bell Photo

Morris noted that while the proposed FLRAA aircraft, the Bell V-280 Valor and Sikorsky-Boeing Defiant X, were designed for strictly US Army requirements, both manufacturers have “developed the potential for variations, driven

mostly by other [US] services that potentially incorporate some of the capabilities that we might desire.” The project team has spoken with both companies, he added. The Air Force team monitored the American Joint Multi-Role Technology Demonstrator program and is now well connected with the US Army Futures Command cross-functional team responsible for FVL. “The US Army has been extremely open and inclusive with us as they develop FVL,” said Morris, “to the point where we’ve also engaged with EDGE, the Experimental Demonstration Gateway Exercises, this spring. It’s an annual sandbox experimental event where they have — for the past couple of years — taken technologies that they see being incorporated in FVL and experimented with them to see if they are delivering the level of capability that’s envisioned. It’s everything from unmanned loitering weapons systems to command and control, and uncrewed systems.”

The Covid-19 pandemic disrupted engagement on both international programs. Morris attended his first FVL working group in two years this spring and observed an NGRC steering committee in June where NATO Defence Ministers signed a memorandum of understanding to launch the concept development stage of the rotorcraft. With allies well advanced on their next generation tactical aviation, and working to similar delivery timelines, the nTACS team has been the beneficiary of their early legwork, Morris emphasized. “Obviously, we will be looking at the requirements through a Canadian lens, but it’s unlikely we would have a unique set of requirements that would differ significantly from both our NATO and Five-Eyes allies. We’re fortunate to be able to leverage the work that has been done already on both those fronts, and to

be able to work with those allies. “My team basically got exponentially larger, because they’ll be able to work with the US, UK, Australia, and the NGRC participants to look at the same problem set,” added Morris. All Western countries are trying to capitalize on “leaps in technology” and solve “essentially the same problems,” he said, but European allies might adopt an approach that the US or Canada might not have considered.

Airbus Helicopters’ high-speed concept rotorcraft. The OEM has said it is closely monitoring the developments of future RCAF programs, including nTACS, and it will be “well positioned to answer the call when the time comes.”

Airbus Helicopters Image



It’s not a precise analogy, but much as the F-35 Joint Strike Fighter has made data management as vital as flying the aircraft, FVL leaders have spoken of moving bits more than rotor blades and emphasized data links and modular digital systems. Not surprisingly, a data-centric approach will be among the key attributes for nTACS. “It needs to integrate into future Canadian Armed Forces and allied networks,” said Morris. “Every platform, every soldier on the battlefield is now a sensor and must be able to access available data on battlefield networks and contribute data to the overall operating picture.” Consequently, the Air Force will be seeking an open systems architecture. In part, that’s to ensure interoperability. But it should also help manage sustainment costs by more easily upgrading or expanding mission systems and sensor suites without being hemmed in by manufacturers’ proprietary software. “With an open systems architecture approach, if we have a bespoke requirement for a specific mission system, we should be able to plug and play an OEM’s solution,” said Morris. “There should be little non-recurring engineering, no significant integration costs, and it shouldn’t affect certification because mission systems are separate from safety of flight or flight control.”

The current cost and time required to certify new software is one reason upgrades occur all at once rather than incrementally. “It allows for the evolution of technology, to more readily in the future inject capability more rapidly, at an affordable rate, or maintain the operational relevancy of a capability over a longer period before we have to do a major upgrade,” he said. “We’re stressing affordability and sustainability.” Both the FVL and NATO NGRC programs are making the same request, he added. “The idea is to challenge industry to provide a revolutionary capability, but in an affordable and sustainable manner.” A third key attribute for nTACS will be survivability. The greater speed and range are part of the equation, but so too are access to data and robust mission systems. Greater situational awareness will enhance the safety of not only the aircrew, but also soldiers in the back, said Morris. “Operators will have more access to current information – almost real-time battlefield updates. As a section gets on the aircraft, the section lead could pull out a tablet and access tactical data and updates while on route.” As a former SOF pilot, Morris noted that more data and new technology won’t necessarily change the core missions, “but they will certainly enable operators to conduct those missions much more effectively.”

Why Modern Technology Hasn't Rendered Trench Warfare Useless in Ukraine

World War I tactics still work in 2022

Nicholas Slayton *Task & Purpose* Nov 30, 2022



Ukrainian trenches outside Bakhmut.
(Ukraine's Ministry of Defence/Twitter).

After months of fighting, the Ukrainian town of Bakhmut looks like hell. Images from the past week show an apocalyptic landscape of torn up earth, ruined trees and soldiers standing in pools of water in muddy trenches. The sights have been compared to some of the worst parts of trench warfare from the First World War. Bakhmut lies along the front lines southeast of where Ukraine successfully recaptured swathes of territory in September. The majority of the town's 70,000-person population has fled and soldiers from both sides have dug in for a war of attrition.

Of course, it's 2022, not 1918, and trench warfare has evolved. Both sides have access to advanced technologies — such as “loitering munitions” like Switchblade drones that can serve as both reconnaissance systems and lethal tools — that give them a wider picture and greater striking ability than conflicts in the past. But like the rest of the war in Ukraine, it's less a modern war but a mishmash of traditional large-scale combat, high-tech targeting and limited capabilities. Trenches in the Donbas aren't new. Since fighting between Ukraine and Russian-backed separatists started in 2014, both sides dug in along dozens of miles of the front line. That fighting never stopped, but since the full war broke out between the two nations, it escalated as both countries poured more fighters and weapons into the conflict. Now the wider war has reached those lines. Worse, winter is coming. There's already snow starting to pile up next to knee-high pools of ice-cold water.

The war has seen a wild mix of military technology and tactics. The trenches in the Donbas are in the same war as anti-radar munitions, widespread use of commercial and military drones, Cold War-era tanks and high-tech sensors, plus makeshift cavalry. Artillery barrages are constant and intense. The presence of modern equipment makes it easier for both sides to target their enemy, which can be a problem for troops located in miles of static trenches that might be close to each other. Another reason for the prevalence of trench warfare is that it's easier to dig in than to attack, said Matthew Cancian, a MIT PhD researching military operations and a Marine veteran. Soldiers instinctively dig in, and by the time Russia launched its full-scale invasion of Ukraine in February, Ukrainian soldiers had years of experience in that tactic. The question, Cancian said, is whether trench warfare is still viable in the age of precision strikes and the proliferation of drones? “In World War I, the trenches existed for four years. Both sides tried to break through the trench line and get back to manoeuvre warfare,” retired LGen Mark Hertling, former Commanding General of United States Army Europe, told *Task & Purpose*. In that case, Hertling said, soldiers

were going up against machine guns, artillery, mustard gas, and dug-in positions. The issue is, Hertling said, if you can't get around or over a trench line, you can't defeat it. That's true even in Ukraine. The last major large-scale conflict to devolve into trench stalemates was the Iran-Iraq War of the 1980s. Both sides found themselves dug in for years, with major offensives failing to break through and gain ground. The Nagorno-Karabakh war of 2020-2021 saw similar uses of drones, targeted strikes and trenches, Cancian said. In that case, modern technology was able to reduce the impact of entrenchment, but it would be a mistake to say it negated it fully, he added. Although the war in Ukraine is not the same circumstance, it's the first time those dynamics and tools are being scaled to a larger conflict.

Even with advances in technology, breaking through a fortified position remains a challenge, and requires a combined arms operation, Hertling said. That means armored components, air attacks, artillery to suppress a counterattack and strong electronic warfare and jamming to negate drones. Right now, Russia has the military capability to pull that off, but it hasn't utilized it, Hertling said. Ukraine doesn't, mainly due to its reduced air force strength. One thing that hasn't really changed with trench warfare is the issue of logistics. Troops still need to be resupplied and given both the damaged terrain and risk of targeted strikes on any vehicle, trucks can't simply pull up and drop off food, ammunition, or clothes. Those supplies must be carried, Hertling said. It's a technologically advanced war, but so much of the fighting, especially in the Donbas, requires analog operations. The artillery war has been a major part of the fighting near and away from the trenches, with strikes leveling cities. The more decisive modern tool has been drones, Cancian said, which can provide intelligence and directly deliver munitions. In a battle of attrition such as trench warfare, drones can fly over and bomb small dug outs, forcing either side to dig in deeper. But if trench warfare escalates, Cancian said, the counter move will be for both sides to bring more drone jammers to the front. The farther out drones fly, and the closer to enemy lines, the higher the risk is that they'll be disabled.

The slide toward expanded trench warfare in the Donbas also gives Russian troops the chance to further fortify their positions. If Ukraine can't break through the trench lines, Cancian said, it could give Moscow more time to deploy the 300,000 soldiers activated in its messy "partial mobilization." As he noted, it's easier to defend a trench line than to attack, and these new recruits have more value now as defensive forces. The looming issue for both sides is something out of their control: Mother Nature. Temperatures are already dropping ahead of winter. Soldiers in the Donbas trenches the past few years have weathered the cold, but the larger scale there, plus the energy crisis in Europe stemming from the war, may make the coming winter a particular challenge. There are also serious physical and psychological issues that come from the conditions inherent in trench warfare, Hertling said. There are diseases, and even with cold-weather gear — and makeshift saunas — the trenches are still cold and dealing with that causes other problems. Thanks to advancements in thermal imaging, attempts at heating food, or keeping billeting warm at night, can put troops at risk. Medical workers are treating trench foot and frostbite. On top of that, soldiers in the trenches are under constant shelling while sleeping in mud and poor conditions, which can wear on them. The psychological factors are beyond imagination, Hertling said. "I'm a soldier and I can't understand how people can live in a trench or an underground shelter for more than a week," he said.

Vancouver Gunners Website Update

RCA Association Membership Cards

The intent of the RCA Membership Cards was to provide a sense of identity with the Association, to highlight some of the benefits of membership and to remind our members of some of the Gunners that have served before us. Check out the story about Lieutenant Henry Bruce Chown <https://www.vancouvergunners.ca/whats-new/rca-association-membership-cards>

Vehicle and Gun Maintenance

According to the Regimental Rogue the armoured regiments still call it parading for "Stables" while the infantry "executes vehicle maintenance". I can't recall what we called it in the Artillery, but I can recall some RCHA documents that also used the "Stables" terminology. Whatever the official name is, we need to take care of our larger pieces of museum equipment at Bessborough Armoury and we're looking at Sunday, 8 Feb, 2023.

<https://www.vancouvergunners.ca/whats-new/vehicle-maintenance1336101>

Bill C-21

The Royal Canadian Artillery Association has been representing us to the parliamentary committee regarding Bill-C21 this week and were mentioned in the CBC News article.

"Many of our veterans actively participate in period outfits as re-enactors to demonstrate the workings of the ordnance at formal salutes, displays, re-enactments and the like," the Royal Canadian Artillery Association wrote to the committee studying C-21, saying the bill will make their activities a crime.. <https://www.vancouvergunners.ca/whats-new/bill-c-21>

Ukraine War – Russian Artillery Shortcomings

Interesting discussion paper on some of the shortcomings of the Russian Artillery system. <https://www.vancouvergunners.ca/whats-new/ukraine-war>

The Regimental Museum is open from 10:00 until 12:00 every Wednesday. 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.

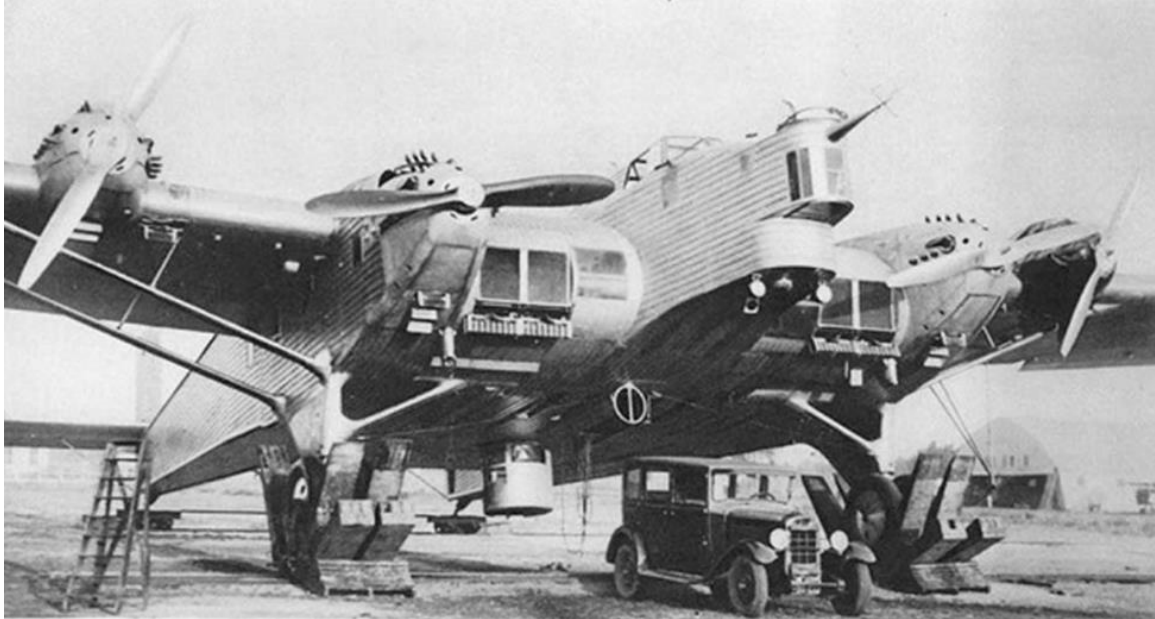
Remember – Stay healthy and stay safe!

Who (or What) Is It?

Last Week: This is a locally made armoured car used by the Hong Kong Volunteer Defence Corps. This one was captured in the Battle of Hong Kong, and possibly used by the Japanese later for policing and anti-partisan duties in the New Territories (which were a hotbed of guerrilla warfare, surprisingly). The armoured car was armed with two Vickers HMG, which are missing in the photo, possibly taken away by the crew after the vehicle was disabled. There are very few photos of HKVDC vehicles, and none of them in Japanese service. The characters on the side say "Shoji Butai", which was the name given to the 230th Inf Regt, IJA after its colonel, Shoji Toshinari. He was later promoted to Maj Gen, was tried, and convicted of war crimes (in Indonesia) in 1949, sentenced to death, reduced to 10 years, served in Sugamo Prison in Japan. He died in 1974.



This Week: We return to the realm of the eagle and the swallow for this week's number. The quest to balance practicality with beauty has been one that has long fascinated those aeronautical engineers who design the machines that grace our skies with their contrails. Sadly, beauty does not always mate well with practicality, and some of the beauties of the past, such as the Mugford Mudwalloper, winner of the Salon Aeronautique of 1907 (in the Grand Duchy of Leutonia), did not actually manage to lift off. Similarly, practical machines such as the Blackburn Blackburn (featured in a past quiz), were not aesthetically pleasing to some of plebeian taste.



Fortunately, there are machines which do combine both, such as the Hawker Hunter, the DH Comet, and this week's equivalent of the Miss Universe winner of the ether. Few aircraft of today can be said to

match the wondrous plethora of features this Mae West of the skies can boast of. Why it is not more celebrated in the literature of the science of flight is a mystery to one and all. What is equally mysterious to us is what it was. The sleek lines speak of something from our Gallic cousins, while its size bespeaks of the old USSR, and the audacity of design shouts "MAGA!". Naturally, it could equally be British, but does seem a tad outspoken, and too immodest for one of ours.

So, aviators and aviatrix(es?), what was this majestic monarch of the skies? If you think you know, please send your responses to the editor, Bob Mugford (no relation to the aforementioned aeroplane) at bob.mugford@gmail.com, or to the author, John Redmond. (johnd.redmond@telus.net). Keep 'em flying!

From the 'Punitary'

What do you call a fancy English hotel. A great Brit-inn

Murphy's Other Laws

Don't be afraid to be the first to resort to violence.

Quotable Quotes

The only courage that matters is the kind that gets you from one moment to the next.
Mignon McLaughlin

Commanding Officer's Tea – 11 Dec 2022

*The Commanding Officer
of the
15th Field Artillery Regiment
Royal Regiment of Canadian Artillery
request the pleasure of your company
at
Commanding Officer's Tea
at 15th Field Artillery Regiment Officers
Mess, 2025 West 11th Ave, Vancouver, BC
on Sunday, December 11th, 2022 from 2pm
to 4pm*

*Hors d'oeuvres and
sandwiches to be served.
Appropriate civilian
business attire.*



*Tickets at \$20. Payment
by credit card or cash.
RSVP by December 8th
by sign up sheet at the
OR or by email to
Mess15rca@gmail.com*

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.** **Mess is CLOSED this Wednesday**

Join us to check up on your old lunch buddies.

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



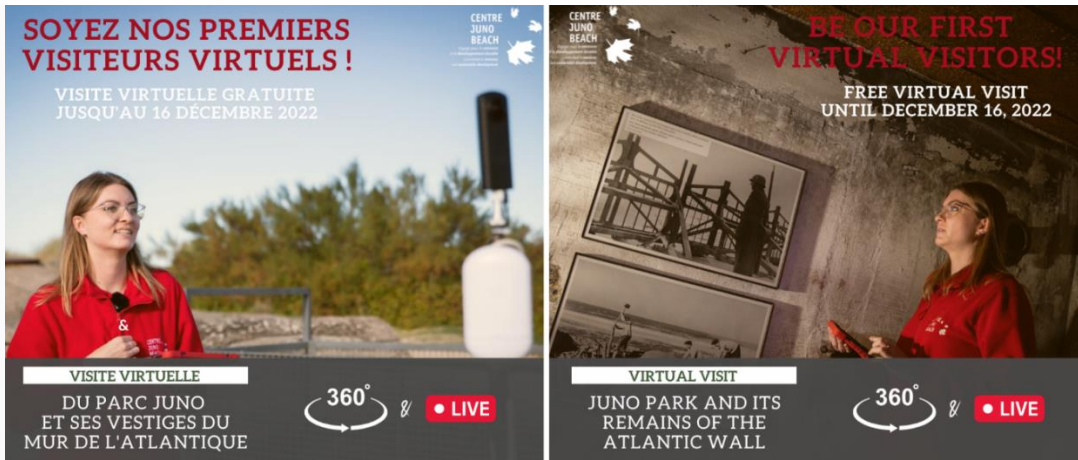
Zoom is the leader in modern enterprise video communications, with an easy, reliable cloud platform for video and audio conferencing, chat, and webinars across mobile, desktop, and room systems. Zoom Rooms is the original software-based conference room solution used around the world in board, conference, 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.

Free Virtual Tours of Juno Beach!





New, Unique and Innovative!

Free Virtual Tour of Juno Beach & Bunkers

You're invited to discover Juno Beach and the remains of the Atlantic wall from the comfort of your own home with the JBC's new virtual tour!

Using interactive live 360° technology, a Canadian guide will take you on a live 45-minute guided tour, exploring Juno Beach and the preserved underground command and observation posts.



As part of the soft launch of this new program, you are invited to attend a virtual tour free of charge during November and December!

We hope to receive your feedback as we finalize the tour for its launch as a paid service in February 2023.

[**Register Now!**](#)

Nouveau, Unique et Innovant!

Visite virtuelle gratuite de la plage Juno & Bunkers



Vous êtes invité à découvrir Juno Beach et les vestiges du mur de l'Atlantique depuis votre ordinateur avec la nouvelle visite virtuelle du CJB !

À l'aide de la technologie interactive à 360 °, un guide canadien vous emmènera dans une visite guidée en direct de 45 minutes, explorant Juno Beach et les postes de commandement et d'observation souterrains préservés.

Dans le cadre du lancement de ce nouveau programme, vous êtes invité à faire une visite virtuelle gratuite durant les mois de novembre et décembre !

Nous espérons recevoir vos commentaires alors que nous finalisons la tournée pour son lancement en tant que service payant en février 2023.

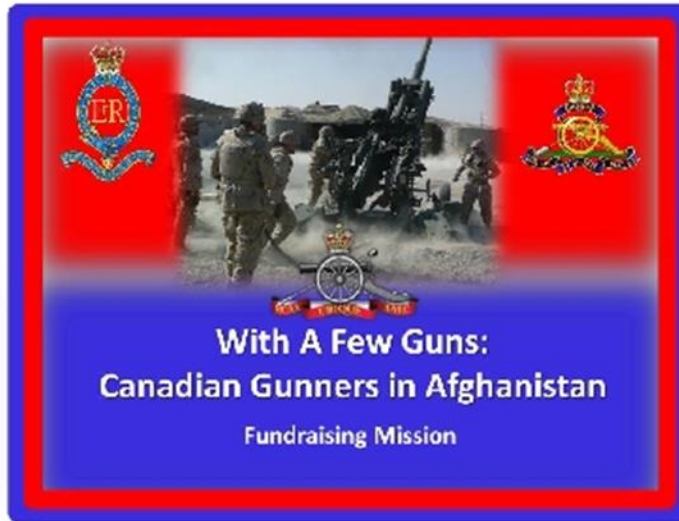
[S'inscrire maintenant !](#)



Copyright © 2022 Juno Beach Centre Association (Canada), All rights reserved.

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](#)

