

## Van Arty Association and RUSI Van Members News 11 July 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](mailto:bob.mugford@gmail.com) to let me know you didn't get your copy.

**Newsletter online.** This newsletter and previous editions are available on the Vancouver Artillery Association website at: [www.vancouvergunners.ca](http://www.vancouvergunners.ca) and the RUSI Vancouver website at: <http://www.rusivancouver.ca/newsletter.html>. Both groups are also on Facebook at: <https://www.facebook.com/search/top/?q=vancouver%20artillery%20association> and <https://www.facebook.com/search/top/?q=rusi%20vancouver>

### **Upcoming events – Mark your calendars**

**Commemoration Cyprus 2024** – see poster section

- July 12** Wed 'Zoom' lunch meeting.
- July 19** Wed 'Zoom' lunch meeting.
- July 20** Support our troops Scholarship program deadline.
- July 26** Wed 'Zoom' lunch meeting.
- July 29/30** Okanagan Military Tattoo

### **2023 Support Our Troops Scholarship Program**

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

### **Canada Day**



*Photo by Bombardier Samuel Blake*

Last week we showed the Regiment's guns firing the salute at HMCS Discovery. The Regiment took part in another event that day as well when members of 39 Canadian Brigade Group paraded at Nat Bailey Stadium for the Vancouver Canadians Game on Canada Day. To kick off the game, 2<sup>nd</sup> Lieutenant Kakish from 15<sup>th</sup> Field Regiment, Royal Canadian Artillery threw the first pitch.



*Photo by Bombardier Samuel Blake*

Additionally, a flag party was present for the National Anthem. And the Association was also involved when several members joined with Ian Newby's Western Museum of the Armed Forces to participate in the Aldergrove Canada Day parade and Aldergrove Legion display.

## **Prime Minister Trudeau Heads to NATO Summit**

Where Leaders Face Critical Decisions. *Sarah Ritchie The Canadian Press Jul 9, 2023*



*Prime Minister Justin Trudeau departs Ottawa on Sunday, June 25, 2023, en route to Iceland.*

*THE CANADIAN PRESS/Sean Kilpatrick*

Prime Minister Justin Trudeau is heading to the NATO leaders' summit in Lithuania this week, where Canada is likely to play a larger-than-usual role in two critical discussions: the alliance's expanding membership and its efforts to refocus on collective defence.

Trudeau is expected to depart for Riga, Latvia, from Ottawa on Sunday evening. He is due to meet with that country's leaders on Monday before heading to the Lithuanian capital for the first day of the NATO summit on Tuesday. At last year's summit in Madrid, NATO leaders identified Russia as "the most significant and direct threat to allies' security and to peace and stability in the Euro-Atlantic area" in a strategic concept document that set out their intent to strengthen deterrence and defence in the region.

That came after a meeting in Brussels in March 2022, when leaders agreed to deploy four new multinational battle groups on the eastern flank in Bulgaria, Hungary, Romania and Slovakia, adding to those in Estonia, Latvia, Lithuania and Poland. The alliance has drafted a new defence plan that leaders will be asked to approve in Vilnius, one that is being described as a return to its Cold War stance. "What we're seeing now is really a return to NATO's core business," said Tim Sayle, a NATO historian and professor at the University of Toronto. He said this likely also means a return to more challenging negotiations among members as they decide on defence policy and procurement, at the same time as they are debating whether to allow Sweden and Ukraine to join. And on both topics, he said, allies will be looking to Canada. "Rarely are there summits where Canada would be a focus of any elements, but I do think (it) is here," Sayle said. "Canada has a decision to make about its role in the discussion about Ukraine, but it also has this decision to make about Canadian defence spending and just what kind of ally Canada is going to be."

Adm Rob Bauer, the chair of NATO's military committee, told media at a July 3 briefing that the new defence plan is split into three parts: the southeast region including the Mediterranean and the Black Sea, the central region from the Baltics to the Alps and the High North and Atlantic region. Once the plans are approved, the real work begins. "Then we have to go and do our work to reach the higher number of forces with a higher readiness, we need to exercise against the plans, we need to buy the capabilities that we require," Bauer said. That will require more money. Only about a third of NATO members are meeting the agreed-upon target of spending two per cent of their GDP on defence — which includes a pledge to dedicate one-fifth of that funding to equipment. Bauer said he expects two per cent will be the spending floor, instead of the target, by the time the summit is over. "There is perhaps a stronger link than ever before between the new defence plans, the new defence investment pledge and the NATO defence planning process," NATO spokesperson Oana Lungescu said at the July 3 briefing.

For the countries that are lagging behind, there will be increasing pressure to step up. Canada spends about 1.3 per cent of its GDP on defence and has no public plan to get to the current target. Defence Minister Anita Anand has insisted that Canada's contributions to the defence of Ukraine and its leadership in heading up a NATO battle group in Latvia are more important. Before attending the NATO summit, Trudeau is set to participate in meetings Monday with Latvia's president, Edgars Rinkēvičs, and its prime minister, Krišjānis Kariņš. Trudeau is also expected to meet Canadian Armed Forces members who are part of the country's largest overseas mission. But even in Latvia, Canada seems to be lagging behind. It's been more than a year since Anand pledged to expand the battle group to a combat-ready brigade, and detailed plans are still being negotiated. Battle groups typically have close to 1,000 troops, while military members in a brigade number about 3,000. Canada has committed to sending a tank squadron with 15 Leopard 2 tanks and some 130 personnel to Latvia starting this fall, but it is unclear how many more troops will join the 800 Canadians already in place. Other countries have gone further. Germany has pledged to station a 4,000-soldier brigade in Lithuania. The United Kingdom, which is leading a battle group in Estonia, and the United States, which leads another in Poland, tested their ability to quickly scale up to a brigade earlier this spring. Leaders in Vilnius are also likely to focus on the status of Sweden and Ukraine, each of which has asked to join NATO.

Last-minute talks aimed at getting Turkiye and Hungary on side with allowing Sweden to become a member have not been successful. Its Nordic neighbour Finland joined most recently, in April. If Sweden's membership is approved, Bauer said it won't take long to adapt the defence plans. "Sweden is at the table in the military committee, in the North Atlantic Council every week. So they know basically everything already," he said. More contentious than that is the issue of when to admit Ukraine. Some nations are pushing for immediate membership. UK Defence Secretary Ben Wallace said last month that he hopes to see an expedited process. Meanwhile, Trudeau has repeatedly stated that Canada supports Ukraine's membership "when the conditions are right," without defining what those conditions are. Sayle said it's likely that other countries will expect a clearer response this time given the magnitude of the decision: whether to admit a nation that is in the midst of an active invasion to an alliance focused on collective defence. "I think that what NATO says about Ukrainian membership will impact both the Ukrainian and Russian strategic calculations in this war, and any peace that might follow," Sayle said.

# Cdn Coast Guard-Enhancing Remote Monitoring of Dangerous Vessels

using BRNKL Rapid Deploy units. *Vanguard Staff July 9, 2023*



On June 29, 2023, in Ottawa, Ontario, the Government of Canada expressed its commitment to ensuring clean and secure waterways and emphasized the importance of effectively responding to marine dangers. Vessels that are abandoned, wrecked, or pose a hazard can endanger marine ecosystems, local communities, and economies. In

response, the Canadian Coast Guard is taking proactive measures across the nation by employing innovative technology. Recently, the Honourable Joyce Murray, Minister of Fisheries, Oceans, and the Canadian Coast Guard, revealed that the Canadian Coast Guard has procured BRNKL Rapid Deploy units from Barnacle Systems Inc. In collaboration with Innovative Solutions Canada, a total of 39 remote monitoring devices will be installed on hazardous vessels throughout the country. “The Government of Canada is taking action to eliminate abandoned vessels from our waters. By investing in new technologies, we enhance the Canadian Coast Guard’s capacity to monitor, manage, and address marine risks, leading to greater protection of waterways today and for the future,” explained the Honourable Joyce Murray, Minister of Fisheries, Oceans, and the Canadian Coast Guard.

## *BRNKL Rapid Deploy unit.*

These Canadian-made devices are placed on problematic vessels and enable the Canadian Coast Guard to remotely monitor them. The devices promptly alert the Coast Guard if a vessel shows signs of sinking or is impacted by adverse weather conditions, among other events. By providing near real-time updates and alerts, the device empowers the Canadian Coast Guard to swiftly dispatch marine environmental and hazard response teams to critical areas. To date, more than 2,000 wrecked, abandoned, or hazardous vessels have been reported in Canada. To combat this issue and prevent the emergence of new incidents, the Government of Canada implemented the Oceans Protection Plan, which outlines a national strategy. Since 2016, the Plan has funded nearly 500 initiatives aimed at removing and disposing of abandoned boats across the country.



## The Panzer VIII Maus: The Heaviest Tank Ever Built

Hitler's ego spawned World War II's largest and most futile tank design, which became the mouse that never roared. *Brandt Heatherington Warfare History Network*



*This prototype has a weight in place of the 50-ton turret.*

As early as 1941, the German high command had visions of military technology that was far ahead of its time, and many innovative technological concepts were becoming reality. Had some of them been produced in a more expeditious fashion or in greater numbers, most historians agree that they

would have doubtless prolonged World War II, if not altered its outcome entirely. Many of these “wonder weapons” were highly practical concepts and have as their progeny the cornerstones of modern military arsenals—the world’s first assault rifle, intercontinental ballistic missiles, and jet fighters to name a few. And then there were some bizarre concepts, which appear on the surface to be nothing more than an extension of their inventor’s ego. The Panzer VIII Maus (German for “Mouse”) super-tank certainly falls into the latter category.

The Maus was a 188-ton behemoth developed by Porsche at the behest of Hitler himself. Impractical does not begin to describe it, and the timing of its introduction was stupefying. Why, when Nazi Germany had lost the oil fields in Africa and was starting to run short of fuel for the vehicles they had, would they introduce a gas guzzling monster that would obviously be very costly and time consuming to produce? This kind of decision making was one of the great intangibles about Hitler, which confounded his staff as much as it does modern observers. Hitler jumped from one fad and crazy idea to another. The Maus was probably influenced by a trend toward producing heavy tanks that many Allied armor developers were experimenting with during the middle years of World War II. Of course, Hitler had to go them one better. The Americans were developing the 45-ton M-26 Pershing tank, and, of more personal concern to Hitler, the Russians debuted the 45-ton JS-2 Stalin. While most military planners would have been more focused on the thousands of Soviet T-34 medium tanks the Russians were churning out that would eventually be rolling toward the Fatherland, Hitler obsessed with outweighing and outgunning the handful of Allied heavy tanks that were going into production. After the D-Day invasion and the Allied experience of being bogged down in the hedgerows of Normandy, heavy tanks were a subject of major controversy among military planners on both sides. Were they worth their weight? Did they gain more in protection and firepower than they sacrificed in

mobility and fuel economy? Hitler had presumably already made up his mind several years before this defining incident and ordered Porsche to get to work.

The earliest development of the Panzer VIII Maus super heavy tank started in 1941, when Krupp began studies of super heavy Soviet tanks such as the KV series. In early 1942, Krupp produced designs of a hybrid Tiger/Maus prototype, which eventually became the PzKpfw VIII, and another super heavy design, the predecessor of the Maus, known as the PzKpfw VII Lowe, or “Lion.” In early March 1942, the order for the heavier tank, the Maus, was placed, and the Lowe never reached the prototype stage. Later that month, Porsche received the official contract for the new 188-ton Maus, specifying that it was to carry 100 rounds of ammunition and would be armed with the high performance 105mm L/60 or L/72 gun.



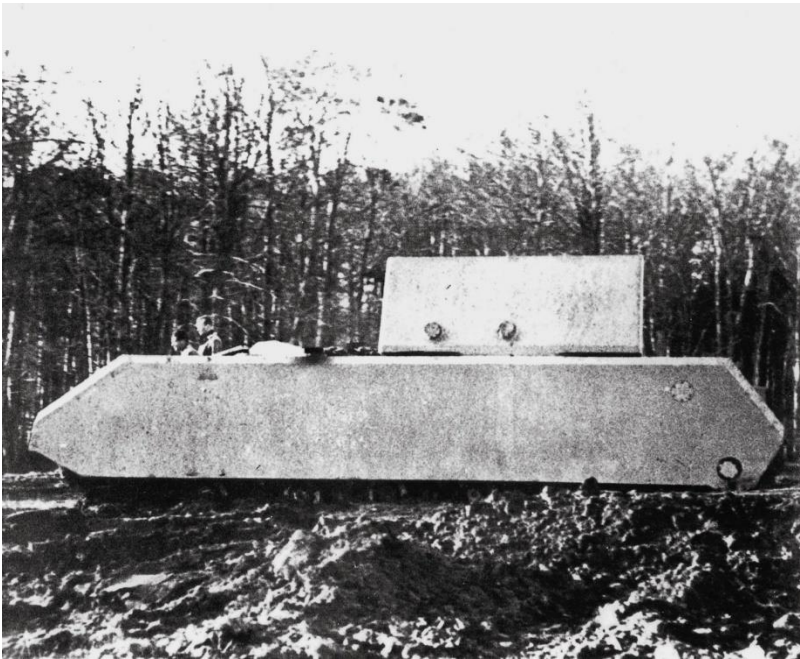
*Hitler inspects a wooden mock-up of the Maus in 1943 which included a flame-thrower, later dropped from the design.*

Maus production was to be overseen by Professor Ferdinand Porsche, who would develop the chassis, and the Krupp Munitions Works would be responsible for developing the hull, turret, and armament. The original Maus project was supported by the Heereswaffenamt (Army Weapons Office) as a competitive design. Porsche received approval for his

project from Hitler at a time when none of his other designs had been selected for production. It has been theorized that perhaps Hitler might have compensated Porsche for his past failures as a military designer by awarding him the Maus contract. It could easily be argued that Porsche was being set up to fail yet again—the description of the tank Hitler wanted included the word “indestructible.”

The contract set a deadline for an operational prototype to be developed by the spring of 1943. On June 23, 1942, Porsche provided its design for an improved Maus armed with turret mounted 150mm (L/37) and 105mm (L/70) guns. Porsche promised that its first prototype would be ready in May 1943. While contract specifications demanded that armament should consist of the 150mm L/40 gun and 20mm MG151/20 heavy machine gun, usage of the 128mm L/50 was under consideration. In December 1942, new armaments such as a 127mm naval gun and the 128mm flak gun were also tested and considered for the tank’s main gun. In January 1943, Hitler interfered again in the development of the vehicle and ordered that the Maus be fitted with turret mounted 128mm and 75mm guns, while turret mounted 150mm or 170mm guns were specified for future use. Instead of the standard 7.9mm coaxial machine gun, the Maus would have a 75mm antitank gun next to the main gun, and a machine cannon for antiaircraft was to be mounted in the turret roof alongside a smoke grenade projector. Indecision seemed to reign supreme on this

crucial design element. The specification for ammunition storage space of 100 rounds was never met, and consequently the space was decreased, sacrificed at the altar of even further armament modifications.



*A 1944 prototype of the gigantic Maus, a Nazi super tank conceived by Porsche. Few were completed, and the design was later viewed as a dismal failure.*

That same month, the first backsliding by Porsche began when it was restated that first vehicle would be ready in the summer instead of spring 1943, and that would be followed by the production of only five vehicles per month. The first official name for the new super tank was VK10001 Porsche Type 205 and nicknamed the Mammoth. The tank was renamed Maeuschen (or “Mousy”) in

December 1942 and finally Maus in February 1943. With Krupp producing hulls, turrets, and armament, a firm called Alkett was responsible for assembly of the components. On December 24, 1943, the first prototype, minus the turret, was completed by Alkett and was put through extensive tests. During the tests, the Panzer VIII Maus could barely move due to its enormous weight. It became obvious that the powerplant was woefully inadequate. The first prototype was



powered by a modified Daimler-Benz MB 509 engine (developed from the DB 603 aircraft engine), which could not provide the planned speed of 20km per hour. It could manage only 13km per hour, and that only under ideal conditions. In December 1943, the V1 prototype was fitted with a Belastungsgewicht, or simulated turret, which represented the weight of the actual turret, and was tested. For some curious reason, this first prototype was applied with camouflage paint and marked with a red star, hammer, and sickle and disguised as a captured Russian vehicle.

In March 1944, the second prototype Maus V2, which differed in several details from the V1, was finally finished. This new V2 lacked a powerplant, which was later fitted in mid-1944. On April 9, Krupp delivered the turret, which was mounted on the V2 and tested in June. It was mounted with a 128mm KwK 44 L/55 gun, a coaxial 75mm KwK 44 L/36.5 gun, and a 7.92mm MG34 machine gun, providing the Maus with enormous firepower. The Maus main gun could

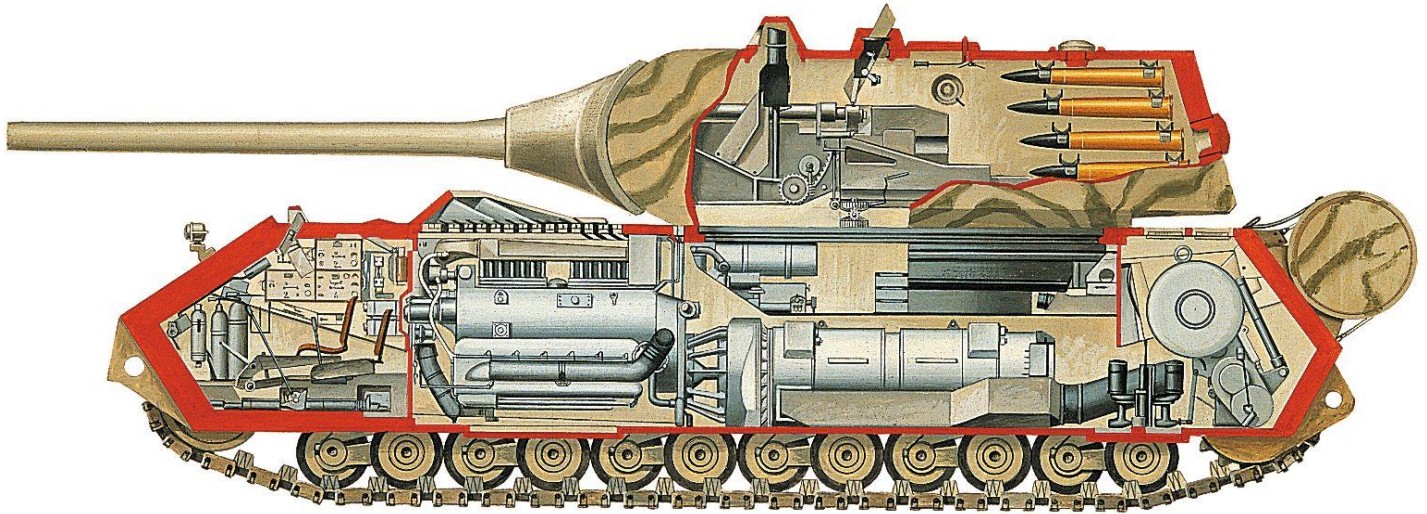
penetrate the front, side and rear armor of the American Sherman, British Cromwell and Churchill, and Russian T-34 and JS-2 tanks at ranges over 3,500 meters. Its own armor was no thinner than 7 inches anywhere and was up to 14 inches thick at some points.

The turret included mounts for a Zeiss rangefinder, but it was not fully finished and some of the missing components were shipped later. The Maus I was to be fitted with Krupp's second turret, but it was never delivered and remained fitted with a simulated turret. On July 25, 1944, Krupp reported that two hulls would be available soon and two more were in production. Two days later, Krupp was ordered to scrap all four hulls. On August 19, Krupp informed Porsche that it was ordered to stop further work on the Maus. By September 1944, however, testing had begun on the second prototype. It was installed with a Daimler-Benz MB 517 diesel engine that made little difference in comparison with the previously used engine. Designing an engine sufficiently powerful for the gigantic Maus was obviously a serious problem. Though the Germans tried two engines, both around 1,200 horsepower as compared to the Royal Tiger's 590 horsepower, neither could provide a speed of more than 10 to 12 miles per hour. Another interesting feature of the Mouse from the engineering point of view was the return from torsion bar suspension—such as was used in the PzKpffw III, the Panther, the Tiger, and the Royal Tiger—to a spring suspension. An improved torsion bar design had been considered but was abandoned in favor of a volute spring type suspension. Its running gear was designed by Skoda and consisted of double wheeled trucks supported by 12 return rollers with 43.3-inch wide tracks. In order to reduce the ground pressure so that the tank could have some mobility, the tracks had to be made very wide. With the tracks taking up over 7 of its 12 feet of width, the Maus presented a very strange appearance from either the front or the rear, and its 12-foot height gave it a very high target profile. The width had to be kept to a maximum of 12 feet so the Maus could fit on rail cars, as this was intended as a primary means of transport, and a special 14-axle railroad transport car was produced by Graz-Simmering-Pauker Works in Vienna just for the Maus.

Despite some ongoing major developmental problems, the Panzer VIII Maus certainly gave designers latitude to experiment with some advanced features, which they had always been anxious to install in tanks. One of these systems was an auxiliary power plant. This plant permitted pressurizing of the crew compartment, which in turn meant submersion capability when fording rivers and better protection from gas and chemical weapons. The plan was for the Maus to be able to ford rivers up to 45 feet deep, but in practical terms it could really ford only about 25 feet, still an impressive depth. This was necessitated by the fact that **most bridges would not support the weight** of the Maus. The crew had to be provided with oxygen supplied by built-in fans and ventilators for use when all the hatches were closed. Besides sealing of hatches and vents, aided by pressurizing, submersion was to be made possible by the installation of a huge cylindrical chimney or trunk so large that it could serve as a crew escape passage if need be. The tanks were intended to ford in pairs, one powering the electric transmission of the other by cable while its partner stayed on shore. The process would be repeated in tag-team fashion but would seem to raise the question of what would be done with the last tank in line! The auxiliary power also permitted cabin heating and battery recharging. An advanced electric steering system was used to steer the vehicle. The electric transmission was in itself an engineering experiment of some magnitude. This type of transmission had first been used on the big Elefant assault gun in



1943 and was considered by some German designers as the best type of transmission for heavy tanks.



*Weighing over 100 tons, the Maus was ungainly on the battlefield and proved to be prone to mechanical failure.*

From mid-January to early October<sup>[SEP]</sup> 1944, further trials took place at the armored vehicle proving grounds in Kummersdorf, near Berlin, and then at the Porsche proving grounds at Boblingen. Tests were long, delayed by continuing engine failures and production problems caused by Allied bomber attacks on German factories. During these tests, it was determined that in case of any engine failure each Maus would have to be towed by two other Maus tanks, another crippling revelation as to the impracticality of the Maus. Despite all of its technological innovations, the Maus was fraught with problems and was as vulnerable to close-in attack as any other tank, if not more so. The large hull openings and many grills necessary to ventilate the massive power plant were a particular disadvantage. The amount of space the power plant consumed necessitated an external auxiliary fuel tank in the rear, which was a considerable fire hazard. Design studies found at Krupp by the Allies showed a version of the Maus named the Bear, carrying a 305mm breech-loading mortar. The Bear was a giant 1,500-ton vehicle with an 800mm gun as its main armament and two 150mm guns in auxiliary turrets on the rear of the vehicle. This improbable design, put forth by two engineers named Grote and Hacker, was planned to be powered by four U-boat diesel engines. It is also reported that Germany began work on a design called Flakzwillig 8.8cm auf Maus, which was to be a Maus mounted with a modified turret housing two 88mm Flak 43 guns and used as a heavy anti-aircraft tank.

Typical of Hitler's vacillations on his many super weapon projects, on November 4, 1943, development of the Maus was ordered to cease, and only one was to be completed for further evaluation. In October 1943, the original order placed by Hitler for 150 vehicles was also cancelled. It was becoming apparent that as German ground forces were consistently losing the battle with Allied air superiority, a monstrosity like the Maus would be extremely vulnerable to air attack. Some sources state that according to Porsche, Hitler's true aim for the Maus was to plug holes in the Atlantic coastal defenses on the Western Front, where its limited range and mobility would not have been as much of a hindrance. But that this plan was thwarted by delays in production which pushed any possible delivery date well past D-Day.



*On display at the Kubinka Museum near Moscow, this example of the Maus shows the V2 turret mounted on the V1 hull.*

One version of the demise of the Maus states that the V2 prototype was destroyed by personnel at the Kummersdorf proving grounds, while some sources relayed that the V2 actually saw combat while defending that same facility. According to other sources, however, the two experimental

Maus tanks were sent into action in the final days of the war—one at the approaches to the Army staff headquarters at Zossen, the other near Kummersdorf. None of these accounts can be verified and seem unlikely given that the disassembled remnants of the Maus that were discovered by Allied troops. When the war ended, a nearly completed V1 turret and third hull were found at the Krupp facilities in Essen. One fully assembled example with the V2 turret mounted on the V1 hull was tested in Russia in 1951 or 1952 and can be seen today at the Museum of Armored Forces in Kubinka near Moscow. Although only two prototype Maus vehicles were ever built, and they were apparently never even equipped with their armament, it was a spectacular and fanciful vehicle. Alas, the *Maus* remained for the most part a figment of its creators' imaginations. Whereas such a heavy tank might conceivably have had some limited military usefulness, it will be more remembered as a drain on German engineers and production capabilities in the last three years of the war, when Germany could least afford such a waste of dwindling resources.

## **Vancouver Gunners Website Update**

Updates over the next month may be somewhat limited as I will be in Italy on the OP Husky battlefield tour.

### **Command Post Technician Course Mod 1**

A successful course was held at Bessborough Armoury with 12 graduates from across 3rd Canadian Division completed their CP-Tech Course Mod 1 at Bessborough Armoury. This course begins to train Gunners with the necessary skills to return to their home units and fill positions as Command Post Technicians in their Batteries. Congratulations to the course staff!

<https://www.vancouvergunners.ca/whats-new/command-post-technician-course-mod-1-course-0103>

### **Canada Day**

The 21-gun salute was fired on Deadman's Island at HMCS Discovery, regimental members participated in ceremonies at the Vancouver Canadians baseball game and some former members were part of the Western Museum of the Armed Forces at Aldergrove.

<https://www.vancouvergunners.ca/canada-day-2023.html>

## Change of Command

Additional photos were uploaded to the Change of Command page.

<https://www.vancouvergunners.ca/change-of-command-2023.html>

## RCA Shilo Reunion

Additional photos uploaded to the RCA Shilo Reunion page. Recognize anyone?

<https://www.vancouvergunners.ca/rca-reunion-shilo.html>

## Yorke Island One Day Adventure

Are you interested in flying to Yorke Island on a Saturday? Looks like 26 August is the preferred date. <https://www.vancouvergunners.ca/whats-new/yorke-island-one-day-adventure>

## 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=ehLJDhj9zlqI0HvnBlMlMCYmw0p6ZDwe.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 is the French **Leduc 0.10** Ram Jet Interceptor. It had a tubular double-skinned



fuselage, the inner shell contained the pilot's cockpit and was surrounded by an outer shell which formed the inlet duct to the ramjet engine at the rear of the pilot's position. First tested as a glider in October 1947, the Leduc 0.10 was

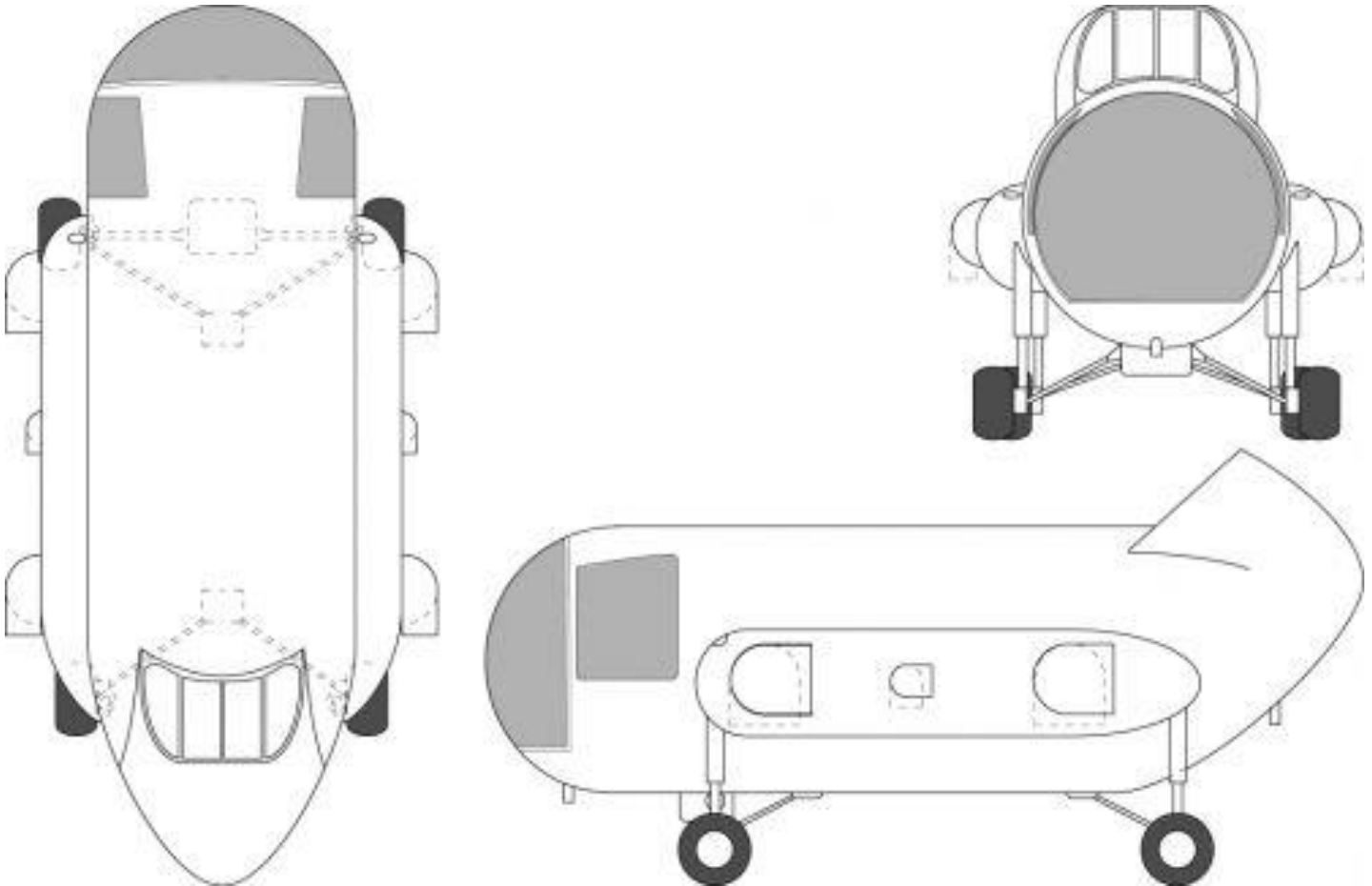


carried on struts above a Sud-Est SE.161 Languedoc 'mother plane'.

After successful glider test, the mother ship took it aloft and accelerated it to a speed at which the ramjet would ignite and released it at an appropriate altitude. Development then began of the Leduc 0.22 Mach 2 interceptor which incorporated a SNECMA Atar turbojet to allow the aircraft to take off under its own power. This was not achieved with the 0.22, for although flown on turbojet power for the first time on 26 December 1956, and later making more than 30 test flights with the turbine engine, the ramjet was not tested. This resulted from withdrawal of government financial support, because of economic stringencies, and the project was abandoned.

**This Week:** Occasionally, whilst perusing the vast resources of our RUSI Vancouver library, we come across proposals for various engines of war that might never have seen active service. In this category we would include both those that were built, but either did not enter service, or only limited production, such as our own mighty Avro Canada Arrow, but also those concepts that seemed like a great idea at the time, but might only have been produced as a mock-up, or not even that, just a paper dream. In that category we could fill several books, as have many a crafty author highlighting the Luftwaffe's 1946 inventory. Our puzzle this week is of the latter category, we think, but are not sure. It was to have been military, as the plans were published in a journal

catering to our trade, but we are not really sure if it was a vehicle of the land element, or the air element (or, could it be for the navy?). We really don't know. What we do know is that it was proposed by a respectable aviation firm that is no longer in operation, by a nation that has produced some of the greatest military kit known to personkind, but one that is affected, as is our own nation, by the parsimony of various governments who are penny wise, and nothing else.



So, aficionado of all things warlike, can you hazard a guess as to what this thing was to have been? Did it soar, swim, or slog? If you think you know, send your musings to the editor, Bob Mugford ([bob.mugford@gmail.com](mailto:bob.mugford@gmail.com)), or the author, John Redmond ([johnd.\\_redmond@telus.net](mailto:johnd._redmond@telus.net)). Shall we send them to Ukraine?

### **From the 'Punitary'**

How did the fairy tale end? It was kinda Grimm.

### **Murphy's Other Laws**

Radios will fail as soon as you need fire support.

### **Quotable Quotes**

The man with a new idea is a crank until the idea succeeds. *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.

Click on this link:-

<https://us04web.zoom.us/j/71810323784?pwd=ehLJDhj9zIqI0HvnBlMlMCYmw0p6ZDwe.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)



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

The poster features a central logo with a red maple leaf and the text "OKANAGAN MILITARY TATTOO". Surrounding the logo are several circular images: a military band in red uniforms, a drummer in a white uniform, a group of women in colorful traditional Indian attire, a man in a red military uniform, and a man in a white uniform playing a drum. The background is dark blue with a red base.

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24 April 2023

Distribution List

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

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.

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.

Le 24 avril 2023

Liste de distribution

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. 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. 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<sup>er</sup> 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/Apport-er-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;

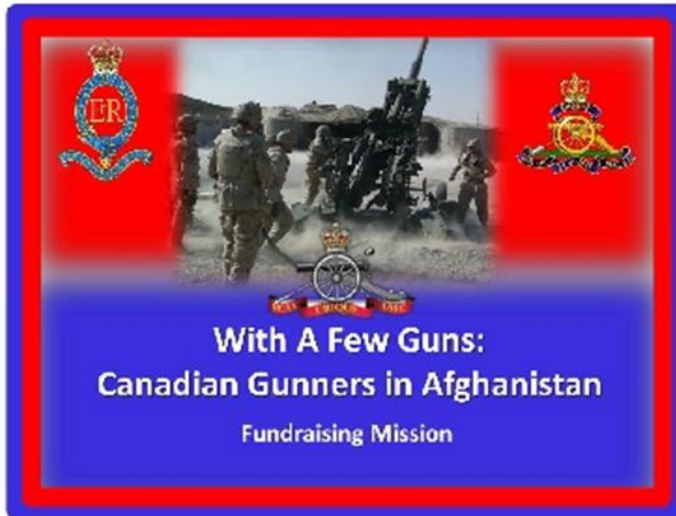
Sincerely;

Elisabeth Mortlock  
Executive Director  
ACLC BC Branch

724 Vanalman Avenue, Victoria BC V8Z 3B5 250-708-0281 [execdir@armycadetleague.bc.ca](mailto: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](mailto: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 50<sup>th</sup> 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](#)

