

Van Arty Association and RUSI Van Members News Oct 20, 2020

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 on line. 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>

Wednesday Lunches - Lunches suspended until further notice. Everyone stay safe!!

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

The 2021 BC Military Gala is **CANCELLED. The Sheraton Wall Ctr is booked for Apr 23, 2022**

Aug 09

to **Virtual Remembrance Run in Support of the Juno Beach Centre**

Nov 28

Oct 21 ‘Wednesday Lunch’ Zoom meeting

Oct 28 ‘Wednesday Lunch’ Zoom meeting

RUSI Nova Scotia Video Conference Presentation

Nov 03 ‘Wednesday Lunch’ Zoom meeting

RUSI Nova Scotia Video Conference Presentation

The Royal United Services Institute of Nova Scotia extends an invitation to hear a video-conference presentation Wednesday, 28 October, by Commander Helga Budden, Commanding Officer, Canadian Armed Forces Transition Unit Nova Scotia/Newfoundland and Labrador, about transition from the Forces titled "Transition – A Step We All Take." (See posters at end of newsletter for Cdr Budden's bio)

The talk will start at 1 pm Halifax time (1:30 pm St John's, noon Ottawa, 11 am Winnipeg, 10 am Calgary, 9 am Victoria), Wednesday, 28 October, then be followed by Q&A and finish by 3 pm Halifax time. Registration is required. There is no fee to attend this event. To register, email RUSINovaScotia@gmail.com by close of business Sunday, 25 October. As the subject line for your registration email, put "RUSI(NS) Distinguished Speaker 28 October 2020"

Registration". In addition to your name please also provide your organization. The event will be done by Zoom. Instructions will be emailed to registrants by end Monday, 26 October.

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

Artificial Intelligence, Surveillance and Reconnaissance for the RCN

September 30, 2020



The Royal Canadian Navy (RCN) capabilities are rapidly evolving through its aggressive defence-policy mandated modernization program. The modernization of two capabilities in particular will significantly impact

maritime operations: Intelligence, Surveillance, Target Acquisition, and Reconnaissance (ISTAR); and Electronic Warfare (EW). With new and more powerful sensor technologies integrated into airborne, surface and subsurface sensor systems, the RCN will have more data than ever to contribute to the comprehensive Recognized Maritime Picture (RMP). The problem, however, is that the value of this massive amount of raw, single and multi-source data is limited due to the complex task of transforming it into decision-quality information and intelligence. At Xtract AI, we believe Artificial Intelligence (AI) technologies offer the most significant opportunity to address this problem. As a component 1B company for the Department of National Defence and Canadian Armed Forces' Innovation for Defence Excellence and Security (IDeAS) program, Xtract AI is currently working on the *Detection and Classification of Objects of Interest*, offering an exciting opportunity for the RCN to work with Xtract AI to solve this problem and shape the solution. Xtract AI is now seeking stakeholders from the RCN, as well as business partners, to collaboratively pursue solutions that leverage sensor data in a manner that shortens the decision-action cycle.

The opportunities for AI to augment sensor operators in the collection, processing, exploitation, and dissemination of data, information and intelligence, are vast. For example, AI can be built into a manned or unmanned ISTAR or into EW platforms to help reduce bandwidth requirements when transmitting sensor data; into the terminals at which operators interpret sensor data; or into

a suite of intelligence analysis tools used by analysts on Her Majesty's Canadian Ship (HMCS) Trinity. In all three cases, AI-enabled detection, classification and tracking of objects of interest—such as an airborne, surface, or subsurface target contact by electro-optical, infra-red, radar, or sonar sensors—offer opportunities to reduce the cognitive load of sensor operators and elevate them to higher-level tasks. This will also help achieve economies of effort and scale, as well as significantly improve sensor utilization rates supporting situational awareness and decision-making. There are several obstacles to realizing the opportunity AI provides, however. While the technology has evolved rapidly in support of private industry, military applications have lagged due to the obstacles presented by the unique conditions in which the RCN operates. These obstacles include, but are not limited to, insufficient volumes of quality data to confidently train models, and labour-intensive data labelling and complex system integration requirements. The security classification of sensor data also challenges the RCN's ability to work with tier-1 computer science and engineering talent found in the private sector. Significant resistance to change is expected given that the real-world operational value of AI has yet to be fully demonstrated, especially in a network-contested environment. Other challenges that must also be addressed, include the insufficiency of C4ISR infrastructure on-board RCN platforms to meet the computational demands of AI.

Nowhere are these deficiencies more apparent, or relevant, than in support of real-time decision-making at the edge, on a ship, at sea, on an operation, in a contested environment. Given these challenges, the RCN will need to collaborate closely with private industry to operationalize AI. Trust, whether human or machine, is earned through a robust force development, generation and employment process. To realize this, industry experts must be able to work together with the operators and analysts living these challenges daily. To ensure AI technologies integrate into the existing operational systems architecture, an agile engineering and design process that delivers iterative, incremental improvements to capabilities will be paramount. If these conditions can be met, AI will have its best chance of evolving beyond a lab environment to its procurement, integration and adoption by the RCN organizations. Working with Xtract AI through the IDEaS program offers just this opportunity.

SpaceX Plans to Build a 7,500-mph Cargo Rocket

that could deliver weapons to troops downrange. *Kate Duffy Business Insider Oct 11, 2020*

Elon Musk's SpaceX and the US military plan to build a rocket capable of delivering 80 metric tons of cargo anywhere in the world in 60 minutes. Under a newly agreed contract, SpaceX will assess the costs and technical challenges of the project, while initial tests are expected in 2021, Gen Stephen Lyons, the head of US Transportation Command, said Wednesday at a virtual conference. A 7,652-mile journey from Florida to Afghanistan could be completed within about an hour with such a high-speed rocket, which could travel at 7,500 mph. In comparison, a US C-17 Globemaster, a military transport aircraft costing \$218 million with a maximum speed of 590 mph, would complete this journey in about 15 hours. "Think about moving the equivalent of a C-17 payload anywhere on the globe in less than an hour," Lyons said. "I can tell you SpaceX is moving very, very rapidly in this area. I'm really excited about the team that's working with

SpaceX." Another aerospace company, Exploration Architecture Corporation, will also be part of the research program.

SpaceX, founded by Elon Musk in 2002, has already developed the Falcon 9, a reusable rocket designed to carry 22 metric tons of cargo and land vertically in a controlled descent. The plan comes days after SpaceX landed a \$149 million contract to build missile-tracking satellites for the Pentagon, indicating that the aerospace firm is ramping up its military contracts. As part of the deal, SpaceX will build four satellites fitted with wide-angle infrared missile-tracking sensors in its assembly plant in Washington, where the firm builds satellites for its Starlink internet project. In August, SpaceX won 40% of a billion-dollar agreement with the Department of Defense to launch new rockets for the Space Force. The remaining 60% went to United Launch Alliance.

The Pentagon Wants to Send Cargo Rockets Around the World

in Minutes—with Elon Musk's Help. Is that technically possible? Sure. But is it smart?

Kyle Mizokami Oct 9, 2020



Lena Wagner Getty Images

The Pentagon's Transportation Command and Elon Musk's SpaceX are teaming up to examine using rockets to ship cargo through space. The plan raises the prospect of sending urgently needed supplies to US troops anywhere on Earth, within minutes.

While the idea is technically feasible,

there are several factors, including cost and preparation time, that could make it unworkable. A rocket ship blasting off from Vandenberg Air Force Base in Southern California could theoretically enter low-Earth orbit and re-enter the atmosphere pretty much anywhere on the planet. Rocket travel would have staggering implications for military transportation. A C-17 Globemaster III heavy transport flying at 500 miles per hour, for example, takes 12 hours to get from California to Okinawa, Japan—an island practically on China's doorstep. A rocket, however, could make the trip in 30 minutes or less. Rockets don't need a chain of aerial refueling tankers supporting a mission, nor do they need permission to fly over foreign countries along a lengthy, winding flight route. Rockets are—for now, anyway—safe and secure, with no country capable of shooting them down along most conceivable routes. "Think about moving the equivalent of a C-17 payload anywhere on the globe in less than an hour," Gen Stephen R Lyons, the head of Transportation Command, told *Air Force* magazine. Lyons is likely referring to SpaceX's Starship rocket. A massive, 160-foot-tall rocket, SpaceX developed Starship to

transport people and cargo to the moon, Mars, and possibly beyond. It could also make quick hops across Earth. Starship can carry 100 tons of cargo, while the C-17 aircraft can carry 85 tons.



A C-17 Globemaster III can carry 85 tons of cargo.

Anadolu Agency/Getty Images

There are two possible modes of transport being examined. One involves a straightforward flight from a space base in the continental US abroad. The second involves prepositioning supplies in orbit on a spacecraft that could quickly de-orbit and land when necessary. Both could deliver goods in about an hour or less. Could it work? There's nothing to suggest it won't. SpaceX has launched close to 100 rockets so far, with just two full or partial failures. Equally important in a resupply mission is a successful landing, and the company is compiling a fairly successful record in that respect. The technical considerations of military cargo mission aren't the dealbreakers, especially considering that other, Earthbound attempts to get cargo to US forces could be intercepted by an adversary. One problem associated with space travel is time. While the actual space flight might take only 30 minutes, a space transportation mission could take days, weeks, or even months to prepare. A rocket must be prepped for space flight, a process that includes erecting it at the launch pad, fueling the rocket, and installing the cargo payload. Rockets can also only be launched in relatively good weather; poor conditions can cause up to week-long delays. So, a trip advertised as taking less than an hour would require considerably longer to prepare. Storing cargo aboard satellites would ensure rapid response, but the trick would be lofting the right supplies into orbit ahead of time.

While a C-17 has a rear cargo ramp to load and offload gear, the Pentagon would have to work out a means of offloading rockets at its various bases around the world. DoD/Getty Images



And then there's the biggest problem with which military space transportation must contend: the sheer cost. A SpaceX Falcon 9 spacecraft capable of carrying 25 tons costs \$28 million to launch. SpaceX estimates the Starship rocket could cost as little as \$2 million per launch. On the other hand, a 12-hour flight from California to Japan in a C-17 Globemaster III costs \$312,000, a cost that doubles if the airplane flies home to fetch more equipment. There's

also the cost of an aerial refueling tanker like the KC-135 Stratotanker to support the mission. Even by the best estimates, rocket transport easily costs four times as much as sending the same cargo by aircraft. Still, cost isn't everything, especially when the bullets are flying. If an island like Okinawa, home to 30,000 US military personnel, is under blockade by the People's Liberation Army, rockets could be the only way to get supplies to the troops. While space transport is still much too expensive to become a peacetime military activity, if Transportation Command and SpaceX work up a plan to quickly ready and launch a cargo rocket, it could become a useful alternative during wartime.

The Royal Navy is Testing Out Jetpack Assault Teams

Alex Hollings Sandboxx Oct 18, 2020



Gravity Industries tests out one of its jet packs in front of a Merlin helicopter.
(Facebook / Gravity Industries)

For decades, science fiction has been telling us that jet packs are right around the corner. But, while it seems there'll still be some time before any of us are using them to get to work, the UK and US have been experimenting with jet suits for a number of applications, including defense. Of course, this isn't the first time Gravity Industries' jet packs have been spotted flying around Royal Navy ships. That's fitting, seeing as Gravity Industries' founder Richard Browning served in the British Royal Marines prior to beginning his new life as a jet pack mogul. Last year, he had the opportunity to fly his 5-engine jet pack suit around the pride of the Royal Navy, the HMS Queen Elizabeth. While the Royal Navy hasn't announced any plans to adopt these jet packs for military purposes, both the Royal and U.S. Navies have acknowledged that they've been in contact with Gravity Industries. According to Browning himself, he's already met with members of the U.S. Special Operations command — specifically, the Navy SEALs — to discuss what capabilities his jet packs could offer.

Last month, the Great North Air Ambulance Service (GNAAS), a UK-based charity that provides helicopter emergency services, began testing jet suits from Gravity Industries to see if they might allow paramedics to fly directly up to hard-to-reach locations where hikers and mountain climbers find themselves injured. As GNAAS pointed out, "The undulating peaks and valleys can often mean the helicopter is unable to safely land close to the casualty, forcing travel by

vehicle or foot.” That’s not optimal for emergency situations and could potentially even put rescue workers in danger. That’s where these jet packs could come in. “In a jet pack, what might have taken up to an hour to reach the patient may only take a few minutes, and that could mean the difference between life and death,” GNAAS director of operations Andy Mawson explained.

The US Navy Has a 650-Round Ammo Backpack

It looks like it's straight out of ‘Predator’ *Jared Keller Task & Purpose Sep 25, 2020*



An expeditionary warfare engineer wearing the Avenger ammo backpack (US Navy via TechLink)

If it's good enough for Jesse Ventura, then you bet your ass it's good enough for the US Navy. The Navy has fielded a 650-round ammo backpack nicknamed 'Avenger' to troops at some point in the last several years, the service confirmed to Task & Purpose, although officials declined to elaborate on the scope or details of the system's employment. "Unfortunately, we cannot disclose this type of information as it pertains to troop location, movements, and tactics," Lisa Oswald, a spokeswoman for Naval Supply Systems

Command, told Task & Purpose.

First developed by expeditionary warfare engineers from the Naval Surface Warfare Center Crane Division, multiple Avenger units "have been built, fielded, and used in combat," according to TechLink, which first reported the existence of the system in 2018. The Avenger can hold an additional 150 additional rounds of standard-issue 7.62mm ammunition compared to 500-round systems already in the US inventory, according to TechLink, with a 50 percent reduction in the pack's weight, down to just nine pounds. More importantly, the system costs just \$300 in material and is relatively simple to produce, a significant improvement over the \$4,000 price tag that often accompanies ammo can-based designs made of steel or aluminum. "The Navy backpack utilizes an ammunition chute and an internal divider that keeps the belt from twisting to ensure a smooth feed," according to TechLink. "It is comprised of lightweight, flexible material that, when pinched or crushed, can adjust in ways an ammo can-based pack cannot." The Avenger isn't the first ammo backpack to make a splash in US military circles in recent years. In 2011, an inventive Iowa National Guard staff sergeant threw together a backpack-fed Mk 48 machine gun system in the aftermath of a firefight during a deployment to Afghanistan.

That system, dubbed 'Ironman' (and not to be confused with US Special Operations Command's now-defunct 'Iron Man' suit), was directly inspired by the backpack-fed M134 minigun that Ventura's character Sgt Blain Cooper rocks during the 1987 action classic *Predator*. Unfortunately, the high cost of the Ironman system that the Army spent two years refining ended up rendering the broad procurement and fielding of the system as less than desirable, as Soldier Systems reported in 2014. According to NAVSUP, the Navy's Avenger ammo backpack is an entirely different system from the Ironman pack, the latter of which Navy engineers had never even heard of.

*The 'Ironman' ammo backpack
(US Army photo)*



At the moment, NAVSUP is currently on a team with the Defense Innovation Accelerator — the Pentagon's in-house innovation hub — "actively trying to pursue this invention and potentially produce or expand it," as Oswald told Task & Purpose. And unfortunately, despite the inspiration that the Iowa National Guard drew from Ventura, NAVSUP was able to confirm that the Avenger ammo pack was explicitly not designed with *Predator* in mind. "We think the comparison is interesting," Oswald, the NAVSUP spokeswoman, told Task & Purpose when asked about similarities between the two systems. "Our focus is about supporting the warfighter and meeting mission requirements."

Vancouver Artillery Association Yearbook Updates

VAA Virtual Lunch every Wednesday at Noon PDT - <https://zoom.us/j/710845848> - Drop in for 10 minutes or stay for an hour.

RCA Leadership Symposium and RCA Association Annual General Meeting.

Your VAA President was re-elected to another term as the President of The Royal Canadian Artillery Association. While my attempt to get the RCAA Constitution amended was defeated, we have found the means to ensure that the VAA continues to be an affiliated association. Thanks for your support!

Videos from the event will be posted on the RCA website rca-arc.org when they are received from RCA HQ.

Yearbook 2020 update – The Regiment continues to parade while following social distancing requirements. A former CO, Lieutenant-Colonel Brent Purcell provided an update on the Canadian Forces Liaison Council. <https://www.vancouvergunners.ca/2020.html>

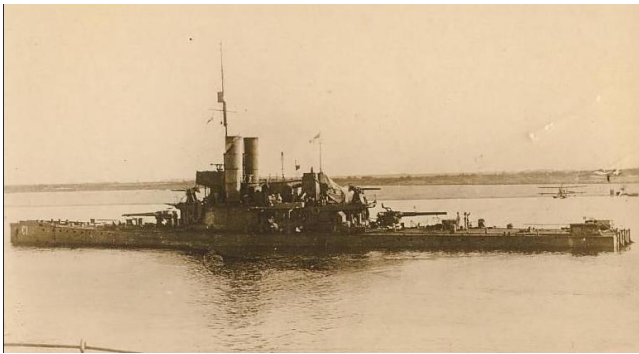
The President VAA has just signed a three-year agreement with BC Parks for the ongoing volunteer support of the management and maintenance of World War II structures, landscape features and connecting trails in the Hənłəmdzi Məkola/Yorke Island Conservancy. Waiting for signatures from BC Parks to complete the agreement. When I joined in Ladner in 1970, all our reference material was still stamped 85 Battery as it was only recently sent to the Supplementary Order of Battle on 1 April 1970 and now, I'm involved in restoring some of its history from World War II.

On a totally different note. Your President is also a member of the Langley Rotary Club. If you're interested in 50/50 draws, we've got a huge one happening now! It's currently sitting at \$50,220.00 and it's allowed to grow up to 200,000. Winner takes half! Draw date Thursday, 3 December, just in time for St Barbara's Day. Check it out at <https://langleyrotary50-50.rafflenexus.com/>

Remember – Stay healthy and stay safe!

Who (or What) Is It?

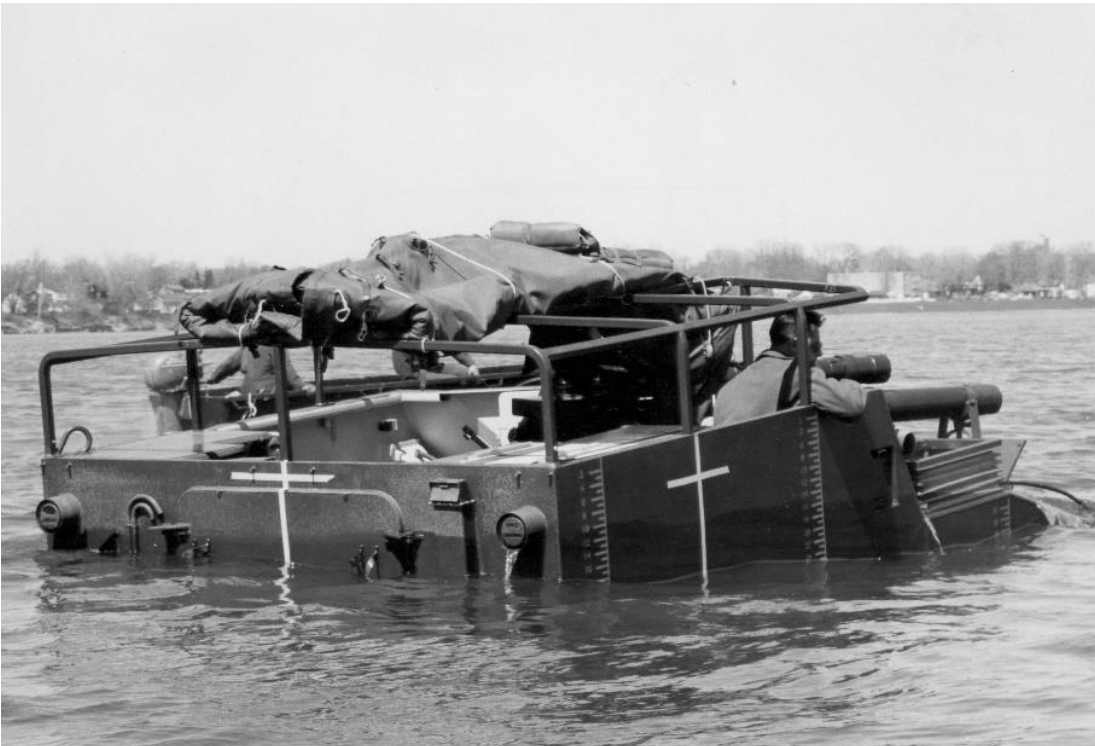
Last Week: HMS Cicala, an Insect Class river gunboat. The Insect-class gunboats (or large



China gunboats) were a class of small, but well-armed Royal Navy ships designed for use in shallow rivers or inshore. They were intended for use on the Danube against Austria-Hungary (the China name was to disguise their function). The ships were designed by Yarrow to operate in shallow, fast-flowing rivers, with a shallow draught and a good turn of speed to counter river flow. They were fitted with two reciprocating

VTE (Vertical Triple Expansion) engines operating two propeller shafts to offer some redundancy. The propellers were housed in tunnels to minimise the operating draught. The main armament consisted of two 6-inch guns in single mountings fore and aft. *Glowworm*, *Cicala*, *Cockchafer* and *Cricket* were deployed to the east coast of England in 1916 and had their main armament mountings modified to give higher elevation for anti-Zeppelin work. In 1919, during the Russian Civil war, *Glowworm*, *Cicala*, *Cockchafer*, *Cricket*, *Moth*, and *Mantis* served on the Dvina River (northern Russia, in Arkhangelsk Oblast), fighting in support of White Russian forces. The crew of *Cicala* mutinied, as part of a wider wave of unrest in the Royal Navy, and five "ringleaders" were sentenced to death, later commuted to five years' imprisonment. Between the two world wars, the class were mainly used in the Far East and they were present during the Japanese invasion of China. *Cicala* was sunk by Japanese bombs in Hong Kong on 21 December 1941

This Week: Given that we are now excluded from our museum, and the armoury in general, due to the current plague, we cannot access our photo vaults, located several floors beneath the edifice, just under the Hedy Fry Nuclear Command Centre. As a result, we rely on you, our vast reading public, to assist us in identifying interesting subjects for our weekly quiz. At the suggestion of one of our younger fans, writing to us from his room in the Norman Depoe Seniors' Lodge, we were able to come up with a photo sent to us previously by one of Canada's foremost aficionados of all things artillery, and present it to you. This week's subject combines both naval and military interests and shows one of the innovations of Canadian boffins of the past. The Mobile Gun and Arctic Patrol Vessel (known as the "Sam Hughes") was to have equipped both the army and the RCN at the height of the Cold War, but, thanks to dastardly machinations by one of our allies south of the 49th parallel, the project was terminated and all personnel kidnapped to help build a wall between the US of A and Mexico. Their gain was our loss, and Mexico's inconvenience.



However, we are not sure that the caption on the back of the photo describing what is written above is entirely correct. If you can help us to clarify this matter, we would be much obliged, although we have no way to thank you other than to omit your name from any future sarcastic, ironic, or parodic writings. So, put

your thinking caps on and help us out by sending your ideas to the editor, Bob Mugford (bob.mugford@gmail.com), or the author, John Redmond (johnd._redmond@telus.net). Now, wash your hands.

From the 'Punitary'

What do you call a classy fish? Sofishticated

Murphy's Other Laws

What happens is not as important as how you react to what happens.

Quotable Quotes

Never give up on something that you can't go a day without thinking about. *Winston Churchill*

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 Wednesday lunches.

Join us to check up on your old lunch buddies.

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

Zoom is the leader in modern enterprise video communications, with an easy, reliable cloud platform for video and audio conferencing, chat, and webinars across mobile,



desktop, and room systems. Zoom Rooms is the original software-based conference room solution used around the world in board, conference, huddle, and training rooms, as well as executive offices and classrooms. Founded in 2011, Zoom helps businesses and organizations bring their teams together in a frictionless environment to get more done. Zoom is a publicly traded company headquartered in San Jose, CA.

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

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

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



The
Royal United Services Institute of Nova Scotia
presents

Distinguished Speaker

Commander

Helga Budden

Commanding Officer

**Canadian Armed Forces Transition Unit
Nova Scotia/Newfoundland and Labrador**



Transition
A Step We All Take

**1-3 pm Halifax time, Wednesday, 28 October 2020
via Zoom (register through RUSINovaScotia@gmail.com)**

Commander Helga Budden



Cdr Budden was born and raised in Donkin (Cape Breton), Nova Scotia. She enrolled in the Canadian Armed Forces in 1992 in the Regular Officer Training Program (ROTP) as a Maritime Engineer and attended the Royal Military College in Kingston, Ontario. She graduated with a B Eng (Civil) in 1996 and was commissioned as an Acting Sub-Lieutenant. Over the next four years she completed her Marine Systems sub-occupational and Head of Department training in HMC Ships NIPIGON, PRESERVER, and IROQUOIS as well as ashore at Naval Officer Training Centre Venture, Canadian Forces Naval Engineering School, Canadian Forces Fleet School Quebec, and HMS SULTAN. She participated in Op PERSISTENCE (1998) and STANAVFORLANT (1999). She was promoted to

Lieutenant in 1999.

In 2000, she was posted inland as a staff officer at Canadian Forces Leadership and Recruit School and then, in 2001, to the Royal Military College as a Squadron Commander. In 2003, she was appointed as the Marine Systems Engineering Officer of HMCS IROQUOIS. After two years which went by far too quickly, she was promoted to Lieutenant-Commander (2005) and posted ashore. As a Lieutenant-Commander, she was a Technical Services Manager at the Fleet Maintenance Facility Cape Scott (2005/06), completed her MSc in Naval Architecture (UCL 2006/07) and held the positions of Surface Naval Architect (2008/09) and Submarine Naval Architect (2009/12) within DGMEPM. She then again went into the personnel domain in Director Naval Personnel and Training as the Occupation Manager for the Naval Technical Officers (Nav Eng/MS Eng/NCS Eng) (2012/14). She then was selected for the Advanced Command and Staff College (UK equivalent of JCSP) where she earned the professional qualification as well as an MA Defence Studies (KCL).

She returned to Halifax, Nova Scotia as the Senior Staff Officer Surface within the Formation Technical Authority (2015/17). Cdr Budden was promoted to her current rank in July 2017 and posted to CFC Toronto as Directing Staff/Military Faculty for JCSP Residential. After two very joint years working with the CAF's future leaders and dedicated faculty, she was appointed as the Commanding Officer Canadian Armed Forces Transition Unit Nova Scotia/Newfoundland and Labrador. She enjoys music (both playing and listening), reading, knitting, handicrafts of many sorts, and most of all, baking. She also enjoys fencing, sailing, and a moderate amount of other more traditional physical training pursuits.

Virtual Remembrance Run in Support of the JBC

August 9 - November 28, 2020



Members of the Royal Canadian Army Service Corps participate in a one-mile race as part of a wider I Canadian Corps sports meet in the United Kingdom, 1943 (Canadian Army Newsreel No. 12).



The Juno Beach Centre Association is partnering with VR Pro (<https://www.vrpro.ca/events/Home.html>) for our first Remembrance Run fundraiser! This is a virtual running (or walking) event for participants of all ages.

Registration is available on the Running Room website.
<https://www.events.runningroom.com/site/17167/>

DISTANCES

Click on a logo to register for that distance.



<https://www.events.runningroom.com/applications/?raceId=17167&eventId=50553&vrindex=3>



<https://www.events.runningroom.com/applications/?raceId=17167&eventId=50554&vrindex=3>



<https://www.events.runningroom.com/applications/?raceId=17167&eventId=50554&vrindex=3>

Scroll down to learn about the significance of these distances.

RACE DETAILS

Register now for one of three virtual race distances and receive a race kit including this beautiful, oversized, commemorative medal (pictured below) along with a Juno Beach collector coin, race bib, an imprinted neck gaitor, a Remembrance Day Poppy, and a beautifully printed Juno Beach

D-Day souvenir map, and more! Then, run or walk your event distance of choice anytime between September 1 and November 28, 2020. \$10 from each entry will go to support the Juno Beach Centre honouring those brave men and the sacrifices they made. (Click any one of the race event logos above or the registration button below to register.) Applicants can set up a fundraising page through your Running Room account, after you have registered for the Run.



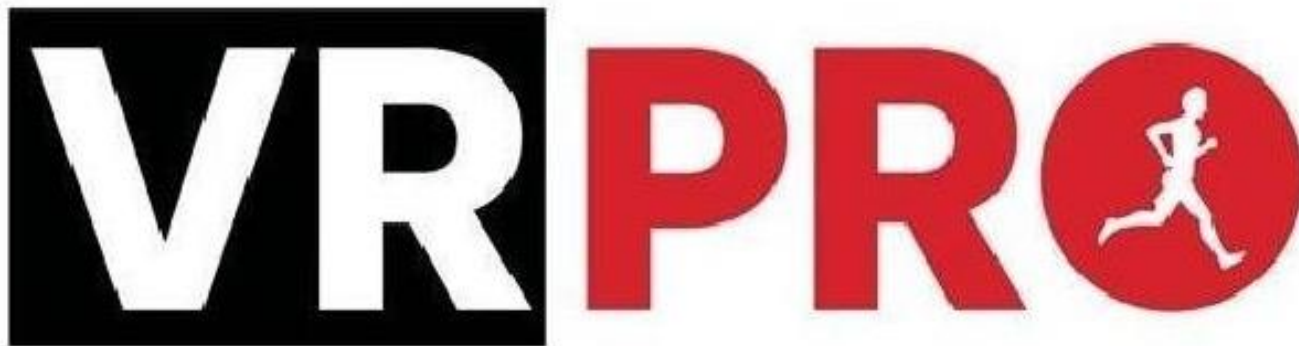
All you need to do is go to the Fundraising tab (at the top of the registration page) and select Raise Funds to set up your fundraising page. Each participant will receive a unique Remembrance Day / Juno Beach commemorative medal. The design features the image of a Landing Craft,

Assault (LCA) manned by Royal Canadian Navy sailors on D-Day approaching Juno Beach with a load of troops. The medal's ribbon is inspired by the France & Germany Star, the campaign medal received by those who landed at Juno Beach and/or served in France, Belgium, Holland, or Germany between D-Day (6 June 1944) and Victory in Europe or V-E Day (8 May 1945).

CONTACT INFORMATION

For more information please contact Kelly Hendry-Arnott

- Email: kelly@vrpro.ca
- Phone: 905 512-2488



REMEMBRANCE RUN DISTANCES EXPLAINED

What is the “Strongpoint 1500m”?

Juno Beach (Normandy, France) was well fortified. Mines, barbed wire, and beach obstacles to Allied tanks and landing craft littered the sands. German machine guns, mortars, and artillery, often positioned in concrete bunkers, overlooked the likely Allied landing areas. Strongpoints in the German-held towns of Courseulles-sur-Mer, Bernières-sur-Mer, and Saint-Aubin-sur-Mer dominated the beaches. Courseulles was the most heavily defended area attacked by British and Canadian forces on D-Day. The strongpoints at Courseulles and nearby Graye-sur-Mer contained a dozen concrete machine-gun posts covering a total of six artillery pieces overlooking the beach. Today, the Juno Beach Centre stands on the same ground as *Stützpunkt (Strongpoint) 31*, located on Mike Red Sector of Juno Beach. This shorter distance event (1500m) is for ideal children, older participants, and anyone else who does not want to run or walk the 8k or 21k distances. It is named for the strongpoint and 1500 metre stretch of beach overcome by the Royal Winnipeg Rifles, the 1st Hussars (6th Canadian Armoured Regiment), and the 6th Field Company, Royal Canadian Engineers on D-Day.

What is the significance of the “Juno Beach 8K”?

D-Day, June 6, 1944, was among the greatest moments of the 20th century. The landings started the battle to liberate France from Nazi Germany. The Canadians stormed an 8-kilometre stretch of sand featuring coastal villages fortified into German strongholds. Code-named JUNO, some 14,000 Canadian soldiers with hometowns from coast to coast landed here. A further 7,000 British

troops joined them. When you run this fall, you are running in remembrance of every Canadian or Allied soldier who landed at Juno Beach.

Why is it named the “Remembrance 21.1K”?

The total number of troops landed on Juno Beach on D-Day was approximately 21,000. We offer a half-marathon (which is 21.1 kilometres long), in honour of those troops.



<https://www.events.runningroom.com/site/17167/>

Local entrants who enter any of these events – please send me your ‘Donation’ links and I will put them in this newsletter. – Ed.

Fellow Gunners

I am running/walking a half-marathon to raise money for the Juno Beach Centre. A half-marathon is approximately 21 kilometres and I am running/walking this distance in honour of all 21,000 Allied troops who landed on Juno Beach on June 6, 1944. You can support the Juno Beach Centre by pledging in support of me or by registering for this Remembrance Run fundraiser.

To donate and help us achieve our fundraising goal, please go to my fundraising home page at this link:

<https://www.runningroom.com/dashboard/giving/?raceId=17167&eventId=50555&memberId=UDVXZA9pWzoAa1dgUWA%3D>

You will see a box that says “**Make a Donation**” – do so, and follow the instructions

Thanks! UBIQUE!

HLCol Don Foster P.Ag, CIM, FCSI
Director | Juno Beach Centre Association

