



Van Arty Association and RUSI Van Members News May 24, 2022

Newsletters normally are emailed on Monday evenings. If you don't get a future newsletter on time, check the websites below to see if there is a notice about the current newsletter or to see if the current edition is posted there. If the newsletter is posted, please contact me at bob.mugford@gmail.com to let me know you didn't get your copy.

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

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

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

May 25 Wednesday 'Zoom' Lunch meeting- Mess will be open, bring your own lunch

May 26 Coast to Coast Toast

June 01 Wednesday 'Zoom' Lunch meeting- Mess will be open, bring your own lunch

Russia Has Lost One of Its Most Advanced Operational Tanks in Ukraine

The first confirmed loss of one of Russia's most advanced operational tank is another blow to the Russian Army's eroded image.

Joseph Trevithick/Oliver Parken/Tyler Rogoway- The War Zone- May 4, 2022

The war in Ukraine has had its fair share of embarrassments for the Kremlin. From the sinking of the *Slava* class cruiser *Moskva* in April to the infamous 40-mile-long Russian military convoy holdup near Kyiv seen earlier in the conflict, Moscow has had little to cheer about in terms of projecting competent military strength. The latest hit comes via visual evidence that a Russian T-90M Proryv-3 (Breakthrough-3) — a modern and rare main battle tank — has been destroyed on the battlefield by Ukrainian forces. The image, shared on Twitter by *The Kyiv Independent's* defense reporter Illia Ponomarenko, dated May 4, shows what appears to be the remnants of a T-90M tank, still smoldering after a direct hit somewhere within Ukraine's northeastern Kharkiv Oblast. Andriy Tsaplienko is seen reporting in the foreground.

News of what appears to be the first T-90M tank destroyed in Ukraine should lift the spirits of the Ukrainian forces, given its status as the most technologically advanced and capable tank within Russia's frontline military arsenal. The initial batch of production T-90M tanks were only issued to the 2nd Guards MI Kalinin Taman Motor Rifle Division of the 1st Guards Tank Army in the spring of 2020, with recent estimates suggesting that only 100 or so models are currently in service in total. The much-hyped, but still not proven, T-14 Armata main battle tanks, aren't yet ready for frontline combat and are in *very* short supply. This is mainly due to the financial realities of producing a brand-new tank and the development it takes to make it actually work as promised. So, the Uralvagonzavod-designed T-90M serves as an important update to the T-90 line of tanks, first introduced in the early 1990s as a direct outgrowth of the T-72. The T-90M follows the T-90MS Proryv-2 (Breakthrough 2), an upgrade of the export-centered T-90S variant, which was revealed in 2011.



The tank's destruction reflects Moscow's readiness to commit such high-end materiel in battle. This comes amid Russia's wider concentration of its forces in the east of Ukraine, in a bid to further exert control over the eastern Donbas region. Early evidence that Russia may have committed some of its limited

supply of T-90M tanks to the conflict began to surface in April. Video evidence released by the National Guard of Russia (Rosgvardia) on April 25, which has since circulated on social media, revealed a crudely concealed T-90M tank in Kharkiv Oblast. While losing any of its prized T-90M tanks is obviously a blow, the Russian Army has had to deal with other issues related to its tank arsenal during the conflict. In particular, older Soviet-era tanks, including the T-72 and T-80 models, which have been used widely in the invasion, have suffered from a much-publicized 'jack-in-the-box' effect due to how rounds for the tank's main gun are stored internally in the hull. This often results in the turret violently separating from the rest of the vehicle hull if an attack causes that ammunition to cook off.

Boasting an improved 2A46M-4 125mm smoothbore main gun in a modernized turret, the T-90M is encased with advanced armour-protection and countermeasures capabilities. Relikt built-in explosive reactive armour (ERA) is designed to protect against shaped charges and minimizes the impact of armour-piercing fin-stabilized discarding sabot (APFSDS) rounds. Additionally, the tank features slat armour in places and can also be equipped with net armour, both of which are designed to improve its defenses against rocket-propelled grenades. Its countermeasures

include smoke grenade launchers, which can further help to conceal it, including from infantry with anti-tank weaponry. Major sensor and fire control enhancements make up the heart of the T-90M upgrade, as well as an advanced remote weapon station. The tank's environmental and propulsion systems, as well as its ammo handling system, are all upgraded, as well. These upgrades don't seem to have helped the T-90M in question, which stands as the first confirmed loss of the type. Regardless of why T-90M tanks do not appear to have been used in the conflict until more recently, photos of Russia's most advanced operational tank, destroyed on Ukrainian soil, won't sit well with the Russian Army, the image of which as a feared combat force has degraded to a degree few would have imagined over the last two and a half months.

Recollections of a Nuclear Strike Pilot

Very few people remember, and many don't even know, that 45 years ago Canada was a nuclear power—and a pretty potent nuclear power at that. *by Eric Mold*

ORIGINAL EUROPE BASING PLAN FOR CF-104 STARFIGHTERS			
WING	SQUADRON NO.	SYMBOL	ACTIVATION DATE
NO. 1 MARVILLE, FRANCE.	439	SABRE TOOTH TIGER	MARCH 1964
	441	SILVER FOX	JANUARY 1964
NO. 2 GROSTENQUIN, FRANCE	421	RED INDIAN	DECEMBER 1963
	430	SILVER FALCON	SEPTEMBER 1963
NO. 3 ZWEIBRÜCKEN, WEST GERMANY	427	LION	DECEMBER 1962
	434	BLUENOSE	APRIL 1963
NO. 4 BADEN-SOELLINGEN, WEST GERMANY	422	TOMAHAWK	JULY 1963
	444	COBRA	MAY 1963

SOURCE: DAVID L. BASHAW

In the late 1950s the air threat to NATO was changing. The Soviets were thought to be relying more on missiles than on manned bombers. The bomber interceptor role, to which Canada's No. 1 Air Division in Europe had been committed for many years, was starting to diminish. The trustworthy and reliable F-86 Sabre, with which our air division squadrons

were equipped, was past its prime and no further updates or modifications were practical to prolong its usefulness. To maintain an effective contribution to NATO, a new aircraft was needed for the Royal Canadian Air Force. There was much speculation between my contemporaries as to what was the best plane to replace the Sabre. At the time I think most of us would have preferred the McDonnell F-4 Phantom because it seemed more able to continue in the interceptor role to which we had become accustomed. We were somewhat surprised when we learned that Canada was re-equipping No. 1 Air Div. with Lockheed Starfighters. Two hundred of these machines were to be built under licence from Lockheed by Canadair Ltd. in Montreal. Deliveries began in the very early 1960s.

*The CF 104 Starfighter.
The Missile with the man in it...to us.
The Widow Maker to the Germans.*

I was an ex-Sabre pilot doing my ground tour as the station adjutant at RCAF Cold Lake in Alberta when the Starfighter entered service there with the Strike/Reconnaissance Operational Training Unit. Subsequently, I was posted to No. 3 Course and then to 427 Squadron in Germany where I flew the Starfighter for 6 ½ years. We pilots knew that



the Starfighter was a pretty "hot ship." In those days it held just about every record going, speed, altitude, time to height, etc. It was great fun to fly, but it had virtually no wings—just a seven-

foot slab on either side of its 55-foot-long fuselage. Wings give aircraft the ability to manoeuvre and, in those days, manoeuvrability was absolutely essential for air fighting. What we didn't know at first was that we were not going to use the aircraft as interceptor fighters but as nuclear bombers. Eventually eight of Canada's air division squadrons were re-equipped with CF-104s—the official name of the Canadian-built Starfighters. Six squadrons were assigned to the nuclear strike role and two to the photo reconnaissance role. There are usually about 22 to 24 aircraft per squadron. The nuclear strike role was extremely interesting and exciting and not without its scary or white-knuckle moments. Almost all of the flying was done at low level. In peacetime that means about 250 feet above the ground, but in some places and times we flew as low as 50 feet. Training missions consisted of approximately 400-mile-long cross-country flights with dummy attacks at the end.

In some places—on simulated targets—we dropped 12-pound practice bombs which had similar fall characteristics to the real thing. These practice bombs were carried in a special dispenser < beneath the aircraft, and releasing one required the pilot to perform a switching sequence similar to what was required to arm and release an actual nuclear bomb. These training flights were usually flown ^z at a speed of approximately 600 miles per hour. The final run in to the target was done at almost the speed of sound. The Starfighter was equipped with the LN-3 inertial navigation set. As pilots and maintenance personnel became more experienced with the system, they were able to coax extremely accurate navigation information from it. The aircraft was also fitted with an advanced, forward-looking radar set that enabled the pilot to "see" the ground and avoid obstacles in bad weather and at night. One virtue of the aircraft's stubby wings was that it made it very stable to fly. All in all, the machine was capable of delivering an extremely accurate navigation package. After training, it was quite normal for pilots to fly 400 to 500 miles and then deliver a practice bomb within 10 to 20 metres of the target, and within 10 seconds of time.



*Instructors at
Cold Lake, AB, 1962*

Accuracy and timing were very important because the aircraft was capable of carrying bombs many times more powerful than the ones dropped on Hiroshima and Nagasaki. Accuracy was key because we were not the only ones playing this game. Hundreds of other NATO planes and weapon systems

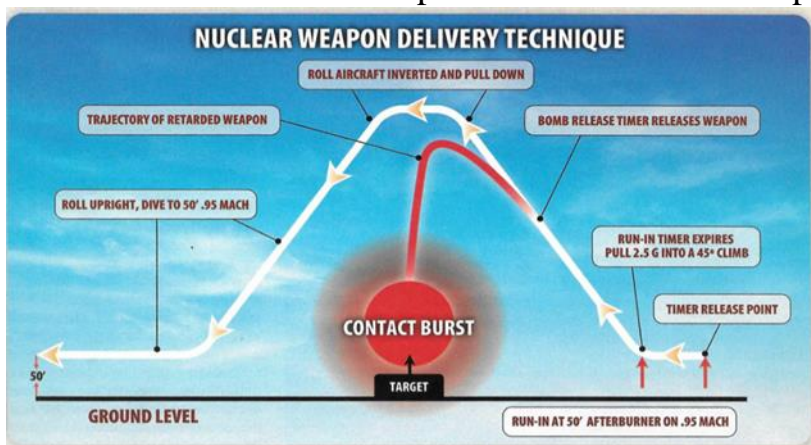
were also expected to hit their respective targets at the same time. Time accuracy was vital because all of these flights in theory were supposed to have been co-ordinated by SHAPE (Supreme Headquarters Allied Powers Europe) to make sure one plane didn't run into another plane's exploding bomb. Fortunately, we were never called upon to test this theory for real. I should also point out that it is easier to navigate a plane from an altitude of two or three thousand feet from where the pilot can see a few miles ahead and to either side. But flying at that altitude

would make you a sitting duck for enemy defences. Right "down on the deck" limits the aircraft's exposure to enemy radar, flak and surface-to-air missiles.

Low-level flying is exciting, but dangerous. We made every effort to avoid areas where things like gliding, parachuting and light-plane flying were taking place. You also had to be alert to avoid TV towers, hydro lines and tramway cables. Bird strikes, which have brought down many an aircraft, were difficult to avoid. A bird usually does very serious damage when it is struck or ingested by an aircraft doing 600 miles per hour. During its long service from 1962 to 1986, the CF-104 Starfighter was involved in accidents in most of these categories. In the early days it experienced some engine reliability problems. Fortunately, the plane was fitted with a state-of-the-art ejection seat that saved the lives of many pilots. In a real situation we would be called upon to make it to the target with other planes coming and going, and with bombs going off all over the place, not to mention flak and surface-to-air missiles exploding all around you. Bomb delivery calculations were normally done before takeoff. They took into account such things as the size of weapon and type of burst. A ground burst is where the bomb actually hits and penetrates the ground before exploding. A contact burst is where the bomb goes off before it hits ground, but the fireball touches the ground. An air burst is where the bomb detonates in the air and the fireball does not touch the ground. The size of weapon and type of burst is dictated by the targeting people after studying the target and the damage required.

Other items considered in the delivery calculations include such things as target elevation above sea level, ambient temperatures, reflectivity of the day, whether it is clear, hazy, foggy, etc., and of course, the target area wind speed and direction. All of these parameters are reduced to two simple timer settings: the run-in timer and the release timer. The timer interval is set in respect to some really solid and obvious landmark on the ground, a few miles back from the target. The bomb delivery sequence goes something like this. You are on time and precisely on track a few miles back from the target. You light the afterburner on the engine, which greatly increases the thrust, you push down to 50 feet, and the speed rapidly increases to Mach .95. You head for the target either visually or with your radar cursor, allowing your pre-calculated offset for wind speed and direction. You pass the "can't miss it landmark" and

then start your timers running. When the first timer runs out you hear a beep in your headphones and immediately pull back on the control stick to put the plane into a 2.5-G, 45-degree climb. You hold it steady and then the second timer beeps and the bomb comes off—going up at an angle of 45 degrees—just like you are. A small chute deploys on the bomb to slow it down. The pilot rolls the plane upside



down, pulls the control stick again so that the plane is inverted and heading back down towards the ground. As the ground approaches the pilot rolls the right way up and gets right down on the deck again in order to put as much distance between himself and his about to-explode weapon.

Somewhere during this manoeuvre, the pilot, who is wearing a gold-reflective visor to protect him from flash blindness and retinal burns, pulls an additional protective hood over his head. This hood is to protect him from radiation. Consequently, at least the last part of this manoeuvre is done on instruments, without reference to the outside. Once clear of the target, the pilot heads for home, thinking about that cold beer he hopes is waiting for him. Most pilots were assigned at least two targets, all of which were also 'held' by others. The most important targets were often scheduled for multiple strikes and so these were held by other NATO forces as well. Targets were divided into primary targets and follow-on targets. Mission planning produced folders for each target which contained highly detailed route maps, calculations, tables, pictures, any other details or intelligence about the target or route to it, including where enemy defences were likely to be encountered. These folders were always classified Top Secret.

It was the pilot's responsibility to continuously study and be completely familiar with every detail of his routes and targets. We were also frequently called upon to react to what were called "cut and paste" missions. These were targets of opportunity for which there were no preplanned mission folders. When assigned one of these missions the pilot dashed over to the mission planning section where a team of assistants was waiting to help him cut out and paste up his route maps and start on his bomb and takeoff calculations, etc. The mission planning people had the nasty little habit of calling snap examinations on every aspect of the job. Not just our routes and targets but also nuclear safety, aircraft systems, safety and emergency procedures, etc. The Americans, who actually owned our weapons, also insisted on regular exams on every aspect of each of the several devices available to us. When they figured we were proficient enough we received the dubious designation of Nuclear Bomb Commander. Hardly a day passed without some sort of test or examination.

The main feature of our weekly routine was QRA, or Quick Reaction Alert, to which several pilots were assigned every day. The Q, as it came to be known, was a barbed wire enclosure containing several loaded aircraft. Each plane was kept at constant readiness with its navigation systems continually running and aligned. These aircraft were guarded by Canadian and American military personnel and each plane sat within a white square painted on the ground. This was called the No Lone Zone. No one was allowed inside the zone alone; you had to have someone else with you at all times. If a pilot wanted to check something in his plane, he had to have a ground crew member accompany him. Pilots were assigned to the Q for 24-hour periods. We had the normal accommodation facilities plus a kitchen, and we watched movies when we weren't involved in target study or aircraft checks. I must have seen every movie ever made prior to about 1966. We were always at constant readiness—ready to scramble at a moment's notice.

When the balloon went up pilots would run to their planes and jump in. The technicians would help you strap in and start up. Over the radio you would hear Wing Operations giving us the Canadian weapon enabling codes and an American Custodial Officer giving us the US enabling codes. This would prove that the Canadian government had approved the launch and the American government had given us control of the weapons. We would scramble and the rest was up to us. After QRA we usually had the day off so it was nice if your day in the Q turned out to be Thursday. When not in QRA most pilots flew one or two training missions a day. Each wing

had several two-seat Starfighters which we used for training, testing and maintaining our instrument flying proficiency. Every few weeks we would have sessions of night flying where we flew the same missions as during the daytime but used a special map with radar predictions of the ground features below. Twice a year each pilot flew down to southern Sardinia in the Mediterranean where NATO maintained a bombing range. We would fly three or four missions a day there, honing our bomb delivery skills.

Deployment to Sardinia was always popular since the RCAF allowed us to take family members with us. They flew in the support Hercules transport plane that followed us. Some enterprising locals had a couple of beachfront villas, which they rented to us by the week. Also, all the pilots clubbed together and bought a Volkswagen camper which was fitted out with a barbecue, cooler, deck chairs, sun umbrellas and all of the other paraphernalia one needs at the beach. The deployment was particularly welcomed in winter when one escaped northwest Europe's fog, rain and snow for a few days of balmy sunshine. The Cold War was a perfect war and our side prevailed. It was a model, which regrettably has not been replicated since. All the personnel involved in Canada's Nuclear Strike program made a significant contribution to the deterrent, which prevented Soviet aggression in Europe. Canadian Starfighters roamed the skies of Europe for nearly 25 years. During that time 37 of their pilots were killed in flying accidents of one kind or another. Their sacrifice in the name of our freedom is just as noble as if they had been killed by a sniper's bullet or roadside bomb. It is to their memory that I dedicate this article.

Canada's First Pararescue Women

Sharon Adams Legion Magazine May 11, 2022



*Grace MacEachern as a nursing sister.
MacEachern Family Archive*

In 1951, the Royal Canadian Air Force decided to include medical personnel in pararescue units. The training course that followed included two doctors, nine medical assistants and five nursing sisters—Canada's first pararescue women, nicknamed the Parabelles. They took an 11-week wilderness survival course, then gruelling parachute training; one nurse was forced to drop out after breaking her leg. "We were treated the same as the boys. We were close. You would eat, sleep, work with them 24 hours a day," trainee Marjory Fulton said in a 2009 article for *the*

Contact newspaper. "My harness was a little large for me—I slipped out of it and found myself hanging upside down by one leg." At first, they even wore men's equipment and flight suits.

Pilot Officer Grace MacEachern was the first woman to take part in an operation, a mission to rescue a geologist on Coquitlam Mountain, BC. She landed in a tree. "I became entangled in branches about [38 metres] above ground, and because my harness was a little large for me, I slipped out of it and found myself hanging upside down by one leg!" said MacEachern, quoted

in James Pierotti's *Becoming a No-Fail Mission: The Origins of Search and Rescue in Canada*. "I then gradually eased myself out of my awkward position. With the aid of a [30 metre] length of nylon rope, carried for this purpose, I began the slow descent to the ground." The rope was not long enough, so it took her about two hours to get down.

Pilot Officer Grace MacEachern and her pararescue crew at an air show in Abbotsford, BC.

MacEachern Family Archives/Canada.ca

"Unfortunately, my gloves had fallen to the ground, and during the slippery descent, I suffered severe rope burns to my hands." By the time she reached the ground, it was dark. The team's equipment was crude by modern standards. In the morning, she picked up her two kit bags, which weighed about 27 kilograms, and trekked up the mountain to join the rest of the rescue team. The geologist was saved. The team's equipment was crude by modern standards, said Master Warrant Officer Gavin Lee in a 2020 *Skies* magazine story. They didn't have "the big competition chutes that we have now, that get you safer in tight places. "You were going to get to the ground quite hard." MacEachern suffered many injuries and surgeries to correct damage suffered in jumps, including three knee replacements and a spinal fusion.



Vancouver Artillery Association Yearbook Updates

Wednesday Lunches

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

Depart with Dignity – Captain Rob Wishnicki CD

Additional photos taken by Gunner Sam Blake from the 39 Canadian Brigade Group Public Affairs team have now been uploaded. <https://www.vancouvergunners.ca/dwd-wishnicki.html>

Depart with Dignity – Captain George Dempsey CD

Celebration will be held at Bessborough Armoury on 28 May 2022. Anecdotes, messages, etc can be sent to Sergeant Donato Calogero at donato.calogero@forces.gc.ca. Have you got photos from George's career that have not made it to the pages of the Vancouver Gunner? Send them to president.vcrgunners@gmail.com

Yearbook Update 2021 – Freedom of the City Parade - Additional photos of the Freedom of the City parade taken by Gunner Sam Blake from the 39 CBG Public Affairs team have been uploaded. <https://www.vancouvergunners.ca/freedom-of-the-city-2021.html>

Lest We Forget - Gunner Robert John Cook

Gunner Cook was born in Shaunavon, Saskatchewan on 27 March 1920. He came from a farming family and joined the 85th Heavy Battery, 15th (Vancouver) Coast Brigade, RCA, CASF on 31 January 1942. Almost a year later he volunteered for European service and was taken on strength with 4th Medium Regiment, RCA, CASF on 16 June 1944. He landed in France 9 July 1944 and died of wounds in Germany on 25 February 1945. He has been laid to rest at Groesbeek Canadian War Cemetery, in the Netherlands. Lest we forget.

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

Who (or What) Is It?

Last Week: The Armadillo was an Armoured Fighting Vehicle developed by Britain in the wake of the Fall of France and the Dunkirk Evacuations when the British Army lost much of its heavy equipment. The British envisioned the Armadillo as a quick response to a very real threat. Experience of Germany's invasion of France showed that airfields were extremely vulnerable to attack by paratroops who sought to capture airfields intact so as to use them to land airborne troops. To prevent this the RAF felt airfields needed a mobile defensive vehicle which could be quickly deployed and would be a match for any lightly armed German paratroops. In the summer of 1940, the RAF settled on the quick conversion of commercial trucks into armoured fighting vehicles. These trucks were to have a bastion which could contain several Lewis Guns and riflemen, with an overall crew of five. The bastion on the back of the truck would be made out of two layers of 3-inch-thick wooden planks with a dense 6-inch-wide layer of gravel between - this offered fair protection from the type of small arms carried by paratroops. Only the engine and drivers' compartment were protected by steel plates, this minimised the need to use desperately needed armour plate. One serious drawback of the design was that the bastion was open topped making it susceptible to grenades and air attack. However, as the Armadillo was to be a mobile fighting platform and not a stationary pillbox once it had engaged the enemy this was not seen as a problem as the vehicle would continue to manoeuvre.



To protect the Armadillos, they were stored away from the main buildings of the airfield and under camouflage and to only deployed when the base was attacked. The British produced several versions of the Armadillo between 1940 and 1942. The Mk1 Armadillos used requisitioned civilian commercial trucks with the bastions and protected cabs quickly added. The MkII were newly built directly onto new Bedford trucks while the MkIII saw a clip-fed semi-automatic 37mm Coventry Ordnance Works Gun mounted to the rear of the truck's bed significantly increasing the Armadillo's armament. In all the British produced 877 Armadillo Armoured Fighting Vehicles between 1940 and 1942. Once Britain's strategic situation had

improved somewhat, they replaced the Armadillos with newer armoured cars. The surplus vehicles were either passed to the Home Guard or refurbished for other uses.

This Week: In much of Canada, it is now spring, and with that season comes a time of planting for those aspiring to be our answer to Monty Don. From tiny balconies to the majestic sweep of my family's massive estate in Cape Breton, seedlings are being nurtured, in the hope that flowers will soon bloom. In frigid parts of the nation, such as anywhere outside of the south-west part of the Dominion, greenhouses are often employed to hasten the miracle of nature.



And greenhouses were not confined to the earth in the past, when men were men, and innovation (and quite often failure) was rampant in the aero industry. In the 1930s, one country attempted to combine its need for a bomber force to

counteract evil, with an attempt to bolster its horticultural industry. This was a world first, and sadly, last. The resultant machine was fine as a greenhouse, producing delicious vegetables for the mess tables of the squadrons equipped with this elegant aircraft. However, the resultant built-in drag, plus a tendency for the necessary humidity to fog up the windscreen at critical times, such as taking off or landing (the latter being rarer than the former due to obvious reasons) resulted in the type's service being short-lived. Surviving examples ended their days, wingless and undercarriage-less, in garden allotments around their nation.

Your task, green-thumbed reader, is to identify this magnificent machine, and let us know how your garden grows. Send your answers to the editor, Bob Mugford (bob.mugford@gmail.com), or the author, John Redmond (johnd.redmond@telus.net). Happy gardening!

From the 'Punitary'

Why is wrinkled clothing a pressing issue? Because it's necessary to iron out a solution.

Murphy's Other Laws

Whenever you lose contact with the enemy, look behind you.

Quotable Quotes

Being entirely honest with oneself is a good exercise. *Sigmund Freud*

Wednesday Digital Video Lunch

No need to worry about COVID-19 when you go digital. Pop into our video lunch **at noon** on Wednesdays and say hi. All you need is a laptop, tablet or smartphone. These sessions are being hosted by the Vancouver Artillery Association and are **open to all – especially those who attended our Wednesday lunches.** Join us to check up on your old lunch buddies. **Zoom lunch meetings will continue for those unable to attend the Mess for lunch.**

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



Zoom is the leader in modern enterprise video communications, with an easy, reliable cloud platform for video and audio conferencing, chat, and webinars across mobile, desktop, and room systems. Zoom Rooms is the original software-based conference room solution used around the world in board, conference, huddle, and training rooms, as well as executive offices and classrooms. Founded in 2011, Zoom helps businesses and organizations bring their

teams together in a frictionless environment to get more done. Zoom is a publicly traded company headquartered in San Jose, CA.

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

The Coast to Coast Toast



The Coast to Coast Toast

in Celebration of Artillery Day

The RCA Association will be hosting a Coast to Coast Toast on Artillery Day on 26 May at 7pm ET.
More details to follow.

Register now!

<https://rcaa.member365.com/public/login/event/c9572257fdd219820a2bbc264e0575472adb07e2?do=signup>

With a Few Guns

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



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

We have three accomplished and exceptional authors:

Lieutenant-Colonel (Retired) Brian Reid

Colonel (Retired) Wolf Riedel

Mr. Mark Zuehlke

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

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

Questions may be directed to: WithAFewGuns@gmail.com

To Donate:

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

Scroll down to: **Donate**

Go to : The Royal Canadian Artillery Association

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

Commemoration Cyprus 2024



Commemoration Chypre 2024



Commemoration Cyprus 2024



Mission

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



WHAT - Cyprus 2024 Pilgrimage.

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

WHEN - November 2024.

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

WHERE - Nicosia Cyprus, lodged at the Hilton Hotel.

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

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

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

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

QUOI - Pèlerinage à Chypre 2024.

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

QUAND - Novembre 2024.

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

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

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

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

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

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



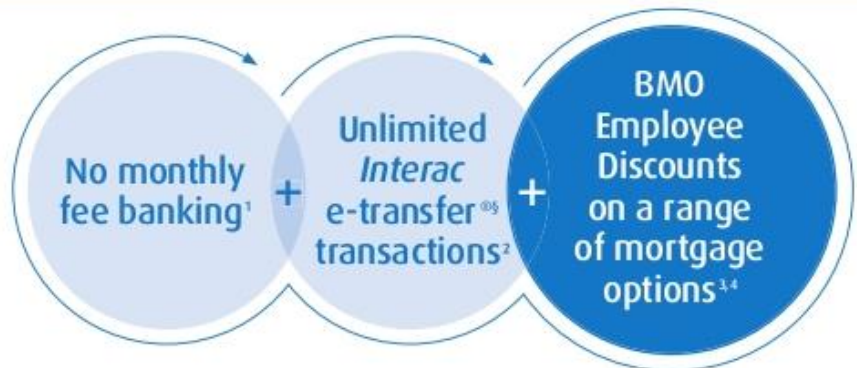
Bank of Montreal

The official bank of the Defence Community

Our strategy is simple –
Do more for you.



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



Mortgages

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



Bank Accounts

- Save money with a Performance Plan chequing account with no monthly fees¹
- Unlimited *Interac* e-transfer⁰⁵ transactions²
- OnGuard⁰⁸ Identity Theft Protection Service at no charge^{7,8}
- Keep the same accounts no matter how many times you relocate
- Access to CreditView⁰⁹ – the free, instant way to get your credit score⁹



Lines of Credit

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

Credit Cards



- Choose the BMO Support Our Troops CashBack⁰¹¹ or AIR MILES⁰¹² MasterCard⁰¹³
- No annual fee¹¹
- Support Canadian Forces Morale and Welfare Services with every purchase you make
- Visit bmo.com/sot to find out about the welcome offers

Frequently Asked Questions

What is the Canadian Defence Community Banking (CDCB) Program?

BMO and Canadian Forces Morale and Welfare Services have teamed up to offer the CDCB Program to eligible members of the defence community and their families.

Who is eligible for the CDCB Program?

Program benefits are exclusive to regular force personnel, reserves, recruits, military families, Veterans and retirees, as well as Department of National Defence (DND) and Staff of the Non-Public Funds civilian personnel, the RCMP and the Canadian Coast Guard.

Can BMO help me if I am relocated or deployed?

One way BMO can help is by covering your prepayment charges when you are relocated or deployed through the Integrated Relocation Program, and have to move or break your mortgage.

How does Canadian Forces Morale and Welfare Services (CFMWS) get funded by the BMO Support Our Troops MasterCard[®] program?

BMO pays royalties to CFMWS each quarter. CFMWS uses the royalties to fund the Support Our Troops National Summer Camp Programs and more.

How can I get help with home financing?

Visit a branch, find a Mortgage Specialist at mortgagelocator.bmo.com or call 1-866-548-7490 or collect from overseas at 514-877-7738 to get help with home financing.

How much can I save in bank fees with the CDCB Performance Plan Chequing Account?

You can save \$191 each year in monthly plan fee, \$120 each year with 5 non-BMO ATM withdrawals included each month, and \$155 each year in Identity Theft Protection at no charge.¹²

How can I contact BMO to learn more about the CDCB Program?

- Visit any BMO branch
- Call 1-866-548-7490
- International customers can call collect at 514-877-7738
- Find us on Social Media

Visit us in branch or at bmo.com/cdcb to learn more.



Scan the QR code to get more information.



¹The monthly Performance Plan fee is waived. You are responsible for all transaction, service and product fees not included for free in your Bank Plan. ²The monthly Plan fee may still apply. Other transaction fees may apply if you have a Bank Plan that does not include unlimited everyday banking transactions. A cancellation fee may still apply when you cancel the transaction. Interac e-transfer[®] transactions are subject to maximum transfer dollar amounts. Applications and the amount you can borrow are subject to meeting BMO's usual credit criteria. ³Some conditions may apply. These special offers are not available for the 5-year or 10-year BMO Smart Fixed Mortgage or a Homeowner Realign. To qualify for the CDCB special rates on 5-year fixed and 5-year variable rate mortgage, you must have a Canadian Dollar Primary Chequing Account (Chequing Account) with a CDCB Performance or Premium Plan, and set up the Chequing Account as the funding account for the BMO Mortgage, and have one (1) recurring direct deposit into the Chequing Account. ⁴Some conditions may apply. ⁵We guarantee your interest rate for the selected fixed rate mortgage type and term for up to 130 days from the rate guarantee start date. If the mortgage is not funded within the 130-day period, the interest rate guarantee expires. Applicable to residential mortgages only and subject to Bank of Montreal standard lending criteria for residential properties. Longest rate guarantee of any major bank as of November 18, 2020. ⁶Plan, transaction, service and product fees may still apply. You're eligible for OnGuard[®] if you are a BMO customer who has a lead account⁷ with one of the following Bank Plans: Performance Plan, Premium Plan, Platinum Plan or Employee Plan. In addition, to qualify for OnGuard, you must be a Canadian resident who has reached the age of majority for your province or territory, and you must be registered for BMO Online Banking and/or Mobile Banking and you must have a valid email address on your BMO profile and your lead account must be in good standing. Customers with an eligible Bank Plan with the Kids or Teens discounted banking program do not qualify for OnGuard. All account holders of a lead account with an eligible Bank Plan qualify for OnGuard[®] provided they meet the above eligibility requirements. If you switch your lead account to an ineligible Bank Plan, then you will no longer qualify for the OnGuard[®] service. ⁸The lead account is the one you designate to pay any fees required by your Bank Plan, for example, your monthly Plan fees and transaction fees. ⁹OnGuard[®] retail value is \$155.88 annually (charged at \$12.99 per month). ¹⁰OnGuard[®] is provided by Sigma Loyalty Group and Interactions Inc. Sigma Loyalty Group and Interactions Inc. terms and conditions can be found at www.bmo.com/onguard/STGconditions. ¹¹CreditView[™] is a service provided to you by TransUnion. Using this service does not impact your credit score. This service is being made available to you as a customer of BMO ("Bank of Montreal") at no additional charge. ¹²You must be a Canadian citizen or landed immigrant enrolled in a Canadian or non-Canadian post-secondary school or university. Co-signer may be required. Subject to credit availability and verification of identity. ¹³Ongoing interest rates, interest-free grace period, annual fees and all other applicable fees are subject to change. Cash advances include balance transfers, cash-like transactions and Mastercard cheques. Visit your branch, call the Customer Contact Centre at 1-800-263-2263, or visit bmo.com/rates-fees for current rates and fees. ¹⁴The monthly Performance Plan fee is waived. You are responsible for all transaction, service and product fees not included in the Performance Plan. Some non-BMO ATMs may charge you a convenience fee. The convenience fee is not a BMO fee and is added to the total amount of your withdrawal. You are responsible for the convenience fee that may be applied to your transaction.

¹⁵Registered trademark of Bank of Montreal. ¹⁶Interac e-Transfer is a registered trademark of Interac Inc. ¹⁷OnGuard is a service of Sigma Loyalty Group. OnGuard[®] is a trademark of Sigma Loyalty Group Inc. Identity Guard[®] is a registered trademark of Interactions Inc. ¹⁸CreditView is a trademark of TransUnion LLC. ¹⁹MasterCard is a registered trademark, and the circles design is a trademark of Mastercard International Incorporated. Used under license.