

Van Arty Association and RUSI Van Members News 26 Sept 2023

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

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

Upcoming events – Mark your calendars

Commemoration Cyprus 2024 – [see poster section](#)

- Sept 27 ~~Wed 'Zoom' lunch meeting.~~ **No meeting this week, host not available**
- Sept 30 78th Fraser Highlanders - Plains of Abraham Dinner
- Oct 04 Wed 'Zoom' lunch meeting.
- Oct 12-14 RCA Association Annual General Meeting - Ottawa
- 02 Dec Save the date! 15 Fd Offrs Mess St Barbaras's Day Dinner

Sept 20 Lunch

Another successful and well attended lunch!



And after, all attended Keith Maxwell's interesting presentation on D Day



What We Know About US Abrams Tanks Arriving In Ukraine

Long-awaited M1 Abrams tanks are to arrive in Ukraine next week and come at a crucial time for Kyiv's forces. Al Jazeera 22 Sep 2023



A US M1A2 Abrams tank fires during a joint military exercise near Tbilisi, Georgia, in 2016

[File: David Mdzinarishvili/Reuters]

United States President Joe Biden has announced that the first US-made Abrams tanks will be delivered to Ukraine next week, a crucial delivery at a time when Ukrainian forces are engaged in brutal fighting on the front lines with Russia after months of a slow-moving counteroffensive. Biden made the announcement on Thursday after meeting with Ukrainian President Volodymyr Zelenskyy in Washington, DC, where the US unveiled a new \$325m military aid package for Ukraine. "Next week, the first US Abrams tanks will be delivered in Ukraine," Biden said at the White House, alongside Zelenskyy, who was making his second visit to the US since the Russian invasion in February 2022. This is what we know about the latest US military aid and the significance of the US army's top tank for Ukrainian forces:

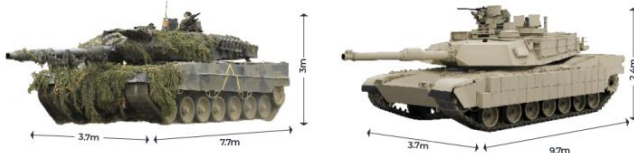
- The M1 Abrams tank is considered a state-of-the-art weapon and more powerful than many Soviet-era tanks currently operated by Russian and Ukrainian forces.
- Washington originally promised that 31 Abrams battle tanks would be delivered to Kyiv at the start of the year.
- A delivery date for the Abrams was then adjusted with the Pentagon speaking of a date later in the year.

- Washington’s decision to provide Abrams tanks to Ukraine represented a considerable U-turn as US defence officials had repeatedly said that the Abrams were ill-suited for Kyiv’s forces due to the complexity of logistics to keep them supplied with parts, fuel and ammunition, and the complex nature of their operation.
- Sydney Freedberg, a contributing editor of the digital magazine Breaking Defence, told Al Jazeera earlier this year that because Abrams tanks are used significantly less across Europe, Ukraine may struggle to cope with logistic infrastructure such as obtaining spare parts, warehousing and general maintenance. The four-person tank is also complex to operate.
- The US Army Europe and Africa Spokesperson Colonel Martin O’Donnell said last month that 200 Ukrainian servicemen were completing the final phases of training to operate the Abrams tanks, according to the Washington, DC-based think tank, the Institute for the Study of War (ISW).
- The Abrams tanks arriving in Ukraine next week will be paired with 120mm armour-piercing depleted uranium rounds.
- The use of depleted uranium munitions is highly controversial due to the association of such ammunition with health problems, including cancer and birth defects, in areas where they were used in past conflicts.
- Al Jazeera’s defence analyst Alex Gatopoulos has said that the latest-generation main battle tanks, such as the Abrams and the German-made Leopard 2 tanks, are [vital](#) for Ukraine to punch holes in Russian defensive lines.
- Southern Ukraine is flat and ideal tank territory. But Russia has spent months building complex defensive fortifications involving deep trenches, huge minefields and reinforced fighting bunkers along its front lines.
- Ukrainian official have consistently referred to the strength of the Russian defensive lines as a key reason for the slow progress of their ongoing counteroffensive.
- The Abrams tanks might be arriving at a key moment in the counteroffensive.
- The ISW reported on Thursday that Ukrainian armoured vehicles are now operating behind the “final line of the Russian defensive layer” in the western Zaporizhia region where Ukraine has penetrated.
- Ukrainian armour appears to have advanced beyond “Russian anti-tank ditches and dragon’s teeth obstacles that are part of a tri-layered defence” in the region, the ISW said, adding that it was the first observed instance of Ukraine’s heavy armour operating beyond the tri-layer lines. “The Ukrainian ability to bring armoured vehicles to and through the most formidable Russian defences intended to stop them and to operate these vehicles near prepared Russian defensive positions are important signs of progress in the Ukrainian counteroffensive,” the ISW said.
- The new military aid package announced by Biden also includes air defence missiles, ammunition for HIMARS precision rocket launchers, anti-tank weapons and artillery rounds.

RUSSIA-UKRAINE WAR

Leopard vs Abrams tanks

The German-made Leopard and US-made Abrams are modern main battle tanks. The major difference between them is the engine. Here's how they compare.



LEOPARD 2

M1 ABRAMS

Engine	MTU MB 873 diesel engine	1,500hp gas turbine engine
Crew	4	4
Max range	500km	1,005km
Max speed	72km/h	67.5km/h
Armament	Rheinmetall 120mm L55 smoothbore gun Coaxial 7.62mm machine gun 7.62mm anti-aircraft machine gun	M256 120mm smoothbore cannon 12.7mm machine gun 7.62mm M240 machine gun

Source: Army technology, Military | Date: February 14, 2023

@AJLabs @AJLabs

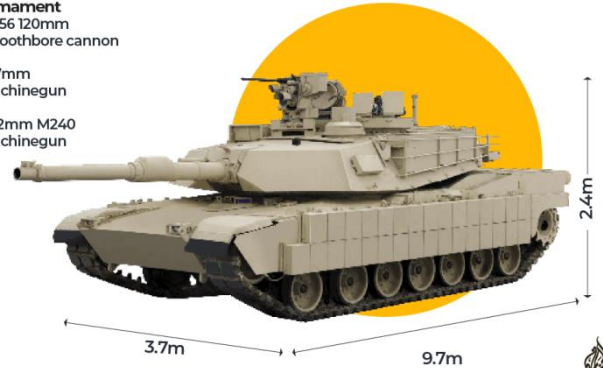
RUSSIA-UKRAINE WAR

M1 Abrams battle tanks

The United States is planning to send advanced M1 Abrams battle tanks to Ukraine, which Kyiv says would help reshape the conflict.

Max speed	67.5km/h	Max range	1,005km	Engine	1,500hp gas turbine engine	Crew	4 - driver, commander, loader and gunner
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Armament
M256 120mm smoothbore cannon
12.7mm machinegun
7.62mm M240 machinegun



Source: Army Technology, Military | Date: January 25, 2023

@AJLabs @AJLabs

- Included also are 155mm rounds that contain highly controversial cluster munitions, which Washington first agreed to provide to Ukraine in July despite concerns over the long-term risk posed to civilians by bomblets that fail to explode.
- The US said it has received assurances from Kyiv that it would minimise the risk the weapons pose to civilians, including by not using the munitions in populated areas.
-

What is HIMARS? The advanced rocket system US is sending Ukraine

- Long-range ATACMS missiles – which have a range of up to 300km (186 miles) – were not included in the package despite Ukraine repeatedly requesting access to such weapons in order to hit Russia’s rear-area supply lines and logistics.
- Zelenskyy said after meeting with Biden that the new military aid was very powerful and included “exactly what our soldiers need now”.
- Zelenskyy thanked the US for strengthening Ukraine’s air defence ahead of the coming winter season. The Ukrainian leader stressed that he was not just thankful for the latest aid package, but for Washington’s support during “all 575 days” of conflict, so far.
- The US has sent some \$113bn in military and humanitarian aid to Ukraine since Russia invaded in February 2022.

Long Secret Canadian Intelligence Sealed Avro Arrow’s Cancellation

new paper says. *Jim Bronskill The Canadian Press September 20, 2023*

The Diefenbaker government’s 1959 decision to scrap the fabled Avro Arrow was significantly influenced by Canadian intelligence that pointed to a diminishing need for the costly aircraft in the evolving Cold War, says a new research paper based on previously secret information. The intelligence highlighted the Soviet Union’s shift away from manned bombers to long-range ballistic missiles, suggesting interceptors like the Arrow would increasingly play a smaller role

in the defence of North America. The paper makes the case that these strategic intelligence assessments – long the “missing dimension” in the debate over the Arrow’s demise – now allow for a fuller understanding of an important episode in Canadian history. “Arrows, Bears and Secrets: The Role of Intelligence in Decisions on the CF-105 Program,” was published Tuesday in the peer-reviewed academic journal *Canadian Military History*. The paper’s author, researcher Alan Barnes, tells of how the sudden cancellation of the impressive delta-winged interceptor, once a symbol of Canada’s high-tech future in aircraft manufacturing, remains a source of nationalistic anguish decades later.



Members of the media view a full-scale replica of the Avro Arrow at the Toronto Aerospace Museum in Toronto in 2006.

Adrian Wyld/The Canadian Press

Barnes, a former federal intelligence official who is now a senior fellow of the Centre for Security, Intelligence and Defence Studies at Carleton University, used the Access to Information Act to obtain classified records that shed fresh

light on the saga. “It has taken more than 60 years to get a more complete picture of the decisions surrounding the Avro Arrow,” Barnes told *The Canadian Press*. “Only now can we address many of the myths about the Arrow that have grown up in those decades.” One is the notion that Canada was misled by poor U.S. intelligence. Another is that Washington deliberately manipulated the intelligence it gave Ottawa to induce Diefenbaker to cancel the Arrow. It has also been suggested that Canadian intelligence officers intentionally discounted contrary information to support a decision that had already been made by their political masters, or the government simply ignored the intelligence provided by both the Canadian and U.S. militaries. “All of these claims cannot be true; it is possible that none of them are,” Barnes writes. In the years after the Second World War, Canada developed its ability to prepare strategic intelligence assessments on defence and foreign policy, the paper notes. It would no longer have to rely entirely on assessments from the United States and Britain.

The analytic capability allowed Canada to fully participate in preparing the assessments on the Soviet threat to North America that would underpin joint Canada-U.S. planning for continental defence, Barnes notes. “The CF-100 Canuck, a jet interceptor developed and manufactured in Canada, was just entering service, but there were already concerns that it might soon be outclassed by newer Soviet bombers operating at higher altitudes and faster speeds.” In November 1952, the Royal Canadian Air Force called for an aircraft with a speed of Mach 2 and the ability to fly at 50,000 feet. “These demanding specifications contributed to the escalating costs and frequent delays in the CF-105 program.” The Soviets would soon display a new long-range jet bomber, the Bison, at the 1954 May Day parade in Moscow. At an airshow the following year, a fly-past of 28 Bison seemed to indicate that the bomber had entered serial production, two years earlier

than predicted, the paper says. In fact, only 18 prototype aircraft participated in the airshow, flying past several times to give the impression of larger numbers.

Even so, this display, along with the appearance of a new Soviet long-range turboprop bomber, the Tu-95 (dubbed the Bear), raised fears that the Soviet Union would soon outnumber the United States in intercontinental bombers, sparking a “Bomber Gap” controversy that figured prominently in American politics, the paper says. These developments spurred acceleration of the CF-105 program. However, Canadian intelligence would begin to cast doubt on the degree of the Soviet threat. A 1957 report from the federal Joint Intelligence Bureau noted that the Canadian estimate of Soviet bomber production was consistently lower than the U.S. calculation, and that the Americans were reluctant to budge even when presented with new information. In February of that year, the Liberal government approved continuing work on the CF-105, now officially known as the Arrow, but limited the scope to just eight developmental aircraft. “There was a growing recognition among ministers that the escalating cost of the CF-105 was becoming unsustainable, but there was no interest in cancelling the program just before an election.”

The newly elected Conservative government of John Diefenbaker kept the program alive, authorizing an order for 29 pre-production aircraft. This decision followed the first public appearance of the Arrow in October 1957. Barnes notes the plane was rolled out for the cameras the same day the Soviet Union launched its pioneering Sputnik satellite with the help of a powerful rocket – a demonstration of Moscow’s growing ability to produce inter-continental ballistic missiles capable of striking North America. A January 1958 assessment, “The Threat to North America, 1958-1967,” by Canada’s Joint Intelligence Committee, a co-ordinating body, ultimately had the greatest impact on decisions related to the Arrow, the paper says. The assessment laid out clear judgments concerning the imminent transition from crewed bombers to ballistic missiles and described the limited size and capabilities of the Soviet bomber force, Barnes notes. It observed that the Soviet ballistic missiles which were on the verge of being developed were likely to be markedly superior to the foreseeable defences, and concluded that missiles would progressively replace aircraft as the main threat to North America.

The assessment said this meant there would be little justification for the Soviet Union to increase the number of bombers, or to introduce new ones, after 1960. “The (Joint Intelligence Committee)’s January 1958 assessment was correct in foreseeing Moscow’s shift from bombers to missiles over the subsequent decade,” Barnes writes. He points out that following the Sputnik launch, Soviet leader Nikita Khrushchev came to see missiles as a panacea for a range of defence problems and as a cheaper alternative to conventional weapons. “With the Soviet bomber force now looking irrelevant and obsolete, it was relegated to a secondary position in Soviet military thinking.” Diefenbaker announced the cancellation of the Arrow in the House of Commons in February 1959, citing the changing strategic threat as the main reason. “Diefenbaker’s statement made little mention of the escalating – and unsustainable – cost of the CF-105 program. He likely wanted to avoid accusations by the opposition that the government was unwilling to devote the necessary resources to the defence of Canada,” Barnes reasons. Skeptical opposition Liberals pressed for more details and argued the prime minister’s claim was contradicted by public statements from U.S. Air Force officers in testimony to congressional committees.

Much of the information on which the Canadian assessments were based came from U.S. and other allied sources, but Canadian analysts brought their own judgment to bear to evaluate this information, reaching their own conclusions about the Soviet Union's current and likely future capabilities, Barnes found. The Canadian forecast of the capabilities of Soviet long-range aviation in the early 1960s proved to be broadly accurate, and the lower Canadian calculation of the number of Soviet operational heavy bombers was generally closer to reality than U.S. estimates, the paper says. "As well, the Canadian view of the significance of Moscow's imminent shift from bombers to missiles as the main means of attacking North America was essentially correct," Barnes writes. "By the late 1950s, with the advent of U-2 reconnaissance flights over the Soviet Union, the U.S. estimates of Soviet bomber numbers were also gradually reduced and the Bomber Gap ceased to be a political issue in the United States." From August 1958 on, the military advice to cabinet consistently stressed the Joint Intelligence Committee's estimate of the Soviet bomber threat as a primary factor in the recommendation to cancel the CF-105, the paper says.

It is not clear whether ministers saw the committee assessment itself, although the defence minister of the day likely received a copy. In any case, the assessment's main conclusions were summarized in the memoranda sent to the cabinet defence committee and to the full cabinet in August and September. In addition, the officials in External Affairs, as Global Affairs Canada was then known, and the Privy Council Office who were involved in drafting Diefenbaker's statement to the House were aware of the committee's paper, Barnes found. "The arguments put forward in the statement – and some of the wording – tracked closely with the (Joint Intelligence Committee) assessment, as did the government's references to the diminished bomber threat in the subsequent parliamentary debate," he writes. "From this it can be concluded that the Canadian intelligence assessment of the changing Soviet bomber threat to North America was an important factor in the fateful decision to cancel the Arrow." Barnes believes the process of drawing conclusions was unnecessarily difficult. Historians are hampered by the fact that Canada, unlike its close allies, has no process for the systematic declassification of historical government records after a certain period of time, said Barnes, who was director of the Middle East and Africa Division at the Intelligence Assessment Secretariat of the Privy Council Office from 1995 to 2011. "Researchers therefore have to work through the cumbersome and slow access-to-information process, which was never intended to deal with quantities of historical records," he said. "This means that Canadians do not have adequate access to their history and therefore have a poorer understanding of government decisions and actions in many areas, not just intelligence matters."

US Ally Lands F-35A Stealth Fighter on Highway

for the first time in NATO's newest member. *Jake Epstein Business Insider Sep 22, 2023*

Norway made history this week by landing a F-35A stealth fighter jet on a highway for the first time, showcasing a flexible solution for militaries worried about vulnerable airbases. The Norwegian Armed Forces said two F-35As landed on a highway in neighboring Finland — a fellow NATO member and also the latest country to join the military alliance — on Thursday during a training exercise with Finnish F-18s. After landing, the F-35s were refueled with their

engines running (known as hot-pit refueling) before the fighter jets quickly took off again. "This is a milestone. Not only for the Norwegian Air Force, but also for the Nordic countries, and for NATO. This demonstrates our ability to execute a concept of dispersal", said Maj Gen Rolf Folland, chief of the Royal Norwegian Air Force, in a statement. "Being able to use small airfields — and now motorways — increases our survivability in war," Folland added. "In addition, this is also a demonstration of the exciting development we have initiated within the military-air cooperation in the Nordic region."



Norwegian F-35A performing a "touch and go" on highway in Finland for the first time.

Ole Andreas Vekve, Norwegian Armed Forces

Norway's military praised the F-35, a highly advanced fifth-generation aircraft, in its announcement on the successful highway exercise, but it said that the fighter jets are hamstrung by how long they can operate without a resupply of fuel, weapons, and ground support. Gen Eirik Kristoffersen, Norway's chief of defense, said that the highway demonstration underscored deep cooperation among the Nordic countries. "Finland has been a close partner for a long time, and now also an ally. Their straight and wide highways means that we can further develop our concept for dispersal," said Folland. "The aim of the concept is to make it more challenging for an enemy to take out our aircraft when on ground. If such a concept is to work, we must map out all possibilities, and practice them."

Two Norwegian F-35As.

Eivind Byre, Norwegian Armed Forces

Though the landing was a first, the concept of operating military aircraft on a highway is nothing new. The US military has been doing this for years as part of its Agile Combat Employment efforts, which are focused on the idea that forces can be dispersed by using both traditional and non-traditional airstrips so that it's more difficult for an enemy to suppress air



power in strikes on known, fixed airbases. The US military and its partners put the idea to work on European highways, and then in 2021, a US Air Force A-10 Thunderbolt II attack plane first demonstrated this concept in the US when one landed on a Michigan highway. This capability has been showcased in several different ways since. Earlier this year, the military landed multiple

aircraft — including a MC-130J Commando II, a MQ-9 Reaper drone, and MH-6M Little Bird helicopters — on a highway in rural Wyoming. And non-traditional airstrips also extend beyond the highway. The military landed a Reaper drone on a dirt strip in Texas this past summer, something the A-10 has also done before, and Air Force special operators are even looking at beaches as an option.



Norwegian F-35A taking off from a highway in Finland for the first time.

Ole Andreas Vekve, Norwegian Armed Forces

While the demonstration in Finland on Thursday marked a first for the F-35A, it's not the first time an F-35 variant has landed on a highway. Lockheed Martin makes three versions of the aircraft, and

the US military has previously conducted highway landings with the F-35B, which is a short-takeoff/vertical landing jet used by the Marine Corps at smaller airfields and aboard amphibious assault ships. In August, for instance, the Marines landed an F-35B on the Old Pacific Coast Highway in Southern California. The F-35A is used by the Air Force while the F-35C is employed by the Navy and Marine Corps aboard carriers. US military officials have asserted that these efforts to utilize non-traditional landing strips, such as highways, are a response to threats that American adversaries — like Russia and China — could pose to traditional airbases and runways in the event of war. These demonstrations are an "acknowledgement that our adversaries have watched the American way of war for several decades and they are going to hold our initial staging bases and our forward operating bases at risk," Lt Gen Tony Bauernfeind, the head of Air Force Special Operations Command, said earlier this month, according to previous Insider reporting.

Vancouver Gunners Website Update

Depart with Dignity - Captain Kevin Edward Walker CD

Former Regimental Sergeant Major Walker was honoured with a Depart with Dignity event at the Bessborough Armoury on 23 September 2023.

<https://www.vancouvergunners.ca/dwd-walker.html>

Walk for Veterans

Major (ret'd) Ian Newby passed along some photos of the event held at Mills Lake in Abbotsford. It was a beautiful location and there was a great turnout. The 15th Field Artillery Regiment Band and the Regimental Recruiting Team were there.

<https://www.vancouvergunners.ca/walk-for-veterans-2023.html>

Cougar Salvo 2006

New photos have been added to the 2006 Yearbook. <https://www.vancouvergunners.ca/whats-new/exercise-cougar-salvo-2006>

Promotion – Sergeant Naaykens

Congratulations to Sergeant Naaykens! Commanding Officer, Lieutenant Colonel Andrew Grieve and Regimental Sergeant Major, Chief Warrant Officer Heath Porritt present Sergeant Naaykens with his new rank badge.

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

Point Grey Battery Autumn Clean Up

Still looking for volunteers. Who's available for 21 October 2023? We'll scrape some moss, clean up the gun stores room, add some QR codes, grease some hinges.

Send me an email if you're interested president.vcrgunners@gmail.com

Wednesday Lunch Zoom Meeting – **No meeting this week.**

Join us to check up on your old lunch buddies. Click on this link. <https://us04web.zoom.us/j/71810323784?pwd=ehLJDhj9zIqI0HvnBIMCYmw0p6ZDwe.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?



This is a prototype gun manufactured by Garrington Ltd. as part of the development of a cannon that would replace the 25 pounder cannon. An interesting solution was the shield, actually a kind of dome, covering the cannon operator from shards and a flash of nuclear explosions (: D). The development lasted from 1955 to 1958. During the tests, the biggest shortcomings were the high weight, which made it difficult to manipulate the cannon and the fact that after about 30 minutes of continuous firing, the space of the operator's cover was

filled with flue gas and it was necessary to stop firing until the gases dispersed.

TTD:

Weight: 3.43 t

Objective: -4.7 st. up to +70 st.

Measurement: 11.25, after lifting on a round base plate (similar to a 25 pounder) 360 degrees.

HE 9.2 kg

Muzzle velocity: 716 m/s

Max. range: 15.5 km

Firing rate: 5 rounds/min

Crew: 6

The cannon is located in the Royal Artillery Museum in Woolwich, London.



This Week: We leave the mud and dirt of the army this week for a Flypersons' article. As our erudite readership knows, there are many ways to propel an aeroplane. Some early ones used rotary engines, with later ones employing radial and in-line ones. The radials are still around. Every time you look up and see a DHC-2 Beaver, you are hearing the sound of a radial engine. In fact, you are hearing a sound that is almost 100 years old, such is the ancestry of the Pratt & Whitney R-985 Wasp Junior engine, first run up in 1929. Thus, your ears are attuned to a sound first heard by your great-grandparents, unless they come from elsewhere, in which case we apologize for our colonialist attitude.



In-line engines are something of a rarity these days, having been usurped by turboprops, the first being, believe it or not, a Hungarian aircraft. The first commercially successful ones, however, were British (huzzah!); the Rolls-Royce Dart (do you remember the TCA Viscounts?). All these engines have one thing in common: a propeller. These come in many forms, from the ill-fated Royal Leutonian Air Force single-bladed model,

which resulted in so much vibration that the wings fell off any ship equipped with one and a rotary engine, to multi-bladed contra-rotating ones, such as seen on the very cool Westland Wyvern. Indeed, the RAF's latest tactical airlifter, the Airbus A 400M Atlas uses multi-bladed, curved propellers.

So, what is the aircraft shown this week? It has a single, four-bladed propeller, and tricycle gear, just like my old CCM trike of the 50s. It appears to be a single seater, but something is odd about it. Can you tell us the story behind this photo? If so, contact the contra-rotating editor, Bob Mugford (bob.mugford@gmail.com), or the single-bladed author, John Redmond (johnd.Redmond@telus.net). Thank you.

From the 'Punitary'

When did the king ask for the royal joker? Jest in time.

Murphy's Other Laws

A victorious but expensive battle can cost the overall war

Quotable Quotes

To err is human; to refrain from laughing, humane. *Lane Olinghouse*

The
Royal Canadian Artillery
Association



L'Association
de l'Artillerie royale
canadienne

The RCA Association invites all members*, serving and retired, to join us for its
Annual General Meeting
October 12-14, 2023

Not a member of the RCA Association yet? [Join Us now!](#)

This year we will be hosted by 30th Field Artillery Regiment, RCA at Morrison Artillery Park, Ottawa.

Events surrounding the RCA Association AGM include:

Thursday 12 October, 2023 – Proposed Social/Cultural Program

- NDHQ Afghan Memorial Visit (Carling Campus)
- [Pepper Pod](#) Brief (location TBC, possible Carling Campus)
-
- Canadian War Museum (Free to Veterans, and/or National Artillery Memorial)

Friday 13 October, 2023 – Annual General Meeting (in the afternoon), followed by an evening Meet and Greet (19:00)

Saturday 14 October, 2023 – Annual General Meeting and Presentations by distinguished speakers, followed by a Mixed Special Guest Night Dinner.

*All serving members of The Royal Regiment of Canadian Artillery are members of the RCA Association.

**The Annual General Meeting is for RCA Association members only, however, other members of the Regimental family are welcome to attend the Mixed Special Guest Night and other events surrounding the meeting.

***All presentations on 13-14 October will be broadcast via MSTeams for those who can't participate in person. **Registration is required.**

L'Association de l'ARC invite tous les membres*, actifs et retraités, à se joindre à elle pour son Assemblée générale annuelle du 12 au 14 octobre 2023

Vous n'êtes pas membre de l'Association de l'ARC ? [Adhérez dès maintenant !](#)

Cette année, nous serons accueillis par le 30e Régiment d'artillerie de campagne, ARC au parc d'artillerie Morrison, à Ottawa.

Les événements entourant l'AGA de l'Association de l'ARC comprennent :

Visite du QGDN au Mémorial afghan (Campus de Carling)

Briefing sur [le Pepper Pod](#) (lieu à confirmer, possiblement sur le campus Carling)

Musée canadien de la guerre (gratuit pour les anciens combattants)

et/ou Mémorial national de l'artillerie

Jeudi 12 octobre 2023 - Activités sociales/culturelles proposées

• **Vendredi 13 octobre 2023 - Début de la partie formelle de l'AGA (après midi), suivi d'une réception d'accueil (19h00),**

• **Samedi 14 octobre 2023 - Assemblée générale annuelle et présentations, suivies d'un soirée d'invités spéciale mixte.**

*Tous les membres actifs du Régiment royal de l'Artillerie canadienne sont membres de l'Association de l'ARC.

**L'assemblée générale annuelle est réservée aux membres de l'Association de l'ARC, cependant les autres membres de la famille régimentaire sont invités à assister à la soirée d'invités spéciale mixte et à d'autres événements entourant l'assemblée.

***Tous les événements et présentations du 13 et 14 octobre seront diffusés via MSTeams pour ceux qui ne peuvent pas participer en personne. **L'inscription est obligatoire.**

Cliquez sur le lien ci-dessous pour les instructions administratives et l'agenda de l'AGA.

<i>Click the link below for administrative instructions and AGM Schedule.</i>	
Register now!	Inscrivez-vous dès maintenant!
The Royal Canadian Artillery Association 10 Lancewood Crescent Brampton, Canada ubique@rca-arc.org	

Wednesday Digital Video Lunch -*No meeting this week, host busy*

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=ehLJDhj9zqlI0HvnBIMCYmw0p6ZDwe.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.

St Barbara's Day Dinner Saturday, 2 December 2023. Save the date!

1800 hrs for 1900 hrs - to be held at 2025 West 11th Avenue, Vancouver, BC.

In the coming weeks, you will receive a formal invitation from the Commanding Officer LCol AW Grieve, CD, and the Officers of the 15th Field Artillery Regiment to attend our annual St Barbara's Day Dinner.

Dress will be Mess Kit or formal attire, with decorations.

When the formal invitation is sent, it will contain RSVP information, the tariff, and payment options.

78th Fraser Highlanders, Fort Fraser Garrison, Commemorative Mess Dinner



The Officer Commanding the Garrison requests the company
of all Members Officers, Miladies and Guests
at the

Battles of the Plains of Abraham Commemorative Mess Dinner

Saturday, 30 September 2023 - 1830 for 1930

The Officers' Mess, Bessborough Armoury
2025 West 11th Ave., Vancouver, V6J2C7

Prime Rib roast dinner buffet

Payment at the door by cash, cheque or credit card.

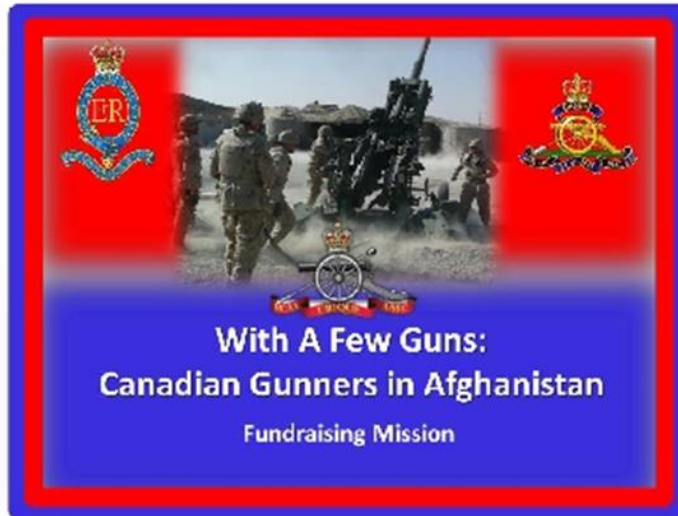
Dress: Regimental Scarlets, Highland Evening Dress, Business Attire

Tariff: \$70 per person

RSVP to Adjutant Lt John Hooker jobarb100@gmail.com or at 604-522-5766 by Tuesday, 26 September please

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](#)

