

Van Arty Association and RUSI Van Members News May 31, 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

June 01 Wednesday 'Zoom' Lunch meeting- Mess will be open, bring your own lunch
June 08 Wednesday 'Zoom' Lunch meeting- Mess will be open, bring your own lunch
June 15 Wednesday 'Zoom' Lunch meeting- Mess will be open, bring your own lunch
June 22 Wednesday 'Zoom' Lunch meeting- Mess will be open, bring your own lunch

Regiment Celebrates 100th Anniversary of Formation

with a long-awaited Gala Dinner. Although the actual centennial was in 2020, the dinner and ceremony were only able to be held now due to Covid-19 restrictions.

Gnr Sam Blake 15 Fd Regt RCA 24 May 2022



On May 23, 2022, members of 15th Field Artillery Regiment, RCA, and 39 Canadian Brigade Group along with members of the 15th Field regimental family gathered at Ferguson Point and the Stanley Park Tea House, to commemorate the 100th anniversary of the formation in 1921, of 15th Brigade, Canadian Field Artillery, the predecessor of 15th Field Artillery Regiment, The Royal Regiment of Canadian Artillery.

The Regiment operated as 15th (Vancouver) Coast Brigade, RCA. during the Second World War, providing coastal defence to Vancouver at six different locations around the southern BC mainland. This included operations at Stanley Park, Narrows North, Point Atkinson, Point Grey, Steveston and Yorke Island. During the Second World War, a battery of coastal guns was manned at Ferguson Point by members of the Regiment and the Stanley Park Tea House was the Officers' Mess for the Battery, making both locations very significant in the Regiment's history.



Before the dinner, speeches were given by the Commanding Officer of 15th Field Artillery Regiment, Lieutenant Colonel Watts, 39 Canadian Brigade Group Commander, Colonel Raesler, and Vancouver City Councillor Melissa De Genova. Following this there was an unveiling of a refurbished plaque at Ferguson Point commemorating the coastal battery stationed there from 1939 - 1945. This was followed by a ceremonial gun salute fired by Col Raesler.

Russian Troops Proving That Cell Phones in War Zones are a Very Bad Idea

Jeff Schogol Task & Purpose May 13, 2022



A Task & Purpose photo composite showing a 2011 photo of Russian soldiers in the southern Russian city Stavropol laid over a screenshot of Ukraine via Google Maps.

(Danil Semyonov/Getty Images/Google Maps).

It's been a nightmare scenario for US commanders for years: An amphibious readiness group sails stealthily towards its objective, one reckless Marine or sailor goes topside and uses a personal cell phone to check Facebook, revealing the position of the assault ship. The Chinese or Russians quickly detect the cell phone signal in the middle of the ocean and realize they can't miss. The enemy fires its anti-ship ballistic or cruise missiles at Pfc/Seaman Schmuckatelli as he posts a meme and suddenly the entire ship along with thousands of sailors and Marines are lying on the ocean floor. To some, this type of scenario may seem as hyperbolic as warnings that wearing white socks in

combat could give away your location to the enemy, but Russian troops in Ukraine have shown the perils of using cell phones in modern-day warzones. The Ukrainians claim to have killed 12 general Russian officers since late February, in part because the Russians have resorted to using cell phones when their communications systems break down. “It is not hard to geo-locate someone on a phone talking in the clear,” retired Army Gen Ben Hodges, former commander of US Army Europe, told the New York Times. When Russian troops cross into Ukraine, their cell phones emit a roaming signal that connects to Ukraine’s cellular network, allowing the Ukrainians to triangulate where the Russians are by using the closest three cell towers, said Artem Starosiek, CEO of Molfar, an open-source intelligence community based in Kyiv. “So, the Ukrainian special services automatically receive information with the ID number of the device, roaming number, and, of course, the location of the person,” Starosiek told Task & Purpose. “Fortunately, Russians are quite naive and ignorant about using mobile devices, so they often call home, turning on their phones and connecting to the Ukrainian stations.”

The Russians have also given away their positions by stealing Ukrainian iPhones, which can be tracked using the Find My iPhone app, even when the phones are turned off, Starosiek said. One Ukrainian man was able to use the “Find My” feature on Apple products to track the Russian troops who stole his AirPods, The Times of London reported. Vitaliy Semenets has posted on Instagram the path of the Russians as they retreated from Kyiv into Belarus and then repositioned in the Russian city of Belgorad, near Ukraine’s eastern border. Amid numerous reports that the Ukrainians can track and target Russian troops when they use cell phones, one question remains: Why don’t the Russians destroy Ukraine’s cellular network? The answer: They need it, said James Lewis, a technology expert with the Center for Strategic and International Studies think tank in Washington, DC. “That’s ridiculous, but that’s where it is,” Lewis told Task & Purpose. “The Russians need 3G and 4G for their comms to work. They didn’t set up the independent communications networks that the Americans or Chinese might have set up.”

While the Russians had developed encrypted communications handsets for their special operations forces, those handsets were not widely distributed among Russian troops before the latest invasion of Ukraine, Lewis said. Corruption could be another factor that has played into why the Russian military has proven to be so poor at using secure communications, he said. “There are good examples – not always public – of the Russians identifying a security goal and then allocating, in one case, \$10 billion to it; and \$5 billion of it ended up in Switzerland,” Lewis said. The Russians also did not adequately plan for the invasion because they honestly thought that the Ukrainians would welcome them as liberators, he said. The combined effects of the corruption, poor planning, and resulting logistical problems is that there are now many images online showing Russian troops using cell phones or even the type of unencrypted walkie talkies that you could purchase at toy stores. Looking at the Russian failures in Ukraine so far, it’s tempting to think the militaries of NATO members wouldn’t make the same mistake, but they have. In November, Polish troops that had been deployed to the border with Belarus left the dating apps on their cell phones on. Just across the border in the city of Grodno, the Belarusians knew exactly how far away the Polish troops were.

US troops are far from immune to unintentionally revealing their positions by using mobile devices. In 2018, a company that gathers data from consumer fitness devices such as FitBits revealed that American service members were essentially drawing GPS maps of their bases in the Middle East and Afghanistan every time they went running. Later that year, the Defense Department banned troops from using cell phones, fitness trackers, and other devices that use geolocation features, and now many offices in the Pentagon require people to leave their cell phones in lockers outside. A subsequent New York Times investigation revealed that companies can track people's smartphones inside the Pentagon by using software on mobile phone apps. The Russians' experience in Ukraine is a warning to US troops about what can happen if they act carelessly. In 2020, a bored Marine lance corporal got his entire artillery unit "killed" during an exercise at Marine Corps Air-Ground Combat Center Twentynine Palms, California, when he used his cell phone to take a selfie, Military.com reported. "The Marine Corps understands signature management must be incorporated into planning efforts and training," said Marine spokesman Maj Gregory Carroll, who added that the Corps will soon release its new doctrine on information warfighting. "A passive way to deny the opponent vital information is to selectively alter or suppress the visual, electromagnetic, and digital signatures emanating from friendly forces," Carroll said. "This includes implementing operations security measures, communication discipline, camouflage, counterintelligence, and signature management."



Soldiers of the 82nd Airborne Division surrender their cell phones before deploying to Europe, February 14, 2021, in Fort Bragg, North Carolina. (Allison Joyce / AFP via Getty Images)

Soldiers are also trained to turn off Bluetooth and Wi-Fi radios when not using them, encrypt sensitive files, and only download trusted apps, said Maj Andrew Harshbarger, a spokesman for Army Training and Doctrine Command. Soldiers' mobile devices can also be disabled and confiscated when necessary. The US military has been concerned about troops inadvertently revealing their positions by using cell phones long before Russia attacked Ukraine in late February. Commanders have known for years that US troops forces have lost their fieldcraft skills at hiding their electronic, thermal, infrared, and visible signatures, said retired Gen Robert Neller, the former Marine Corps Commandant. "We need to make the adversary work to find us – we can't make it easy for them to find us," Neller told Task & Purpose. Neller recalled how Marines used to stay in touch with their families while in the field and on deployments by sending and receiving mail. While modern technology has made it easier for troops to stay in touch with loved ones, it has also created a new series of problems. A few years ago, the I Marine Expeditionary Force conducted an exercise to find out which part of the base had the largest electromagnetic signature, he said. "The most readily apparent thing from high overhead was the billeting area, where people were living, because they all were using their phones," Neller said. While Marines have improved at concealing their electronic signatures, they need to remain concerned about unintentionally revealing their positions, said Neller, who noted that even PlayStations can be detected by adversaries because they are networked.

How a Delay To CC295 Operations Could Impact RCAF SAR

Chris Thatcher Skies Magazine May 19, 2022

The entry into service of a new military aircraft is always a complex process, and the effects of a delay can ripple through an operational community for some time. The federal government's admission on May 4, 2022, that the CC-295 Kingfisher won't be available for fixed-wing search-and-rescue (SAR) operations until the 2025-2026 timeframe is no exception. Pushing back initial operational capability (IOC) of the CC-295 another three or four years will not only disrupt SAR pilots and maintenance technicians preparing to transition to the new aircraft from the legacy CC-115 Buffalo and CC-130H Hercules, it will also challenge the flexibility and versatility of 435 Transport and Rescue Squadron — and could potentially affect pilot retention at a time when the Royal Canadian Air Force (RCAF) is endeavouring to retain experienced aircrews on operational squadrons. "I can tell you that as a pilot myself, who was around when we transitioned from the Twin-Huey to the Griffon helicopter, what mattered to me the most was knowing when my conversion course was going to start, when I was to graduate, and where I was going to be posted," RCAF commander LGen Al Meinzingler acknowledged.



The CC-295 Kingfisher won't be available for fixed-wing SAR operations until the 2025-2026 timeframe. Stephen Fochuk Photo

"I know that it is critical that we provide as much certainty as we can to each of our members in terms of their future. As we move ahead, I am confident our measured approach in transitioning to the Kingfisher aircraft will support our members and allow us to do that. I appreciate how important this clarity is for the team."

When the Canadian government selected the Airbus-built CC-295 in 2016, it forecast IOC for the project – five fully functional aircraft on the ramp at one SAR squadron with the aircrews and maintainers to operate them – by August 2020, and full operational capability (FOC) by 2022. Even as the RCAF began accepting and initiating testing on the first of 16 Kingfishers in December 2019, however, there were warning signs the schedule would need to be adjusted. "There was an understanding [by the fall of 2020] that there was a lot of work remaining to be done and it would have to be carefully executed in light of the people we have available to get the work done," said Troy Crosby, Assistant Deputy Minister (Materiel) with the Department of National Defence. "The extent and complexity of the design changes that had been made and the volume of work that would need to be done to certify ... and qualify [the aircraft], and ensure contractual compliance, was going to be massive." Though the C-295 is operated by more than 25 countries in a variety of roles, from transport to firefighting, electronic warfare, signals intelligence, and maritime patrol, Airbus made 30 design changes to the platform to meet Canadian mandatory and rated requirements. Among the mandatory changes, for instance, is a cockpit roof hatch to allow the crew quick egress if they ditch in water.

Rated modifications included a heads-up display in the cockpit and enclosing the main landing gear tires that protrude from the underbelly of a C-295 during flight — to improve range and endurance. “[That] was a consideration in the bid evaluation given the size of the country and the mission this aircraft needs to address,” said Crosby. Airbus also proposed a glass cockpit to improve the quality of its bid and obviate a likely future upgrade. But testing of the avionics uncovered problems with the Crew Annunciation System, which monitors aircraft systems and provides alerts. “It’s providing alerts to the aircrew that aren’t expected,” Crosby explained. “Airbus has gathered enough information about these anomalies to be able to plan and execute a software update, but software updates in aviation are not straightforward. There is a whole system of testing, certification, qualification that has to be completed.” One of the knock-on effects to the ongoing certification of design changes is a delay in finalizing operating and maintenance manuals and operating procedures. “The publications need to reflect the configuration of the aircraft when it is delivered to the aircrew and the maintenance groups,” said Crosby, noting DND was aware of the publications issues even as it was accepting the first aircraft in Spain in late 2019. “Given the extent of the modifications being made to the aircraft and the need to complete testing to confirm performance – for example, the landing gear modification – the pubs were lagging. They weren’t as mature as they needed to be.”

*The CC-295 arrives at 3 Wing
Bagotville on Sept. 16, 2020.*

Cpl Louis Gagné/Canadian Armed Forces Photo



In the fall of 2020, DND subsequently “re-baselined” the schedule, with a new IOC date of mid-2022. But software upgrades, ongoing testing, and complications created by Covid travel restrictions have forced the department to delay the Kingfisher operations until at least 2025. On Jan 15, 2022, aircrews from 442 Transport and Rescue Squadron at 19 Wing Comox, British Columbia, conducted the last operational flights of the CC-115 Buffalo. However, the retirement of the de Havilland Canada-built DHC-5 utility transport turboprop, after almost 55 years of service, has left the Victoria SAR region without a dedicated fixed-wing aircraft to cover an area of over 1.4 million square kilometers of mountainous terrain, and 687,000 sq km of the Pacific Ocean. The RCAF’s short-term mitigation strategy, called Operation Salus, involves relocating a detachment of two CC-130H Hercules and about 24 aircrew and maintainers from 435 Squadron at 17 Wing Winnipeg, Manitoba, to Comox to respond to calls from the Joint Rescue Coordination Centre in Victoria. “They are going to remain in situ until such time as we deliver the Kingfisher,” Meinzinger told *Skies* in an interview. But he acknowledged the burden that could place on a squadron that employs its four H-model Hercules in a variety of roles. In addition to SAR, 435 Squadron has been instrumental in the transport of people from Manitoba communities affected by flooding and forest fires. Moreover, its Hercs are configured for tactical air-to-air refueling and providing a vital training and operational support tanking platform for CF-188 fighter pilots. “There is an extra line of tasking that we have given to that squadron, so they

will be less able to do such things as air-to-air refueling or general air mobility tasks for the CAF,” he said.

The RCAF had planned to retire the CC-130H from its tanking role in the summer of 2021, but the delays with the Kingfisher mean the Hercules will retain the role to augment the Air Force’s two CC-150(T) Polaris strategic tankers on exercises and operations. “While there will be fewer CC-130Hs and associated personnel in Winnipeg, SAR operations in Search and Rescue Region Trenton will continue to be supported by the CC-130H out of both Winnipeg and 8 Wing Trenton, [Ontario],” the RCAF confirmed in a statement. The interim plan will be adjusted as required. “We are also exploring the option of using part of the CC-130J fleet to augment the CC-130H in the SAR role.” The knock-on effects of the delay will also be felt at 418 Search and Rescue Operational Training Squadron in Comox. Home to the RCAF’s SAR schoolhouse, the squadron was ramping up to deliver conversion training to Buffalo and then CC-130H aircrews and maintainers transitioning to the Kingfisher. Though the aircraft maintenance trainer was delivered in early 2020 and initial cadre maintenance training is underway, maintainers can only learn so much without the completed manuals. “We can’t get too far ahead of [ourselves] because if the material is not mature enough, then it is negative training,” Crosby noted. Similarly for aircrews, while four CC-295s are in Comox and a fifth is expected later this year, and a full flight simulator and other training devices have been installed in the new schoolhouse, conversion to the Kingfisher has slowed until more of the testing program is complete and operating manuals are final.



*The CC-295 maintenance trainer (pictured) was delivered in early 2020.
Mike Kaehler Photo*

“All members [of 442 Squadron] that flew on the Buffalo will be employed in a variety of ways,” the RCAF said in a statement. “Some will train and fly on the CC-130H, some will join and assist with the CC-295 program, some will join other fleets to support other RCAF operations, and some will continue to follow a natural progression and take non-flying positions to support operations in other ways.” The priority now is completing certification and follow-on operational flight testing and evaluation, said Meinzinger. “We are not going to rush the aircraft testing or the SAR team to initial operational capability. We have a solid mitigation plan in place for the Victoria search-and-rescue region, and we will maintain this mitigation plan as long as necessary until the new capability is fielded.” Initial cadre training (ICT) on the Kingfisher began in Comox in November 2020 with combined crews comprised of members from 418 Squadron, 1 Canadian Air Division Search and Rescue Standards Evaluation Team (1 CAD SARSET), and 434 Operational Test and Evaluation Squadron. The crews had begun ICT in the fall of 2019 in Seville, Spain, but that was put on pause after several issues were identified, including with the technical publications and checklists related to design changes with the aircraft. The testing resumed in Comox to better manage travel restrictions during the pandemic.

To date, the crews have completed cold soak testing and high intensity radiated fields (HIRF) testing at a range at Naval Air Station Patuxent River, Maryland, to ensure the Kingfisher “can operate safely in the vicinity of a ship that typically is emitting large amounts of electromagnetic energy that could interfere with the aircraft,” said Crosby — a former a flight test engineer who served on the CF-188 Hornet program and as the lead for Fixed Wing Flight Test at the Aerospace Engineering Test Establishment. Because of the configuration changes to the aircraft, the CC-295 will also undergo contaminated runway friction index testing – slippery runway testing – and a series of other tests that “lead into the initial operational test and evaluation work that develops those aircrew training procedures,” he explained. Airbus recently completed testing on the calculated air release point software that informs aircrews on when to drop equipment and SAR technicians from the rear ramp “so they will land where they want them to land,” he added. Though there is now a “defined safe envelop for jumpers to leave the aircraft,” the test teams are still finalizing procedures to retrieve a jumper whose parachute gets snagged behind the airplane. “There is a way of pulling them back into the airplane safely . . . [but] there is still some work to be done there to make sure we have all of that taken care of,” Crosby said.

According to comments on previous *Skies* articles about the Kingfisher, and social media posts on military aviation channels, the CC-295 has experienced some issues with the center of gravity in the aircraft. SAR community members had input on where search radar and electro-optical/infrared sensor stations were placed, but SAR aircraft carry a lot of additional equipment, and as with all small aircraft, “it comes down to ensuring that it is placed appropriately in the aircraft to maintain that center of gravity,” said Crosby. “If there is challenge because the center of gravity is too far forward or too far back, that can be managed through ballasting.” The crews will have to manage center of gravity. Given the volume of certification and operational testing remaining, “there is still risk in the schedule at this point,” Crosby acknowledged. “There is a lot of sequencing that has to happen . . . [and] if that first test event runs into challenges, and something is found and it has to be repeated, then it has a consequence on everything that is to come afterwards.” Nevertheless, ADM (Mat) is forecasting that the project will remain within its expenditure authority. “It is complex work, and it has been made more complex by Covid,” he said.

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)

Celebration of Life Captain Robert H (Bob) Spring

A celebration of life for Captain Robert H (Bob) Spring will be held on 4 June 2022 at 1300 hours in Bessborough Armoury, 2025 West 11th Avenue, Vancouver, BC. Captain Robert Harry Spring passed away 30 June 2021. He served with 15th Field Artillery Regiment, RCA from 1959 to 1962 and from 1964 until 1967. He was the Adjutant of the unit for some of this period. In his later life

he remained active with the Regiment as an Associate Member of the Officers' Mess, a director and an active volunteer with the Regimental Museum Society and a member of the Vancouver Artillery Association.

<https://www.vancouvergunners.ca/whats-new/celebration-of-life-captain-robert-h-bob-spring>

Depart with Dignity – Lieutenant Colonel James Barrett CD

Lieutenant Colonel James Barrett (Commanding Officer, 15th Field Artillery Regiment 2007-2011) has retired. It was a grand evening of recognition of the service, dedication and commitment celebrating thirty-nine years of uniformed service. Well done, Jim!

<https://www.vancouvergunners.ca/whats-new/yearbook-update-2022-dwd-lcol-james-barrett-cd>

Yorke Island May 2022

Simon Ritchie posted photos from a recent visit to Yorke Island.

<https://www.vancouvergunners.ca/yorke-island-may-2022.html>

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 **Bréguet 410** was a French bomber of the early 1930s. Not many of these twin-engined sesquiplane biplanes were built. The Bréguet 410 was a sesquiplane prototype designed by Bréguet Aviation in order to meet the requirements of the Technical Aeronautic Service (*Service Technique de L'Aéronautique*) of the French government towards the end of the 1920s, for a bomber and reconnaissance plane type designated as *Multiplace de Combat*. It had a steel frame covered with duralumin; its armament was two front and two rear 7.7mm Lewis machine guns and could carry a bombload up to 1300 kg. Only one unit of the first variant, the Bréguet 410, was built. Most of its later developments or variants never went past the prototype stage.



The Bréguet 413, an improved version was fitted with more powerful Hispano-Suiza 12Ybrs engines. Four units were constructed for the *Armée de l'Air*, the first one of which flew in February 1933. At least one of these became part of the *Escadrille Internationale* and was sent to the Spanish Republican Air Force at the beginning of the Civil War in that country, but its fate is unknown. A further development followed, the Bréguet 414, fitted with Gnome-Rhône 14Kdrs engines and first flew in November 1933. The sole 414 crashed in 1940. The improved Bréguet 420 first flew on 13 August 1936 but failed to improve performance and handling enough to warrant production.

This Week: A few of our readers remember the days when the famed Centurion tank equipped our Royal Canadian Armoured Corps regiments. Some also remember the days, not too long ago, when certain persons at NDHQ decided that we didn't need tanks and wanted to replace them

with the American Stryker wheeled thingamajig. Fortunately for our troopers, experience in Afghanistan put paid to that idea. Still, what the future holds for main battle tanks is unclear, given the experience of Ivan Ivanovich's steel steeds in the war in Ukraine. However, tanks and armoured vehicles do have a long and distinguished history, not just in the Canadian Army, but in many other armies of the Commonwealth, going back to the days when we were all part of the British Empire. And, back to those days we go this week with a contraption that only the oldest of our readers, such as some former COs, can remember.

This innovative beast is not featured in many contemporary photographs, mainly because in those early days exposure times were measured in several minutes. However, we can see that it was possibly powered by a steam engine, logical given that that was just about the only kind of motor available back then. It seems to have been armed with something like a carronade, but we can't



be sure. Caterpillar tracks had also not yet been developed, so steel-clad wheels seem have done the job of propulsion. Frankly, we know very little about this armoured fighting vehicle, but are sure our keen readers can help.

If you are one of those keeners, living in his (always men) mum's basement at age 55 plus and subscribing to various conspiracy theories, or are a more

cerebral keener, living alone in a small flat surrounded by back issues of "Tanks Today", please contact the editor, Bob Mugford (bob.mugford@gmail.com), or the author, John Redmond (johnd.redmond@telus.net), whose apartment is not really that small, and contains a greater selection of reading material than those mentioned above. Happy Googling.

From the 'Punitary'

Why did the pie crust go to the dentist? It needed a filling.

Murphy's Other Laws

The probability of being watched is directly proportional to the stupidity of your act.

Quotable Quotes

A lie can travel halfway around the world while the truth is putting on its shoes. *Mark Twain*

Wednesday Digital Video Lunch

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



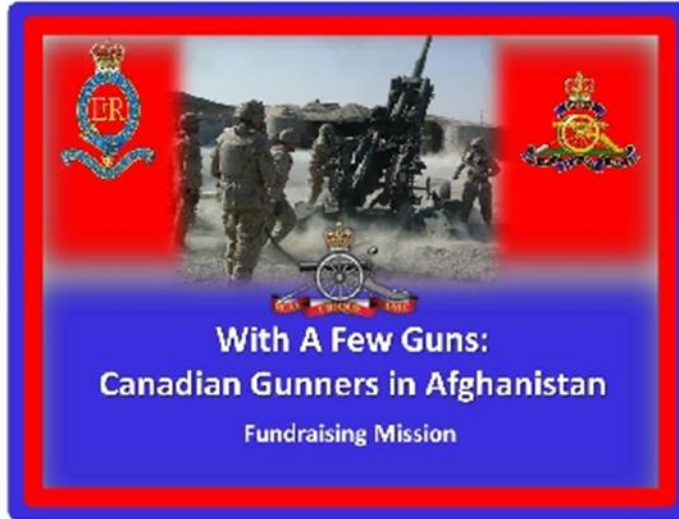
Zoom is the leader in modern enterprise video communications, with an easy, reliable cloud platform for video and audio conferencing, chat, and webinars across mobile, desktop, and room systems. Zoom Rooms is the original software-based conference room solution used around the world in board, conference,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

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](#)



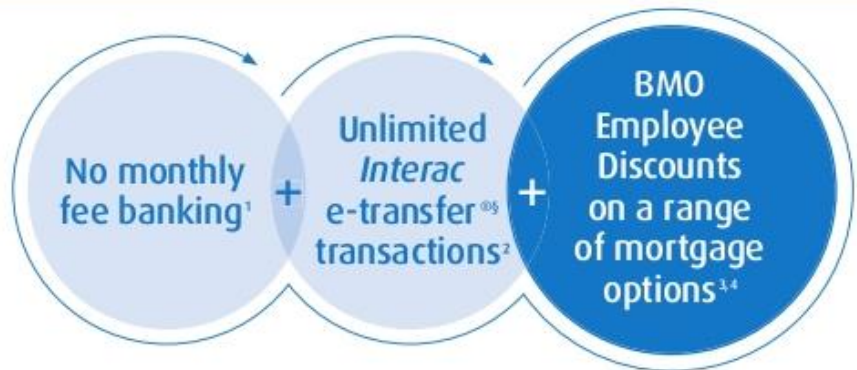
Bank of Montreal

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-transfer¹¹ 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 ReadLine. 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 OnGuard¹⁰ if you are a BMO customer who has a lead account⁹ 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 OnGuard¹⁰ 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 OnGuard¹⁰ service. ⁷The 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. ⁸OnGuard¹⁰ retail value is \$155.88 annually (charged at \$12.99 per month). ⁹OnGuard¹⁰ 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/516conditions. ¹⁰CreditView¹³ 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. ¹¹You 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. ¹²Ongoing 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. ¹³The 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.

¹⁴Registered trademark of Bank of Montreal. ¹⁵Interac e-Transfer is a registered trademark of Interac Inc. ¹⁶OnGuard is a service of Sigma Loyalty Group. OnGuard¹⁰ is a trademark of Sigma Loyalty Group Inc. Identity Guard¹⁷ 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.