



Korea, 1950-1953. A company of the Princess Patricia's Canadian Light Infantry moves in single file across rice paddies as they advance on enemy positions across the valley in March 1951.

Photo: Library and Archives PA-171228



Year of the Korean War Veteran

REMEMBER THEIR SACRIFICE



Local sailor to stand guard at Ottawa vigil

Shawn O'Hara
Staff Writer

couldn't be more honoured to be a part of it."

An HMCS Winnipeg sailor will be in the spotlight for the whole of the Royal Canadian Navy (RCN) this Remembrance Day.

To prepare for the ceremony, in which LS Oldland and the other sentries will present arms and stand guard for around an hour and a half, some training has been scheduled upon arrival. However, LS Oldland says at this point in her life she is used to long parades.

LS Amber Oldland will ship out to Ottawa for the country's largest Remembrance Day Vigil, standing guard for the RCN as one of four ceremonial sentries along with representatives from the Army, Air Force and the Royal Canadian Mounted Police (RCMP).

"On top of being in the navy for nine years I was a Sea Cadet as well," she says. "Not a lot of people know this, but being a cadet makes you a pro at standing still for hours. They do it all the time."

"It's a very exciting opportunity obviously," she says. "This is a big deal for me. I get to represent the navy I love so much on the national stage."

LS Oldland's excitement is one born from military pride. As a member of the Canadian Armed Forces, as well as a member of a military family, she says it's important for Canadians of all stripes to show respect to those who serve.

The selection came as a shock, as LS Oldland was initially nominated in secret by Winnipeg Deck Officer Lt(N) Anthony Morrow.

"Even if you don't serve, everyone knows someone who does," she says. "Throughout our history the military has done so much for the people of this country, and showing the proper respect is our duty and responsibility."

"He came up to me and told me to write a bio and get my ceremonial dress ready," she says. "We got some pictures taken, it was all sent off, and I kind of forgot about it."

Last month the good news came in: she'd been selected.

"The feeling was indescribable," she says. "I've been begging to get on a Cenotaph team for Remembrance Day since I joined, and now I get to go to the biggest vigil in Canada. It means so much to me."


LS Oldland will fly out and spend a week in Ottawa with her two-year-old son and parents, who live in Niagara Falls. From there they will be put up in a hotel and tour the various military and historic sights around Ottawa, including a luncheon at the Royal Canadian Legion, a tour of the War Museum, and a visit to the House of Commons.

"It will just be so interesting to see the ceremony from the inside," says LS Oldland. "I



Above: LS Amber Oldland.
Below: The national televised Remembrance Day ceremonies will take place at the National War Memorial, which stands in Confederation Square, in Ottawa, Ontario.



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PO2 James Sheffar, NOC PO

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Remembrance Day Ceremonies South Island and Vancouver

Personnel from Maritime Forces Pacific/Joint Task Force Pacific will be participating in ceremonies, with those laying wreaths on behalf of the Canadian Armed Forces identified as applicable, at the following locations:

9:00 a.m.
WEST SHORE - Aboriginal Remembrance Day Ceremony - Goldstream Park

9:45 a.m.
• ESQUIMALT - Veterans' Cemetery - 1190 Colville Road
Lieutenant-Colonel Joane Simard, Commanding Officer, Canadian Forces Health Services Centre Pacific

10 a.m.
• COBBLE HILL - Cobble Hill Community Hall, 3550 Watson Avenue

Followed by ceremony behind the community hall at the Liberation Park cenotaph
Captain Stephen Galipeau, Adjutant, 741 Communications Squadron

10:50 a.m.
NANAIMO - Cenotaph, 85 Front Street

Captain William Cessford, Second in Command 'B' Company, The Canadian Scottish Regiment (Princess Mary's)

10:55 a.m.
• OAK BAY - War Memorial, Beach Drive, Uplands Park
Colonel Carl Wohlgemuth, Director

of Operations, 1 Canadian Air Division Headquarters Detachment Esquimalt

• VICTORIA - Legislature Building, 501 Belleville Street

Commodore Bob Auchterlonie, Commander, Canadian Fleet Pacific

• VICTORIA - Ross Bay Cemetery, 1495 Fairfield Rd

Commander Martin Drews, Commandant, Canadian Forces Fleet School Esquimalt

• ESQUIMALT - Memorial Park Cenotaph, 1229 Esquimalt Road

Captain(N) Luc Cassivi, Base Commander, Canadian Forces Base Esquimalt

• WEST SHORE - Veterans Memorial Park located at the intersection of Goldstream Avenue and Veterans Memorial Parkway (Millstream)

Captain(N) Christopher Earl, Commanding Officer, Fleet Maintenance Facility Pacific

• SIDNEY - Town Hall, 2440 Sidney Avenue

Lieutenant-Colonel Patrick MacNamara, Commanding Officer, 443 Maritime Helicopter Squadron

• SAANICH - Municipal Hall, 770 Vernon Avenue

Lieutenant-Colonel David Myles, Commanding Officer, 11 Field Ambulance (Victoria)

• SAANICH - Royal Oak Cemetery, 4673 Falaise Drive

Commander Jason Boyd, Commanding Officer, Venture, The Naval Officers Training Centre

• SOOKE - Sooke Royal Canadian Legion, 6726 Eustace Road

Captain(N) Brian Costello, Chief of Staff Halifax Class Modernization, Maritime Forces Pacific Headquarters

• DUNCAN - Charles Hoey Park, Canada Avenue

Captain(N) James Clarke, Chief of Staff Plans and Operations, Maritime Forces Pacific Headquarters

• LADYSMITH - Ladysmith Royal Canadian Legion, 621 First Avenue

Commander Ryan Tettamanti, Commanding Officer, HMCS ALGONQUIN

• LANTZVILLE - Lantzville Royal Canadian Legion, 7225 Lantzville Road

Commander Byron Derby, Base Information Services Officer, Canadian Forces Base Esquimalt

• VANCOUVER - Victory Square Park, 150 West Hastings Street

Prelude begins at 10 a.m. service begins at 10:30 a.m.

Rear-Admiral Bill Truelove, Commander Maritime Forces Pacific/Joint Task Force Pacific

• VANCOUVER - Royal Vancouver Yacht Club, 3811 Point Grey Road

Lieutenant-Commander Bryan Price, Executive Officer, HMCS DISCOVERY

Convoy PQ-17: The Art of History

NEW EXHIBIT OPENS AT THE MARITIME MUSEUM

Nov 3 at 2pm

The exhibit shares the story of one of the biggest maritime tragedies in the Second World War, convoy PQ-17 which carried relief supplies to the Russians and how the event inspired art in Canada generations later.

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View Royal Fire Rescue

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Petty Officers' Mess
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In Remembrance



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Victoria Fire Fighters Union

matters of OPINION

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People Talk

Lookout asked this question:

How do you celebrate Remembrance Day?



I go down to a local cenotaph, listen to the speeches, watch the parade and speak to veterans at the Legion. We need to remember what it was like for them.

LS Johnny Peters



I observe the ceremonies, give thanks to those who served. I'm not just remembering the Canadian soldiers who died, but the Russian soldiers who died as well.

LS Denis Poddoubtchenko



I go down to the Esquimalt cenotaph and give thanks with everyone else. As part of the military we have to remember the people who came before us.

LS Chris Foulon



Before I came to CFB Esquimalt I was always in the Remembrance Day parades, so I still love to go and watch. We wouldn't be here without the sacrifices of military members in the past, and people serving now.

LS Gillian Mills



I usually go to about three or four different ceremonies on the day. I play trumpet, so I bugle for a few of them. I love being able to contribute to such an important tradition in a significant way.

Pte Joe Menard

WHAT SAY WE

Loose tweets sink fleets: effects of social media

Larissa Johnston and Valerie Froud
MARPAC PA

Do you recall the phrase "loose lips sink ships"? The phrase was used as Second World War propaganda by the United States, to warn people that casual conversations about sensitive information could tip off enemies.

Seventy years later that message is still relevant. With the proliferation of social media sites such as Facebook, Twitter,

YouTube and Flickr, information has become available to all. The world has turned into a network of global connections, and with the increase in social media use, the warning is as relevant as ever.

Today, the U.S. Navy uses the slogan "Loose Tweets Sink Fleets" in its social media handbook. This modern take on "Loose Lips Sink Ships" still conveys the potential consequences of open communication on operations security. The U.S. Army warns

that comments or posts by soldiers and/or spouses could be used negatively by media or terrorist organizations. Even sharing trivial information online can be dangerous. Many small pieces of information lead up to a big picture, so critical information needs to be protected.

The U.S. Army also shares a similar message in its handbook: America's enemies scour blogs, forums, chat rooms and personal websites to piece together information that can be used to

harm the United States and its military. The Manchester Papers, an Al-Qaeda terrorist training manual found in England in 2000, showed that more than 80 per cent of information gathered was through unclassified material, according to U.S. Army Garrison Bamberg security officer Tonya Heinbaugh.

The message around "Loose Lips Sink Ships" is still the same, and we all need to remember that in all our conversations, be they in person or on-line.



FREE CONCERT TICKETS

The Victoria Symphony is offering complimentary tickets to Canadian Armed Forces members, DND employees, and their families for its performance at UVic's Farquhar Auditorium on November 10th.

Convoy PQ-1, performed by the Victoria Symphony and guests, commemorates the sailors who, in 1942, fell victim to a German attack in the waters north of Murmansk, Russia. The challenges and dangers of war at sea are portrayed in this historical requiem composed by Christopher Butterfield, in collaboration with the Maritime Museum of British Columbia, the Naden Band of the Royal Canadian Navy, and Pacific Opera Victoria.

For your complimentary tickets, please contact Ryan Shore at ryan@victoria-symphony.ca or 250-412-1978. Tickets are first-come, first-served. The performance begins at 2:30 p.m. Military personnel are encouraged to attend in uniform.

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THE FIRST POPPY



Veterans and serving members gathered at the Esquimalt Legion for this year's Poppy Campaign official kick off.

Left: Pte (Ret'd) Larry Smith (left) and Cadet Sgt Connor Malloy raise the Remembrance Day Flag at the Legion.

Middle: Base Commander Capt(N) Luc Cassivi (left), Poppy Campaign Chair Silvia Vink, and Maritime Forces Pacific Sailor of the Year LS Dale Armstrong sport the first poppies.

Bottom: The Colour Party at the Esquimalt Legion stands at ease, waiting for the raising of the Remembrance Day Flag.

Photos by Shawn O'Hara, Lookout



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Online archive sheds light on Victoria's war history

Shawn O'Hara
Staff Writer

An in-depth look at Victoria during World War One is now just a click away.

A new website titled "A City Goes to War" was conceived by University of Victoria (UVic) PhD student and retired Princess Patricia's Canadian Light Infantry (PPCLI) Colonel Jim Kempling.

"I thought about how a lot of Victoria's history from World War One has been forgotten," says Col Kempling. "On Remembrance Day, we all say 'we will remember them.' The truth is we have forgotten. I wanted to help people remember what happened in Victoria."

The website comprises historical articles, timelines, and service records that show the many significant events, both good and bad, that took place in Victoria during the conflict.

"We always talk about how Canada was 'born on the bloody slopes of Vimy Ridge', but we never talk about how there were anti-German riots in Victoria," says Col Kempling. "Racism was rampant at the time. The Asian population in British Columbia wasn't even allowed to join the military, they had to make their way to Alberta or further. These are things we've completely forgotten about."

Victoria was also home to significant figures during the First World War, another fact often forgotten.

"Sir Arthur Currie, Commander of the Canadian Corps, was a school teacher and real estate agent in Victoria

before World War One," says Kempling. "Many people in Victoria have forgotten that, but it's a big part of our history."

The website, besides being an online archive, also offers a teaching package aimed at educating high school students on The Great War. The package includes assignments to encourage students to make what's called a "Fakebook", essentially a fictional social media page for a historical figure.

"We want kids to be aware of the history of their town," says Col Kempling. "Hopefully this will be an effective way of making it more appealing to them."

He says while certain portions of Victoria's history may not paint the city in the brightest light, it's a part of our history nonetheless.

"Forgetting about it doesn't make it go away," he says. "If we're going to learn from our mistakes and make a better future we have to be aware of what happened in the

past."

In assembling the site, Col Kempling had help from a number of undergraduate and graduate students. One such student was Kirsten Hurworth, a

History and English double major at UVic currently in her fourth year.

"My professor told me about the project following a paper I'd written about English/Canadian children

during World War One," says Hurworth. "They took me on and I spent my summer putting together content."

The content was assembled through extensive interviews and research with the Canadian Scottish and Artillery regiments at Bay Street Armoury, Alden Armoury, and Fort Rodd Hill.

Hurworth's articles are included in the site's packages, as well as interviews and research papers on facets of the city's history.

"Victoria has such a rich and strong history a lot of people have forgotten about," says Hurworth. "It was a pleasure, and an honour, to be a part of the efforts to preserve and share it with the community."

The website can be found at www.acitygoestowar.com

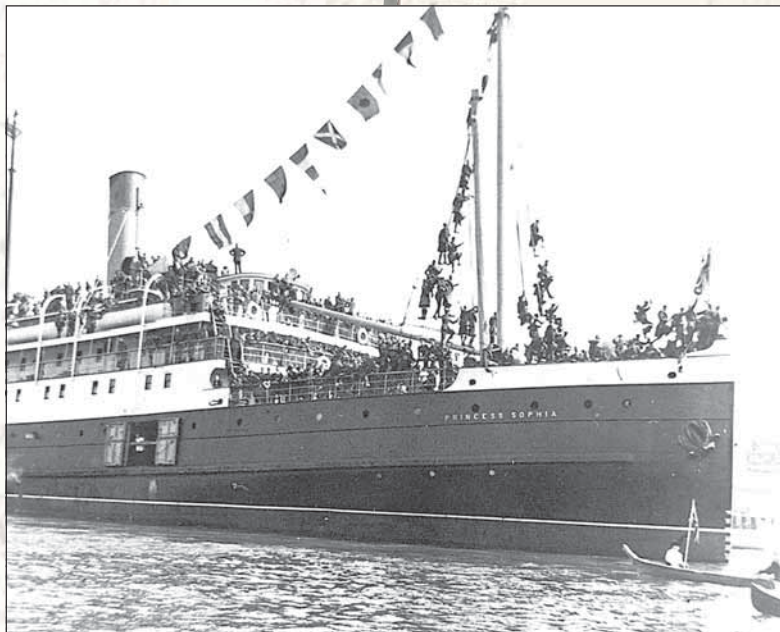


Image Courtesy of Craig Cotter at the Museum of the 5th (BC) Regiment Royal Canadian Artillery - Room 401/Box A1/28

Victorian troops aboard the SS Princess Sophia, leaving for Valcartier on Aug. 28, 1914. This would have been one of the first overseas contingents to leave Victoria.



Image Courtesy of Craig Cotter at the Museum of the 5th (BC) Regiment Royal Canadian Artillery - Room 401/Box A1/28

Troops march down Government Street to the CPR Dock, en route to Valcartier.

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Naden Band partners with Victoria Symphony for performance

Shawn O'Hara
Staff Writer

The Naden Band of the Royal Canadian Navy (RCN) will pay homage to one of Victoria's most prominent features on Nov. 8 at the McPherson Playhouse.

The concert is part of a series sponsored by the Victoria Symphony, entitled "Victoria and the Sea", and will feature a number of pieces honouring the connection the region has to the ocean.

"We wanted to look at the art and history of Victoria, and

how the sea influences our lives," says Lt(N) Matthew Clark, Commanding Officer (CO) for the Naden Band. "It's obviously a huge part of our culture and history, and as the Navy it's something we should acknowledge."

The series, a first of its kind, is a collaboration between the Naden Band, the Victoria Symphony, the Maritime Museum of British Columbia, and the Pacific Opera.

Tanya Miller, conductor for the Victoria Symphony, will lead the Naden Band for two

We wanted to look at the art and history of Victoria, and how the sea influences our lives.

-Lt(N) Matthew Clark
Commanding Officer, Naden Band of the RCN

pieces.

"This is a very exciting opportunity for the band," says Lt(N) Clark. "This is the first time the band has had the Maestro of the Victoria Symphony as a guest conductor, so we're very excited

to be doing something new."

The show will feature a number of military tunes, as well as more contemporary pop culture pieces, all in relation to the sea.

"We'll be playing pieces like the *Russian Sailor's*

Dance, and *Eternal Father* to honour our role as sailors," says Lt(N) Clark. "We'll also be playing music from *Jaws*, because well everyone likes the theme from *Jaws*."

The show is just one event in a long history and relationship between the Naden Band and the Victoria Symphony.

"When the Naden Band was stood up in the 1940, the Victoria Symphony formed not too long afterwards," says Lt(N) Clark. "When it formed, the nucleus of the Victoria Symphony was

made of Naden Band players. We've always been very close in one way or another, so it's a pleasure to work together and foster the relationship further."

The show is an evening concert at 7:30 p.m.

"I think everyone will be able to appreciate the evening," he says. "We've been practicing hard and we're very excited to bring the show to Victoria. It's going to be a great concert."

Information and tickets for the show can be found at www.rmts.bc.ca.

Resonance of remembrance: touring world war battlefields

• 7 to 9 p.m. Nov. 7
• Hatley Castle, Drawing Room

Join School of Tourism and Hospitality Management Professor Geoff Bird for his presentation that explores the experience and meaning associated with visiting 20th century battlefields and war memorials such as Vimy Ridge, Ypres, the Somme and Normandy.

The presentation considers the meaning of remembrance,

examining how sites of memory are established with memorials and the preservation of landscapes and relics of war.

In examining how these sites are interpreted by museums, battlefield tour guides and guide books, we gain interesting insights into the significance of war heritage in the 21st century.

He will also discuss the power of individual experiences when touring sites and

"standing in the footsteps" of those who fought. The "sense of place" associated with cemeteries and battlefields is investigated both in terms of how wars are commemorated, what is remembered and how war memory evolves from generation to generation.

You must register in advance at <http://cstudies.royalroads.ca/courses/PEDE3373-Y13.htm>. Admission is by donation to the Veteran's Poppy Fund.

Take your kids to work

"Take Our Kids to Work Day" is an initiative supported by local Victoria school districts as part of an annual nation-wide program for Grade 9 students to job shadow at their parent's workplaces on Nov. 6.

Those interested in having a "kid" shadow them need supervisor's permission prior to the day. Approval is up to the discretion of individual managers.

Pre-registration is required for your Grade 9 student to visit CFB Esquimalt and attend the activities. For registration, please contact: Meghan Fodor, Workforce Planning Assistant meghan.fodor@forces.gc.ca Phone: 250-363-7626.

Dress of the day requirements for students: Shoes that cover feet fully (i.e. no flip-flops or open-toed sandals).

Other events happening on this day include:

- Ship tour of *HMCS Regina* from 9-10:15 a.m. Location will be emailed out before the event.

- Guided FMF Tour, from 10:30 a.m.-noon, begins and ends at FMF main entrance, D250 by the top of C1 Jetty

- Fire Hall Tour, from 1:30 -3 p.m., meet at the New Fire Hall on Esquimalt Rd.

Please note that this event is for Grade 9 students only.

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locations and related prize draws, contact the SISIP office or visit our website www.sisip.com

At CFB Esquimalt, kiosk dates are:

- Nov. 4 11:30 a.m. - 1 p.m. at Nelles Block
- Nov. 5 from 11:30 a.m. - 1 p.m. at the Pacific Fleet Club Galley
- Nov. 13 from 11:30 a.m. - 1 p.m. at the Naden Athletic Centre
- Nov. 14 from 11:30

a.m. - 1 p.m. at Venture-Nixon Building(1367)

- Nov. 18 from 9:45 - 1:30 p.m. at the Fleet School
- Nov. 19 from 11:30 a.m. - 1 p.m. at the Naden Athletic Centre
- Nov. 21 from 11:30 a.m. - 1 p.m. at Nelles Block
- Nov. 26 from 9 - 11 a.m. at the BOR
- Nov. 27 from 11:30 a.m. - 1 p.m. at the Dockyard Cafe



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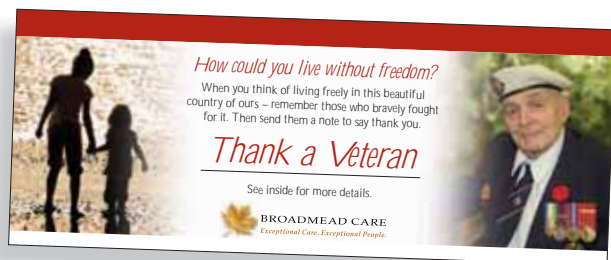
Gordon Hall, WWII and Korean War veteran, and current resident at the Lodge at Broadmead, bottom row, third from left.

Please do what you can for them.

When you think of all you have to be thankful for, remember to add your freedom to the list.

From now until November 10th, pick up a "Thank a Veteran" card at any Greater Victoria Thrifty Foods location. Send your thank you note and a donation for equipment and programs to Broadmead Care where WWII and Korean War veterans at the Lodge at Broadmead and Veterans Health Centre will read it on Remembrance Day.

To make a donation, mail your cheque payable to Broadmead Care to 4579 Chatterton Way, Victoria BC, V8X 4Y7, call in your donation to 250-658-3274 or donate online at www.broadmeadcare.com.



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Voices of the past: record your memories this month

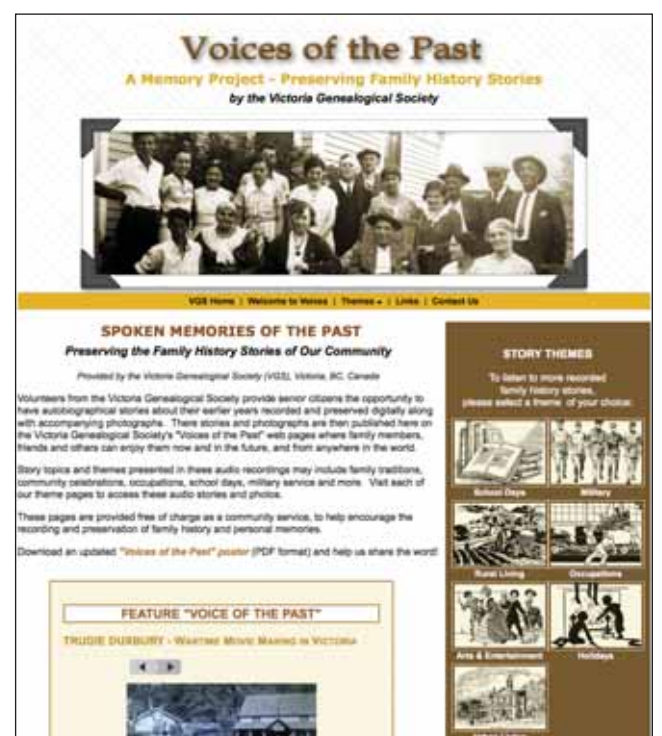
The Victoria Genealogical Society has launched "Voices of the Past", which creates family history legacies with the power of spoken words.

The free internet-based community memory project was designed to provide senior citizens the opportunity to have their autobiographical stories recorded and preserved digitally, along with accompanying photographs.

Story topics and themes presented in these audio recordings may include family traditions, community celebrations, occupations, school days, military service and more. Stories and photographs are then published on the Victoria Genealogical Society's Voices of the Past web pages (www.victoriags.org/voices) where family members, friends and others can enjoy them now and in the future, and from anywhere in the world.

The first few stories recorded by volunteers from the Victoria Genealogical Society are now available on-line.

The Greater Victoria Public Library has teamed up with the Victoria Genealogical Society to



provide the general public with the opportunity to have their family story or their loved one's family story recorded and posted to Voices of the Past.

2013 Recording session schedule:

- Nov. 15 at the Greater Victoria Public Library Central Branch;
- Nov. 21 at the Victoria Genealogical Society's Resource Centre;

• Dec. 10 at the Greater Victoria Public Library Central Branch.

Advance registration is required to reserve a recording session time slot. Register by emailing projects@victoriags.org.

The Victoria Genealogical Society is a non profit, volunteer run organization with a Resource Centre and Library located at 947 Alston Street, Victoria.

Remembrance Day Service

The public is invited to attend a Remembrance Day Service at Royal Roads University hosted by the Vancouver Island Ex-Cadet Club.

NOVEMBER 11 AT 10:40 A.M.
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Royal Roads University remembers and honours the men and women who stood strong for our country.

Langham Court Theatre production unites humour and sorrow

Shawn O'Hara
Staff Writer

An upcoming stage production looks to give Victorians a skewed and hilarious look at the lives of World War One veterans.

The production, called "Heroes", is a translation of a play by French playwright G rard Sibleyras. Originally opening in London in 2005, Langham Court's production is a first for Victoria and director Don Keith, who says he couldn't be happier to bring it to the community.

"It's such an intelligent, witty play," he says. "The cast is just delightful and they

Hopefully with this play we can bring attention to the hardships of our veterans, and maybe entertain people along the way.

-Don Keith
Director

really bring a huge amount of talent to the production."

The show will run from Nov. 14 to Nov. 30 at the Langham Court Theatre and focuses on the lives of three World War One veterans who are living out their remaining days in hospice. While the subject matter is emotionally heavy, Keith says the play itself is a comedy, and it shows in the cast.

"The characters are hilarious, they spend so much time together, they're like three uncles who do nothing but bicker," he says. "We did our best to do the characters and the source material justice, so it was important for us to get the relationships right."

While the original London production featured English heavy hitters Richard Griffiths, John Hurt, and Ken Stott, Victoria's production features three new local talents. Bill Christie, Alan Omerod, and Thomas Holder will take the stage as veterans Gustave, Henri, and Phillippe.

"We've got an Englishman, an Irishman, and a Scot, so you can imagine the conversations they have," says Keith. "It has been such a pleasure

working with them and the experience they present is incredible."

While the last of the World War One veterans has died,

Keith says the importance of this play is bringing attention to lives of veterans following active service.

"It's important to remem-

ber combat and war change lives forever," he says. "Hopefully with this play we can bring attention to the hardships of our veterans,

and maybe entertain people along the way."

Ticket information can be found at www.langhamtheatre.com.



David Lowes / Art Studio 21 Photography

The cast of "Heroes", Thomas Holder plays Phillippe, Alan Ormerod plays Henri, and Bill Christie plays Gustave.



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Photo submitted

Colwood Mayor Carol Hamilton, Brian Robson and Kaye Robson with Sgt (Ret'd) Robby Robson at the dedication of Robson Place on Triangle Mountain in Colwood.

Colwood street dedicated to veteran

Shawn O'Hara
Staff Writer

A quiet street on Triangle Mountain is now the site of a veteran's legacy.

The street, now named Robson Place, was dedicated by the land developer of Vista Estates to honour the history of Sgt Robby Robson, veteran of two wars and Triangle Mountain's first resident.

Mayor Carol Hamilton joined developer Fritz Karger and Sgt Robson for the low key dedication in October.

"My father appreciates the sentiment and the dedication," says Brian Robson, son of Robby. "He's been a resident of Colwood since 1957, so this community has always been very important to him."

Robson served in the Canadian Armed Forces for 12 years, fighting in both World War Two and the Korean War. Upon returning to Vancouver Island he found a new home on the then uninhabited Triangle Mountain, where he designed and built a dream home for his family.

Robson moved into the house in 1962, three years after construction began.

"My parents raised my brother and I on the moun-

tain, and looking back I'm so grateful for my time up there," says Robson. "Back then it was pretty isolated, so we learned to be self sufficient. I thank my parents for that."

Following in the Robson family footsteps, many families moved onto Triangle Mountain and the community has grown, becoming one of Colwood's most popular areas. This included Karger who became the second owner of the original Robson homestead, raising his family there before deciding to develop the land two years ago.

"This area is very important to our family," says Robson. "The plaque will be a reminder to us, my brother's children, and his children's children."

The four acre property is now being developed into 18 units.

The house, a two story cedar plank building, has been disassembled and will be rebuilt on Savary Island in the Strait of Georgia.

"It's such a beautiful area, with a breathtaking view of the ocean," says Robson. "I have a lot of very fond memories of that place, and I hope new families will form their own memories in the future."

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ROGERS' RANGERS

and the birth of special operations

Story courtesy
of the Maple Leaf

Major Robert Rogers

was considered one of the most feared military commanders fighting throughout northern New York and New France during the Seven Years War, and is thought to be the father of special operations forces in North America.

Rogers practiced his unique interpretation of war with his Ranger units by conducting daring guerrilla-style operations against French, Canadian, and Indian forces during the Seven Years War, fought from 1756 to 1763.

The Seven Years War, a conflict between alliances of the great powers of Europe, is considered by

many to be the first "global" war. This conflict resulted in territorial exchanges in North America that shaped settlement in the decades that followed, ultimately influencing the present-day boundaries and cultures of the continent.

Unforgiving Youth

Rogers grew up in an unforgiving environment surrounded by violence, retribution and a warrior's code embedded in blood revenge. He was exposed to Indian raiding parties and served as a boy in the New Hampshire militia, participating in armed combat during King George's War from 1744 to 1748.

With a marvellous sense of topography sharpened on the frontier settlements, Rogers ruthlessly applied his knowledge of bush warfare as a commando leader

and exploited his fluency in French, allowing him to question captured prisoners and use that knowledge to his immediate advantage. Rogers became a master of the lightning raid and a highly-valued intelligence interpreter. He was also adept at leading scouting and reconnaissance missions, and gained a notable reputation, given his bold leadership and unconventional tactics, often conducting operations under the cover of darkness and during the winter when conventional

morale and fighting spirit. Thus Rogers created a brotherhood in the Rangers. But they were a highly mobile and lethal brotherhood capable of living off the land while moving silently amongst the enemy, observing their intentions and operations while striking with impunity.

No likeness of Rogers survives today, but we can imagine that he – like his Rangers – was sleek, agile, tough, rugged and weathered, while bearing the physical scars of close combat.

In 1757, Rogers drafted a manual of forest fighting that he included in his published memoirs. Rogers' principles provide an intriguing and revealing glimpse into the operations

Although Rogers didn't invent ranger warfare, he blended his own tactical innovations to those practiced by the Indians, instilling these lessons with his insistence on high group morale.

forces retreated to quarters.

Clad in dark green uniforms reflecting the lush eastern woodlands (an early form of camouflage), the Rangers were invisible strikers in the bush warfare practiced by their enemies.

Occasionally, Rogers' expeditions produced misleading intelligence and he was beaten in a handful of engagements, but the Rangers scored key strategic victories unachievable by conventional forces.

Innovative Tactician

Although Rogers didn't invent ranger warfare (the first Ranger Company of British-American colonials served under John Gorham's command in Nova Scotia in 1744), he blended his own tactical innovations to those practiced by the Indians, instilling these lessons with his insistence on high group

of the Rangers.

Rogers' Wars

On March 13, 1758, at the Second Battle of the Snowshoes, Rogers' Rangers ambushed an enemy column, but were subsequently ambushed themselves during the fighting. The Rangers lost 125 men with eight wounded and 52 survivors. Rogers estimated 100 enemies were killed and nearly 100 wounded.

Rogers' most daring – and infamous – raid took place in the fall of 1759 when he was ordered to destroy the Abenaki village of Saint-Francois-de-Sales, a primary staging ground for raids into New England. This would be the Rangers' most dangerous mission as they infiltrated well behind enemy lines deep into western Quebec. The Rangers did this with brutal efficiency,



Painting courtesy of Gary Zaboly

An artist's depiction of Robert Rogers at Detroit.

sacking and burning the Abenaki village and killing nearly all of its inhabitants.

Ranger efficiency was immediately telling as Abenaki raids along the frontier diminished. On their return journey through Vermont, Rogers' unit ran out of provisions. In desperation, he left his starving troops encamped along the Connecticut River and returned a few days later with food and relief forces from the nearest British fort at present-day Charlestown,

New Hampshire.

This was the high-point of Rogers' military career. Yet, there is a tragic side to his personal story.

Following the 1763 Treaty of Paris, which ended the Seven Years War, Rogers was left with a huge financial debt. Commanding officers at the time were responsible to pay, clothe and feed their troops; however, the British promised to compensate Rogers for his expenditures. The British failed and Rogers' reputa-

tion quickly diminished.

A man of great energy and vision, he was unable to pull his life together and died in an English prison in 1795, a divorced and impoverished alcoholic.

An extraordinary warrior, Rogers' legacy survives into our time. This is worthy of his reputation owing to his record in battle and his authoritative observations on irregular warfare, the foundation of contemporary special forces soldiering.



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UPSTAIRS

Memorial Ribbon a compliment to the Memorial Cross for family members

No one suffers more from the death of a Canadian Armed Forces (CAF) member than the member's close friends and family.

Now a memento is being offered to close family and friends of deceased CAF members for their personal loss and sacrifice.

The Memorial Ribbon, which was announced in November 2012, has been given to more than 70 family members or close friends of fallen CAF members with more applications being processed daily.

The Ribbons

These Ribbons are assembled by hand at the Directorate of Honours and Recognition with the care and attention befitting the sacrifice of the families of our fallen. They are now part of the

Memorial Package, which also includes the Memorial Cross, the Memorial Scroll, the Memorial Bar, the Sacrifice Medal, and inscription in the Seventh Book of Remembrance.

This Ribbon complements the Memorial Cross by expanding eligibility to a greater number of family members and close friends, as well as to those who were previously ineligible to receive the Memorial Cross. This also presents the opportunity for children to receive a special token to remember and honour their loved one.

Ribbon Recipient

"I know everyone in my family will cherish the Memorial Ribbons," said Mark Marin, whose father, Flying Officer Boris Jaroslav Pasichniak, served in the Royal Canadian Air

I know everyone in my family will cherish the Memorial Ribbons. I am thankful to the [Memorial Ribbon] program for their efforts in facilitating the receipt of these ribbons.

-Mark Marin

Force during the Second World War. "I am thankful to the [Memorial Ribbon] program for their efforts in facilitating the receipt of these ribbons for our family."

Marin's family received five Ribbons in Flying Officer Pasichniak's honour in February 2013. The ribbons were distributed between Flying Officer Pasichniak's closest relatives: his widow, his son (Mr. Marin), his two daughters and a nephew with whom he shared a mutual appreciation of the Air Force.

Issuing Ribbons

Memorial Ribbons may be issued in commemoration of every CAF member whose death is attributed to duty-related injury or illness sustained on or after Oct. 1, 1947. This date coincides with the first date inscribed in Veterans Affairs Canada's Seventh Book of Remembrance.

"When I visited the Directorate of Honours and Recognition, it was evident that everyone

there understands the importance of their efforts and what this token of recognition means to our families," said Major-General David Millar, Chief of Military Personnel.

The Ribbons will be issued automatically for deaths that occurred on or after Nov. 6, 2012, and when the death is clearly attributable to service such as in the case of direct hostile action, accidents while on training, and other similar circumstances.

For deaths that occurred between Oct. 1, 1947 and Nov. 5, 2012, application forms must be sent to the Directorate of Honours and Recognition (DH&R). Ribbons will not be issued until the Directorate has validated the information.

For more information on the Memorial Ribbon or to access the online application form visit the Directorate of Honours and Recognition's website or contact the Memorial Ribbon project directly at ribbon.ruban@forces.gc.ca or at 1-855-433-2976.

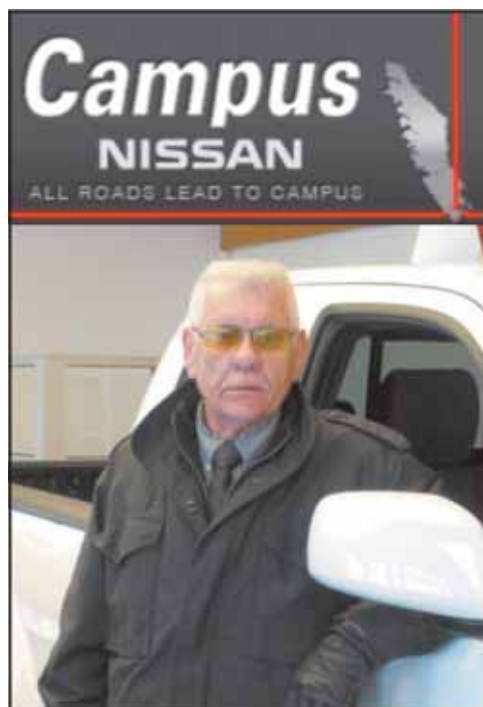


The new memorial ribbon (inset) is now part of the Memorial Package given to families of the fallen, which also includes the Seventh Book of Remembrance, pictured here.

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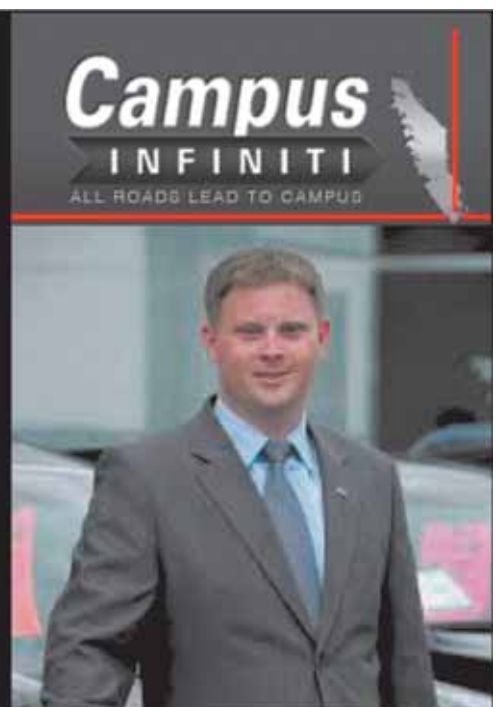
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Second World War plane takes its last flight

Capt Petra Smith
Royal Canadian Air Force

A vintage Auster Mark V, tail number TJ398, from the Second World War took to the skies for one last flight, only this time as cargo.

The Royal Canadian Air Force (RCAF) and The Royal Regiment of Canadian Artillery joined forces to bring an important part of Canada's military history to Canadian soil, echoing a storied past.

A CC-130J Hercules, returning home from a mission in Italy, met the Auster Mark V at Royal Air Force Base Brize Norton in Oxfordshire, United Kingdom on Sept. 30. It was loaded onto the Hercules by RCAF traffic technicians for its final flight over the Atlantic Ocean to 8 Wing Trenton, Ontario.

Once on Canadian soil, the aircraft was loaded in a Canadian Armed Forces transport truck for delivery to its final home at the National Artillery Museum at Canadian Forces Base Shilo, Manitoba.

The Auster Mark V is a high-wing, single-engine, tail-dragger, fabric-covered monoplane, built during the Second World War. Taking

off from grass landing strips, the Auster Mark V flew from various locations behind the front. It flew over the front lines, found targets, conducted reconnaissance missions, assisted road moves with traffic control and route reconnaissance, and provided VIP transport. Their principal duties were to observe targets that could not be seen from ground and to direct artillery fire onto those targets by radio.

During the war, Auster Mark V aircraft were flown in action by Canadian gunner officers from 665 Air Observation Post Squadron over Northwest Europe in 1945. The 16 Austers from 665 Squadron were maintained by RCAF technicians.

From 1947 to the late 1960s, the Auster tail number TJ398 was used by Air Services Training in the south of England and in Perth, Scotland. In the late 1960s, it was rescued and restored by the Air Preservation Society of Scotland, who featured the aircraft at the East Fortune Airfield Museum of Flight.

Marc George, director of the National Artillery Museum learned of this

Auster Mark V while acquiring another aircraft. Its previous owner Karl Edmondson is an aviation enthusiast and aviation archaeologist who displayed the aircraft at air shows across England. It took part in re-enactments and was profiled with other artefacts, including radios, telephones and motor bikes.

"We are effectively bringing home a Canadian combat veteran," said George. "There isn't a more powerful way to connect with what our military have done than to see the artefacts that they used; visitors will be able to get face to face with an aircraft flown in action by Canadians in the Second World War."

The Auster Mark V will be on temporary display at The Royal Regiment of Canadian Artillery Museum in Shilo in February and March 2014. With the recent acquisition of the Auster Mark V, the museum is planning to eventually install a permanent Flying Gunners' exhibit of 2,500 square feet [232 square metres] to include artefacts dating from the Royal Flying Corps in the First World War to the recent war in Afghanistan.



Above: The Auster Mark V is stored in Hangar 1 at 8 Wing Trenton following its last flight as cargo on board a Hercules on Sept. 30.

Left: The Auster Mark V is carefully loaded by into the belly of the Hercules.

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War of 1812 - did you know...

Some interesting facts on the War of 1812

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Constructing Canada's Identity

The War of 1812 is an important milestone in the lead-up to the 150th anniversary of Canada's Confederation in 2017.

Canada would not exist had the American invasion of 1812-15 been successful.

The end of the war laid the foundation for Confederation and the emergence of Canada as a free and independent nation.

Under the Crown, Canada's society retained its linguistic and ethnic diversity, in contrast to the greater conformity demanded by the American Republic.

Establishing borders in North America

The Treaty of Ghent re-established the borders between British North America (Canada) and the United States to their 1811 configuration. The Treaty called for a joint British-U.S. boundary commission that would confirm the border between Canada and the United States in the years following the war. This boundary between neighbours is now the world's longest undefended border.

Building a peaceful North-American relationship

The end of the War marked the beginning of two centuries of peaceful relations, close cooperation and friendship between Canada and the United States.

Historical Legacies

The War was an important chapter in Canada's military history, with many modern reserve regiments from Ontario, Quebec, and Atlantic Canada tracing their origins to this conflict.

The Rideau Canal was conceived after the war as a military supply route linking the Ottawa River with Kingston and providing a more secure means of transportation for troops and supplies from Montreal to reach the forts and dockyards of Upper Canada.

Important figures

Laura Secord never made chocolate. She was a Canadian heroine of the War of 1812. Her warning British forces of

an impending American attack contributed to the British and First Nations victory at the Battle of Beaver Dams in which an American attacking force of nearly 500 soldiers was taken prisoner.

While Laura Secord is the best known heroine of the War, many other women risked their lives helping the British cause.

Statues of Major-General Sir Isaac Brock, Lieutenant-Colonel Charles Michel d'Irumberry de Salaberry, and Laura Secord—all important Canadian figures in the War of 1812—are part of the Valiants Memorial in Confederation Square in Ottawa.

Major-General Sir Isaac Brock was appointed to the Order of Bath for his success in the capture of Detroit, but died at the Battle of Queenston Heights before learning of his new honour.

While Tecumseh is the best-known Aboriginal leader of the War of 1812, Mohawk War Chief John Norton often led more warriors into battle.

Economic consequences

Throughout the War of 1812, many gunboats and large warships were constructed at the Kingston Naval Yard, an important British warships building facility on Lake Ontario. Other dockyards were located in York (Toronto); Amherstburg, in Upper Canada; and Île aux Noix, on the Richelieu River in Lower Canada.

During the War, the British and Americans issued "letters of marque," which allowed private ship owners to become privateers to prey on enemy commercial shipping. Many ship owners made a fortune selling the ships and cargoes they captured.

Other interesting facts

The British purposely chose to dress their soldiers in red coats so they could be seen by the enemy from a long distance. Enemies had to wait until the redcoats were 100 metres away before shooting at them with the day's inaccurate firearms. Untrained foes were intimidated by the advancing redcoats, usually overestimating the size of the advancing British force.

Many of the Upper Canadian militiamen who helped defeat American invasions were recent American immi-

grants to Upper Canada.

In Lower Canada (Quebec), French-Canadian militia played a vital role in defending Canada against invasion – most notably at the battles of Chateauguay and Crysler's Farm where numerically superior American forces were defeated and the capture of Montreal prevented.

Without the alliance with First Nations during the war, the defence of Canada would probably not have been successful. First Nations played instrumental roles in many important victories including Michilimackinac, Detroit, Queenston Heights, Beaver Dams, Chateauguay and Crysler's Farm.

In Canada, many Black volunteers fought in the defence of Canada fearing that the invading Americans would return them to slavery. One notable unit was the "Coloured Corps" which fought at Queenston Heights and was partially made up of persons who had escaped slavery in the United States.

The defeat of the American invasion would not have succeeded without the combined efforts of the British army and Royal Navy, assisted by English- and French-speaking militiamen and First Nations allies.

The Treaty of Ghent did not immediately end the war. It did not come into effect until it was ratified. Since overseas communications were slow and carried by boat, it took several weeks for the document to reach the United States, where it was ratified on February 16 and came into effect on February 18, 1815. In the meantime, battles were fought in New Orleans and at Fort Bowyer, in Alabama.

There were no anaesthetics during the War of 1812. Many soldiers wounded in battle had arms and legs amputated by army surgeons while being held down firmly as the limb was cut off with knives and saws. To prevent the injured man from biting through his tongue in pain, a lead musket ball or bullet was held between his teeth. The phrase "biting the bullet" originates from this practice.

A trip from England to Canada that takes several hours today by plane, could take as long as three months by sea in 1812.

Passchendaele - blood bath on the Western Front

Courtesy Maple Leaf

As the single-most horrific contest during the First World War, the Battle of Passchendaele resonates in history as the toughest campaign fought by soldiers of the Great War.

Waged between July and November 1917, two massive armies slogged it out in the trenches around the Belgian village of Passchendaele where British Expeditionary Force (BEF) commander Field Marshall Sir Douglas Haig sought a breakout around the Ypres salient to capture German submarine bases on the Belgian coast.

For three years, the British made little headway along their sector of the line on the Western Front, while the death toll was beyond comprehension. Average monthly casualty rates for soldiers in the First World War were appalling. The British Expeditionary Force's "normal wastage" statistic – of which the Canadians were a part – reported monthly losses at

35,000 soldiers. It was a grim set of circumstances.

British, New Zealand and Australian troops were thrown into the melee in the first months of the campaign. Severe rain, huge artillery bombardments and a high water table turned the battlefield into an endless morass of mud.

Preparation and Attack

After three months of unrelenting death and destruction, the British Expeditionary Force had worn itself out. It was at this moment of the battle that Sir Haig ordered the Canadian Corps, a 100,000 strong fighting formation, to the Passchendaele front in mid-October 1917.

General Sir Arthur Currie, the Canadian Corps commander, wrote in his reconnaissance notes, "battlefield looks bad, no salvaging has been done and very few of the dead buried."

The initial objectives set by Sir Haig hadn't been met, and three months into the fight there was nothing to show but 10,000 dead

on both sides.

Gen Currie objected to the battle, fearing it could not be won without fearful losses but Sir Haig was desperate for a symbolic victory and insisted on the effort, believing that even a limited victory would help salvage the campaign. Having no choice but to attack, Gen Currie prepared for the fight, understanding that deliberate preparation, especially for his artillery and engineers, was the key to advancing over this shattered landscape.

When the Canadians arrived, relieving Australian and New Zealand troops, they were shocked by the terrible battlefield conditions. Gen Currie ordered the construction of new roads, the building or improvement of gun pits, and the repair and extension of light railways. Horses and mules transported hundreds of thousands of shells to the front preparing for the infantry's attack. The Germans sitting atop Passchendaele ridge

fired continuously on these efforts, killing or wounding hundreds.

Gen Currie launched a deliberate or 'set-piece' attack on Oct. 26, the first of four phases in a battle he estimated might cost 16,000 Canadians killed or wounded.

The Corps' Third and Fourth divisions attacked first. Theirs was a terrible experience characterized by slaughter, drowning and death. After three days of hard fighting and with 2,500 killed and wounded, Gen Currie called a halt just shy of his initial objective.

On Nov. 6, the First and Second Divisions resumed the advance. The Canadians attacked so quickly that German artillery rounds landed behind the advancing infantry. But in three hours of fighting, the Canadians suffered 2,238 casualties.

On Nov. 10, the fighting was all but over and Passchendaele was in the hands of the Canadian Corps.

The Legacy of Passchendaele

Canadians demonstrated unprecedented valour during the Passchendaele campaign with nine soldiers receiving the Victoria Cross for their actions in just over two weeks.

But the human cost was overwhelming.

Total British losses were estimated at 275,000 casualties to the German's 220,000, making it one of the war's costliest battles. Although a victory for the Allies, the battle delivered a blow to the collective morale of the British Expeditionary Force and is typically remembered as the low point of the British war effort.

Passchendaele remains synonymous with the terrible and costly fighting on the Western Front but unlike many other battles in the First World War, this one would go down in infamy as a futile effort. Just six months after the village was taken, the British abandoned the position without a fight.



The battlefield as it looked in 1917 was devoid of any recognizable geographical landmarks, save for a few charred tree trunks.

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Piper James Cleland Richardson, Canada's sole Victoria Cross recipient, played the bagpipes in action. After escorting prisoners behind the lines, he returned to the front to fetch his pipes and was never seen again.

July 1, 1916: Slaughter on the Somme

**Courtesy
Maple Leaf**

Following an unparalleled week-long artillery barrage where 1.7 million shells were launched into a well-entrenched enemy defensive position along the Somme river, 120,000 British soldiers scrambled over the parapets into no man's land aiming to achieve a decisive victory.

What those soldiers experienced as they crossed the shell-holed fire zone was nothing less than cold-blooded murder.

In an effort to dislodge a tenacious German position and relieve flailing French forces in Verdun, the British hoped to crack the German line with their artillery and dislodge them with the infantry.

By day's end, almost 60,000 British soldiers lay dead, wounded or missing with no objectives taken.

The "siege" of the Somme was on. And without question, the first day of the five-month campaign was the bloodiest in British history.

Canada's Contribution to the Battle

The 1st Newfoundland Regiment was part of the Somme assault force. In less than 30 minutes they advanced into point-blank machine gun fire, and the Newfoundlanders suffered more than 700 casualties.

In late August 1916, the Canadian divisions moved to the Somme, where they took over a section of the line in front of Courcellette.

On Sept. 15, the 2nd and 3rd Divisions assaulted and captured the village.

In the following weeks, the Canadians attacked repeatedly to advance only a few hundred metres over shell-pocked, corpse-strewn land. Their deadly battle-field objectives were finally taken by Nov. 11.

Four Canadians received the Victoria Cross (VC) on the Somme. One of them, Piper James Richardson of the 16th "Canadian-Scottish", earned his for leading his kilted brothers through a stubborn German defense.

Richardson's company was pinned down at a barbed-wire entanglement. Heavy casualties temporarily demoralized the 16th and

the teenaged piper seized the initiative by rising from the ground in full view of the enemy, hoisted his pipes and marched up and down the wire.



Inspired by his example, the 16th rushed the wire and captured their objective. Having left his pipes behind, Richardson went back to find them and was never seen again.

Most Bloody Fight Ever Waged

The five-month Battle of the Somme has been described as the bloodiest fight ever waged in the history of warfare. The front line had moved forward only 10 kilometres. The Allies suffered more than 620,000 casualties - 24,029 of which were Canadian. The Germans call the Somme campaign Das Blutbad - the blood-bath and suffered more than 650,000 German casualties; of that number 235,000 were killed.


Canadian Army official historian, Colonel G.W.L. Nicholson, said of the Somme: "... we cannot close our eyes to the horror of the mass butchery."

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Operation Overlord: D-Day Remembered

Courtesy Maple Leaf

More than 23,000 jump-smocked paratroopers from three Allied Airborne Divisions leapt into the night skies over Normandy on the evening of June 5, 1944, launching the largest military invasion in history.

The D-Day assault, a huge and complex undertaking, was a multinational, combined operation involving hundreds of thousands of sailors, soldiers and airmen whose mission was to deliver freedom to Nazi-occupied Europe.

Operation Overlord

Overall command of Operation Overlord belonged to American General Dwight D. Eisenhower, a commander known for his conciliatory nature who united the extreme personalities making up the senior Allied command structure in England. British General Bernard L. Montgomery was appointed as the ground forces commander.

As a testament to Canada's war effort, Supreme Allied Command tasked the Canadians the responsibility of their own invasion beach, the only nation other than the United States and Britain accorded this honour.

The five beaches—Gold and Sword

for the British, Utah and Omaha for the Americans, and Juno for the Canadians—were well defended and had been beefed up under the supervision of the superb Afrikakorps Commander, Field Marshall Erwin Rommel. Backing Rommel and the Atlantic Wall were 10 Panzer-Grenadier Divisions, all in operation by the end of June 6.

The volume of men and materiel involved in the Normandy invasion was astounding: three airborne divisions, along with five infantry divisions, supported by armoured units from three nations to be landed on five separate beaches. Thousands of aircraft and 7,000 vessels had to be

coordinated in order to move those personnel from Britain to assault the Nazi defences on the northern coast of France.

Juno Beach

By day's end, the Canadians on Juno Beach lost 340 men, had 574 wounded, and 47 taken prisoner. Of all the divisions that landed on June 6, the Canadians gained the most ground by sundown. But D-Day represented much more than the one-day affair we commemorate today. The Normandy invasion marked the beginning of the end of Hitler's brutal grip over Europe, and the re-birth of freedom across Europe was delivered by Gen Eisenhower's multinational liberators.



Two French boys, one wearing a Scottish regimental Glengarry, salutes Canadian soldiers as they liberate Boissons, France, on June 19, 1944.

Photo by National Archives of Canada

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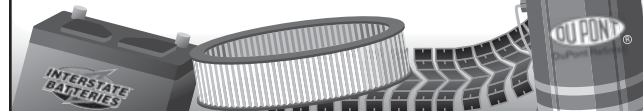
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Norma Watts remembers

Dominique Boily
RCAF PA

Norma Zelia Watts (née Tilley), formerly from Coventry, England, served as a radio telephonist with the British Women's Auxiliary Air Force (WAAF).

During the Battle of Britain, she was the ground contact for the aircrew that fought back the German Luftwaffe in the British skies.

She first served with Fighter Command, and then with Bomber Command, which is where she met her husband, Flight Lieutenant Jack Vincent Watts, a Royal Canadian Air Force navigator.

During the Battle of Britain, the Luftwaffe attacked airfields and radar stations on the southeast coast of England.

"I started at Fighter Command Biggin Hill, which the Germans bombed the hell out of and killed 30 of us WAAFs, at which point [our leaders] decided they would move us off the base," she said.

The WAAFs then moved to a beautiful home a few miles away from the base.

"It was wicked, the planes would come over and would shoot up those Spitfires ... you hated to see it...you just hated to see it. However, it happened."

The day to day duties of radio telephonists were mainly to keep radio contact with the aircrew, but the WAAFs were also involved in other activities.

"You would be in bed asleep and be awakened by some officers: 'Get up! Get up! We have to go out there and put out

some fire bombs!' They would give us some shovels and kick us out the door to go out looking for flames and put them out."

Most of the time, however, her duties were much more serious. The loss of comrades was especially hard to bear.

"That was a hard part for us girls, as radio telephonists. We were in direct communication with the aircrew, handling take-off and landing telecommunication with them. You would hear them coming back, and if there was a problem you would hear them. They would be asking for ambulances, but of course there would always be one on stand-by because you never knew what was going to land."

Emergency situations might include loss of an engine, control problems, or wounded on board.

"The ground crew have to know. So you were waiting for these guys to come back and you may hear something, but you may hear nothing. You just knew there would be fatalities, you couldn't avoid it. You would just read the board in the morning to see the names that were crossed out.

"For the WAAFs, it was personal. When they heard a call sign for a landing, there was relief. If they didn't hear a call sign, it meant an aircraft was missing. Everyone on the ground shared in that fear. You had to face it, it was a deadly kind of business.

"It was a war. Period," Mrs. Watts concluded. "The tears came later."



Norma Zelia Watts (née Tilley) served during the Battle of Britain as a radio telephonist.

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CFLC TOURS BASE

Left: Members of the Canadian Forces Liaison Council (CFLC) toured the Damage Control Facility, watched a helicopter fire demonstration, and sailed in an Orca training vessel on Oct. 25 at CFB Esquimalt.

Photos by Cpl Stuart MacNeil, MARPAC Imaging Services



PO2 Shawn Goodine, a Clearance Diver with Fleet Dive Unit (Pacific), gives a demonstration of equipment used by clearance divers to members of the CFLC.



LCdr Michael Lawless, from HMCS Malahat, gives a quick briefing to members of the CFLC aboard an Orca.



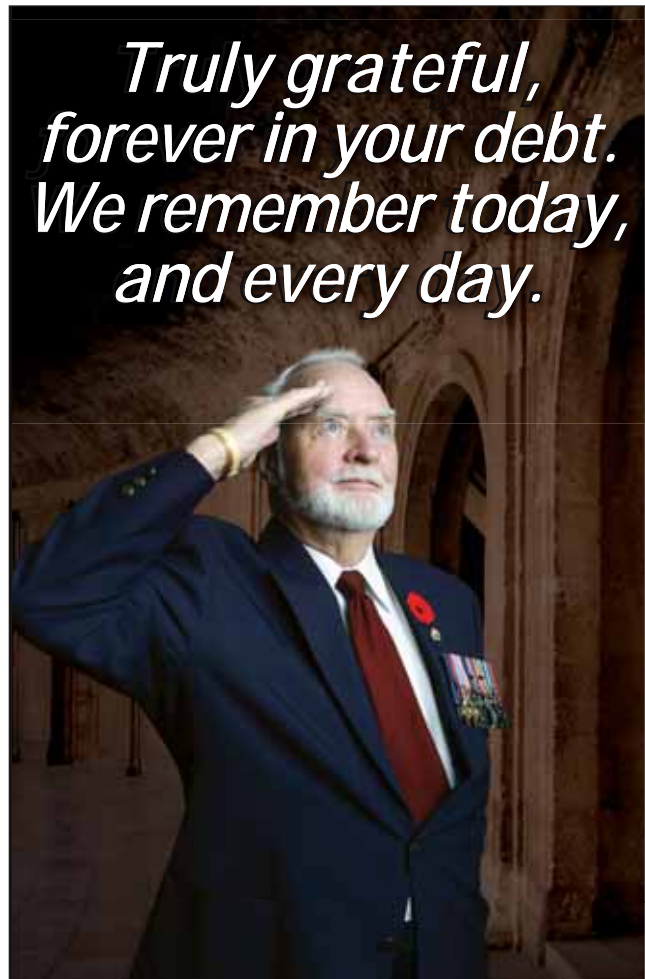
PO2 Albert Van Akker directs Marina Jaffey on how to steer a ship.



PO2 Lee Bickerstaffe demonstrates how to use a fire nozzle to a member of the CFLC while sailing in the Strait of Juan de Fuca in an Orca.



Lt(N) Leslie Ewart directs Sonia Dhaliwal as she steers the Orca training vessel.



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Cdr Jeffrey Climenhaga, Commanding Officer of HMCS Vancouver, presents SLt Zhang with his Certificate of Competency Naval Combat Systems Engineering.



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LCdr Coulombe is assisted by Lt(N) Salzer in the promotion of LS Connors.



Cdr Climenhaga is assisted by PO1 Nichol in the promotion of A/LS Jahraus.



LCdr Coulombe is assisted by Lt(N) Pang in the promotion of AB Eustace.



LCdr Coulombe is assisted by Lt(N) Pang in the promotion of AB DeBresser.



LCdr Coulombe is assisted by Lt(N) Sleen in the promotion of AB Blunden.



AB Passy is promoted to her current rank by Cdr Ryan Tettamanti, Commanding Officer of HMCS Algonquin.



LS Blatchford is presented with her CD by Cdr Tettamanti.



LS Wood is promoted to his current rank by Cdr Tettamanti.



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Italian citizen remembers wartime with Canadian contingent on Operation Husky

**Courtesy
Maple Leaf**

Reitano Giuseppe was 16 years old when he found a body on an Italian street during the Second World War. "Soldato canadese," he says. A Canadian soldier.

The Canadian soldier had found a wounded German, Giuseppe explains with the help of his grandson who translates.

The Canadian picked him up and began carrying him to the hospital to receive medical aid. On the way to the hospital the German woke up and stabbed the Canadian with his knife. The Canadian died; Giuseppe doesn't know his name.

He does, however, know where the soldier is buried.

Down the hill from Agira, on a smaller rise overlooking Lake Pozzillo, 490 Canadian soldiers are buried—six of them are unknown. The tombstones are white marble, with maple leaves carved into them, placed in rows over the crown of the hill, and with flowers native to the area carefully planted

and tended over each grave.

Seventy years after Canadians first took the town of Agira during the Second World War, cracking the German foothold in Sicily, Giuseppe tells his story to Canadian soldiers who have returned to remember and honour those who fought in these streets so many years before.

Sixty Canadian Armed Forces (CAF) personnel, representing the units of the 1st Canadian Infantry Division and their sup-

porting naval and air force assets, returned to the Agira Canadian War Cemetery in July to honour the 562 Canadians who lost their lives fighting in Sicily during the Second World War.

Deployed on Operation Sicily in support of the Operation Husky 2013 initiative, which was led by Steve Gregory of Canada Company, the CAF contingent joined a group of civilian marchers to retrace the line of advance taken by the soldiers of the 1st Canadian

Infantry Division during the Sicilian Campaign in 1943.

"The ceremonies have been heartfelt and a tremendous tribute to those personnel who made the supreme sacrifice," said Major-General Jim Ferron, Commander 1st Canadian Division Headquarters. "I'm honoured to be here with 60 soldiers, sailors and airmen and women who represent the Canadian Army units and supporting Royal Canadian Navy and Royal Canadian Air Force elements that participated in Operation Husky in 1943."

Towns such as Piazza Armerina, Catenanuova, and Assoro were visited — sites of significant Canadian battles— all perched on mountaintops in Sicily's country side. As the contingent members marched on steep cobblestone streets under the strength of the Sicilian sun, many wondered at the accomplishments of the soldiers who fought there 70 years ago, facing the challenging terrain and German fortifications.



Photo by Cpl Philippe Archambault
Reitano Giuseppe stands in the same spot in Agira, Sicily, where he found the body of a Canadian soldier 70 years ago.

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Visit the Canadian Virtual War Memorial

Joanna Calder
RCAF

As Remembrance Day approaches, Canadians remember those who served – and fell – in the defence of Canada. The Canadian Virtual War Memorial website provides a way that Canadians can learn more about those who gave their lives for our freedom.

The website contains a searchable database of the graves and memorials of more than 118,000 Canadians and Newfoundlanders who died for their country. The site includes memorials of more than 1,500 soldiers who died in service to Canada since the Korean War, including while on peacekeeping missions and in Afghanistan.

You can search the database to find basic service information about fallen

soldiers, sailors, and airmen and airwomen and information about where they are buried or commemorated. The site also contains digital images of photographs and personal memorabilia about individual Canadians.

In fact, you can help build the collection by adding your own family pictures and additional information about the fallen.

The purpose of the Canadian Virtual War Memorial is to recognize and keep alive the memory of the achievements and sacrifices made by those who served Canada in the defence of freedom, and so have contributed to the development of Canada as a nation.

Each record contains the following information where available:

- Family name and given name(s)
- Date of death and age

- Service number, unit, force, rank and unit
- Citations, honours and awards
- Burial information (cemetery name, location and plot reference)
- Additional information

The site also includes direct links to the digital collection of Canada's Books of Remembrance, where you can see scans of the pages of the books, and read them names inscribed on them. The books are searchable by name.

- South African War (1899-1902) and The Nile Expedition (1884-1885)
- First World War (1914-1918)
- Second World War (1939-1945)
- Korean War (1950-1953)
- Newfoundland (First and Second World Wars)
- Merchant Navy (First and Second World Wars)
- In the Service of Peace (post Second World War, except Korean War)

The Canadian Virtual War Memorial is an initiative of Veterans Affairs Canada in partnership with Industry Canada.

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Canada remembers the Korean War

Courtesy
Veterans Affairs Canada

A NEW THREAT TO WORLD PEACE?

The year is 1950. The Second World War is over. The United Nations (UN) has been in place for just five years, and is working to promote global peace and security. Canada is brimming with optimism as Canadians look forward to a prosperous and peaceful second half of the 20th century. Suddenly, an international crisis is brewing in the Korean peninsula and people, the world over, are holding their collective breath. What happens next is history.

SETTING THE STAGE

At the end of the Second World War, Japan's empire was dismantled and the Soviet Union, seeking to gain influence in the region, occupied North Korea while the Americans moved into South Korea. The Soviets and the Americans eventually left, but not until a communist government had been established in the North and a democratic government in the South. Tensions between the two Koreas grew to a climax and, on June 25, 1950, the military forces of North Korea crossed the 38th Parallel into South Korea. This marked the beginning of hostilities which were to rage on for more than three years, throughout the country known to its people as the Land of the Morning Calm.

REACTION OF THE WEST

The UN, created to resolve conflict between member nations primarily through dialogue and negotiation, also had the flexibility to use force in the pursuit of peace. The situation in Korea would require armed intervention, and 16 member nations, including Canada, would contribute military forces under United States command.

KOREAN WAR

Initial advances of North Korean troops reached Seoul, the capital of South Korea, but a September 1950 UN sea landing at Seoul's port of Inchon forced the North Koreans to retreat. Seoul was re-captured by UN Forces, which then crossed the 38th Parallel, moving toward the Chinese border. Chinese forces intervened with a massive offensive that drove the UN and South Korean Armies back across the 38th Parallel to southern positions along the Imjin River.

In mid-February 1951, units from Canada, Great Britain, Australia, New Zealand and India joined to form one Commonwealth Force, as part of a north-eastern advance toward the 38th Parallel. Korea, a rugged country with hills, swamps

and rice fields, also has periods of severe seasonal weather which hampered combat operations. By the end of March, Canadian troops were in the Gapyong Valley and in mid-April UN Forces were again north of the 38th Parallel.

Western politicians debated invading China at the risk of expanding the war, but decided against such action and in late April 1951, with new troops and equipment, Chinese and North Korean forces struck in the western and west-central sectors. The aggressive Chinese advance forced US troops in the area to move back or risk being overrun by the enemy. Canadian and other Commonwealth troops entered the battle in the Gapyong Valley and helped the Americans retreat to safety. The Canadians were awarded a US Presidential Citation for this gallant action.

ARMISTICE

Early in July 1951, cease-fire negotiations began. However, there would be two more years of fighting until the signing of the Armistice at Panmunjom on July 27, 1953. The uneasy truce which followed left Korea a divided country, yet the first UN intervention in history effectively stopped the aggression, and the UN emerged from the crisis with enhanced prestige.

CANADA'S CONTRIBUTION

As with the two world wars that preceded Korea, Canadians volunteered for military service far from home. Canada's military contribution was larger, in proportion to its population, than most other UN participants. But throughout its brief history, isn't this the continuing story of Canada's efforts to achieve world peace? While honouring its military obligations, Canada has continued to promote dialogue and negotiation as the first option to solve global issues.

THE SACRIFICE

Canada, as a nation, owes an everlasting debt of gratitude to those young men and women who, in the prime of their youth, have served and continue to serve their country in times of war and peace to preserve global peace and protect fundamental human rights.

Many made the ultimate sacrifice, and lie buried in countries far from their homes and loved ones. Many have returned from service with injuries to body and mind that they must carry with them for the rest of their lives. The names of 516 Canadian war dead are inscribed in the *Korean War Book of Remembrance* located in the Peace Tower in Ottawa.

WE WILL REMEMBER THEM

Each year, on November 11, the nation

pauses to remember those who have served Canada during times of war and peace. However, to truly understand what impact that service has had on the peaceful nation of Canada and on the Canadian way of life, we must capture and extend the significance of Remembrance Day to other commemorative activities, events and projects throughout the country all year long. This is the least that Canada can do to honour and respect those who have served.

In the coming months, Canadians from across the country will take time to honour, in a multitude of ways, their fellow citizens who served during the Korean War. The fallen will be remembered, their achievements and sacrifices acknowledged, and the lessons learned passed on to a new generation of Canadians.

THE LEGACY

The collective experiences and stories of

Canada's Veterans provide Canadians with a proud and lasting legacy that will continue into the country's future.

Remembering and reflecting on the significance of the contribution they made, and continue to make, strengthens the commitment to preserve the values that they fought and died for—truth, justice, peace, freedom and knowledge. Values that help to define Canadians and Canada.

The Korean War marked a new stage in Canada's development as a nation. Since the end of the war, Canada has contributed to peacekeeping operations around the world in an effort to promote international freedom and maintain world peace.

To learn more about Canada's role in the Korean War, please visit the Veterans Affairs Canada Web site at www.vac-acc.gc.ca or call 1-877-604-8489 to get the publication *Canadians in Korea*.

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Cold War memento returned to family of fallen RCAF navigator

Holly Bridges
RCAF PA

A long lost family heirloom created in memory of Cold War navigator Flight Lieutenant Leon Rodrique "Denny" Fillion has been returned to members of his family – 46 years after his death.

The heirloom's return to Canada marked the final leg of a journey that has brought a sense of closure to a family that never got to say goodbye.

Randall, Lise, André, and Sylvie Fillion (who passed away in 1990) were children the day they learned their father had been killed in an aircraft training accident at Royal Air Force Station Kinloss in Scotland, where they lived.

Flight Lieutenant Fillion and eight others perished when their Shackleton Mk 3.3v crashed into the North Atlantic on Nov. 19, 1967. There were two survivors.

"I remember it as though it was yesterday," says Lise, who now lives in Vancouver. "A knock came at the door to tell us that Daddy wasn't coming home. It was horrible. We were whisked off to Glasgow and then to Canada and that was it. Mom was left with four young kids under nine and no husband. Because his body was never found we had no funeral, no celebration of life, no grave, no way to say goodbye, nothing. It was a very difficult time."

Lieutenant-Colonel (retired) Peter Giles, who served with Flight Lieutenant Fillion at Kinloss, remembers that day very well.

"I was the one who had to tell Laura she was a widow," recalls LCol Giles. "I brought my wife with me, which was sort of standard procedure back then and it kind of softened the blow. Still, for Laura to be so far away from home, herself an orphan from Newfoundland, with four children – she had married her Prince Charming and it all blew up. Except for having four children with Denny, her life ended there really."

A year later, still mourning the loss of her husband, Laura Fillion, who settled in Ottawa, commissioned a painting of Canadian maple leaves in memory of Denny, which she presented to the officers' mess at Royal Air Force Station Kinloss where it hung for many years. Sadly, when the station closed in 2011, the mess closed too. There was no record of the painting or its whereabouts; it was as though it had never existed. The Fillion children were devastated.

The mystery set in motion a chain of events that would see military and civilian volunteers on both sides of the Atlantic Ocean work together with André and Lise to find the painting and bring it back to Canada.

Initially, everyone thought the painting was lost forever until a member of the Royal Air Force heritage close-out team, Frank Antley, found it among some artefacts. Upon hearing the news, LCol Giles and retired Royal Air Force Wing Commander Derek Straw suggested the painting be returned as soon as possible to the Fillion family. The Royal Air Force agreed and the long journey back to Canada began.

Squadron Leader John Foster of the Royal Air Force drove the painting from Scotland to Wiltshire, England; from there, LCol Art Agnew, a Royal Canadian Air Force officer, and the Canadian Defence Liaison team at the High Commission of Canada in London began overseeing the project.

David Malleson, from the United Kingdom Department of Trade and Industry, arranged for the Royal Air Force Museum to restore the painting while Patrick Shepherd from DHL International Logistics volunteered to ship the painting to Ottawa free of charge.

Everyone knew they were participating in something special.

"So many things we do in our careers, and in our lives are important but lack human impact," says LCol Agnew. "The return of this painting was

like being a part of history. It linked the United Kingdom with Canada and spanned decades. It linked families, friends and strangers over so many years."

On Tuesday, Oct. 15, almost 46 years to the day their father died, Lise and André Fillion finally received the painting from British High Commissioner Howard Drake during an intimate ceremony at the British High Commission in Ottawa.

Commissioner Drake said the ceremony was more than just handing over a piece of beautiful Canadian artwork to Flight Lieutenant Denny Fillion's family; it was also an opportunity to reflect on the courageous sacrifice a young Canadian made in defence of his country while on exchange with the Royal Air Force over 40 years ago.

"Your Prime Minister Stephen Harper has stated that the Canadian economy floats on salt water and this was no different 40 years ago. To ensure that Canadian and British Merchant Fleets enjoyed freedom of navigation on the high seas and to deter the possible first strike capability of the Soviet Union, Denny [Fillion] and the brave aviators of the Royal Air Force and Royal Canadian Air Force undertook perilous sorties in all weathers to track and contain any submarine threat.

"To allow them to be effective in this highly important task they also had to hone their skills in training missions against submarines of the Royal and Royal Canadian Navies. These training missions tested the very edge of what aviators call 'the envelope' and were highly dangerous, undertaken in the harshest of weather conditions over some of the roughest seas in the world.

"It was on one such mission over the dark cold waters of the North Atlantic that the aircraft Denny was navigating, Whiskey Romeo 976, from 121 Squadron [from Royal Air Force Station] Kinloss, crashed with the tragic loss of nine lives.

"Between 1951 and 1991 over 140 young men lost their lives protecting the sea lanes of the North Atlantic a sacrifice which we are all duly grateful," said Commissioner Drake.

After accepting the painting, and wiping tears from his eyes, André explained what the day truly meant to him and his sister, who said the ceremony was almost like the funeral they never had.

"I know my Dad is here with us today and I hope he's smiling," said André. "And I just want to say 'Daddy, I got your painting back. I did this so you'd always be remembered and I hope I've made you proud. I don't know if having made the ultimate sacrifice in service of your Queen and country makes you a hero, but you've always been a hero to me. Je t'aime Papa.'"

The painting now hangs in André's home in Ottawa. He hopes to retire in Comox, British Columbia, home of his father's last Canadian posting, and donate the painting to the officers' mess there.

In addition to Flight Lieutenant Fillion, the others who died in the crash were Squadron Leader Brian Campbell Letchford, Flight Lieutenant Frank Raymond Hollins, Flight Lieutenant Edward Thomas Spicer, Flight Lieutenant Peter John Stowell, Flying Officer Keith Robert Gordon, Flight Sergeant John Francis Gent and Sergeant Arthur Brown. The normal crew number was 10, but there was also a naval officer onboard, Lieutenant-Commander Christopher Brian Schofield.

Sergeant E. Bradshaw and Sergeant R.M. Collins survived the crash and were picked up by Her Majesty's Ship Brighton.

Right middle: André Fillion (left) kisses his father Ft Lt Denny Fillion at RAF Kinloss shortly before the crash that killed him. It was the last photo of the two ever taken.
Right: Laura and Denny Fillion on their wedding day. Flight Lieutenant Fillion was only 35 when he died.



Cpl Vicki Lefrançois



Photo courtesy of Fillion Family.

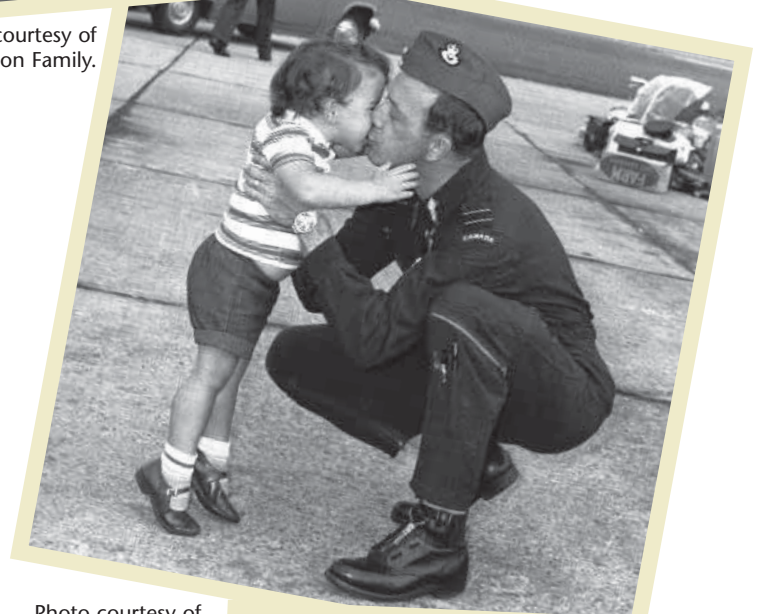


Photo courtesy of Fillion Family.



Photo courtesy of Fillion Family.

Above: Lise Fillion, LCol (Retired) Peter Giles and André Fillion display the painting that was commissioned by their mother Laura in memory of their father, Flight Lieutenant Denny Fillion.

Left: Flight Lieutenant Fillion, a Royal Canadian Air Force navigator, perished in an aircraft training accident on Nov. 16, 1967, near Royal Air Force Station Kinloss in Scotland.

Persian Gulf War - a look back

Courtesy Maple Leaf

An American-led coalition of a half million soldiers mustered in the Persian Gulf in the closing months of 1990. The coalition readied itself for war under the auspices of the United Nations as a result of Iraq's occupation of Kuwait and its threat to peace and security in the Persian Gulf.

Iraqi forces could pose considerable threat

The Allies were under significant pressure given the capabilities of Saddam Hussein's military forces. The Iraqis possessed considerable military breadth and depth. The Iraqi army had over one million soldiers in uniform supported by more than 5,500 tanks, including modern T-72s and over 3,000 artillery pieces. To this was added the elite Republican Guard who numbered over 80,000 troops. And the Iraqis also boasted over 750 French- and Soviet-made aircraft, including 500 fighters and fighter-bombers.

But perhaps even more worrisome was that the Iraqi armed forces were combat-tested in a decade-long war against Iran during the 1980s, while Western forces hadn't waged a full-scale war since the days of the Korean conflict.

Lastly, and most troubling, was that Iraq had a chemical weapons arsenal at its disposal - blister and nerve agents - and the means of delivering them. Saddam Hussein had also shown his willingness to use these weapons

against his own people and against Iran. **CF deploys to Persian Gulf**

The CF deployed to the Persian Gulf in August 1990, shortly after the United Nations passed Resolution 661 authorizing an embargo against Iraq to restore peace to the region. Operation Friction, the Canadian contribution to the Allied effort, brought together a Naval Task Group, a field hospital and 24 CF-18 fighters.

The 2,700 Canadians in theatre could have been lost amidst the half million-sized force. They were not because Canadian commanders insisted on national control over their troops' employment. And even when tactical control was extended to foreign commanders, it was done on the understanding of specific limitations.

The Canadian Naval Task Group consisted of *HMCS Terra Nova* and *HMCS Athabaskan*, and the supply ship *HMCS Protecteur*. They intercepted suspicious shipping in the Persian Gulf.

The Canadian field hospital with 530 personnel operated with the British division, caring for both British and Iraqi wounded.

The CF-18s operated out of the Canada Dry bases in Qatar, performing combat air patrol, escort and reconnaissance missions. For the first time since the Korean War, Canadian air-to-surface attacks took place during the conflict.

UN deadline expires

Iraq's deadline to comply with UN Resolution 660 (to abandon its occupation of Kuwait and return home)

expired Jan.15, 1991. After this date, the Allied force, led by American General Norman Schwarzkopf, was free to commence military operations. The "shock and awe" of post-modern industrialized warfare was about to be unleashed all over Iraqi forces.

War begins

The air war began two days later. This phase of the campaign was designed to knock out the command, control, communications and air capabilities of Iraqi forces. The Allied air war paid off and opened the way for the troops on the ground.

The mighty ground offensive launched on Feb. 24 was an exercise in the application of overwhelming force. Several brave Iraqi units stood their ground and fought hard, but the result seemed almost inevitable. The Iraqis didn't have a chance.

Iraqis ejected from Kuwait

Three days following the 'race to Iraq' - such was the speed of the retreating Iraqis that Allied soldiers involved in the ground offensive described their experiences as a race - after just 100 hours of ground operations, the Iraqis had been unceremoniously ejected from Kuwait.

U.S. President George H. Bush declared a unilateral cease-fire on February 28. Iraq agreed to abide by the terms of the UN Resolutions on March 3, and the official cease-fire came into effect on April 6.

With assistance from Dr. Richard Gimblett.




Persian Gulf War - CF-18 fighter jets from 439 Tactical Fighter Squadron on the flight line at Camp Canada Dry in Doha, Qatar in January 1991.

Photo: Christian Coulombe

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Atlantic divers explore the depths of Riva Del Garda

Lt(N) Joel Cormier
CPO2 Austin Collett
 Fleet Diving Unit
 (Atlantic)

A dive team from the Fleet Diving Unit (Atlantic) was in Italy recently participating in Deep Dive Exercise 2013.

This was a multinational deep diving exercise held Sept. 29 to Oct. 11, hosted by nations with Mine Counter Measures (MCM) diving capabilities to 81 metres of water, utilizing a Canadian designed Helium / Oxygen rebreather, which is in use by all participating nations.

The team departed Canada Sept. 26 via a CC-130 Hercules J model aircraft.

This year's exercise was held in the town of Riva del Garda, situated in North Central Italy, and was attended by dive teams from Sweden, Finland, Portugal, Norway, the Netherlands, Belgium,



Fleet Diving Unit (Atlantic) divers with their unit flag in the Riva Del Garda Lake.

Canada and the host country.

Diving took place in Lake Garda, a deep fresh water lake, which was chosen not only for its depth but also for its distance from any naval support base.

The Italian Navy wanted to simulate an actual deployment where all teams would have to plan to be self-sustaining for the duration of the exercise.

Deep Dive Exercise has been occurring for over 15 years with the first exercise held in Halifax, Nova Scotia. It allows participating countries the opportunity to see how other dive teams operate and what new equipment or techniques are being used in deep diving.

"In order to ensure our divers are prepared and able to respond to an incident in depths up to 81

metres, they must train to a high level of proficiency and Deep Dive Ex is the perfect fit for this," stated by CPO1 Charles Trombley, Coxswain FDU (A). "The exercise not only allows our dives to gain experience in deep diving, but the exchange of information between allied nations such as tactics, techniques and procedures in deep water environments is vital to ensure Canadian divers are as prepared as possible to tackle the dangers of deep water diving."

This year's exercise also had scenarios based on search and recovery of high value military equipment, and the location of downed aircraft, and disabled submarines. The Italian Navy provided service and support in all aspects of the exercise including an operations area.

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CT-114 Tutor celebrates five decades of service

Joanna Calder
RCAF

The iconic CT-114 Tutor aircraft – soaring and wheeling through the skies at air shows and flypasts across the continent – is a source of national pride and pleasure to Canadians of all ages.

As well as being flown by the Snowbirds aerobatic team, located at 15 Wing Moose Jaw, Saskatchewan, Tutors are also used for aircraft testing by the Aerospace Engineering Test Establishment at 4 Wing Cold Lake, Alberta.

On Oct. 29, 2013, the nimble birds reach a major milestone: the fiftieth anniversary of their first delivery to the Royal Canadian Air Force.

The anniversary will

officially be celebrated next year to mark the aircraft's first operational flight; planning for the celebration is now underway.

The CT-114 Tutor was designed and manufactured by Canadair Limited to Royal Canadian Air Force specifications. The first delivery took place on Oct. 29, 1963, and the aircraft were put to use as the RCAF's basic jet trainer. By 1967, 190 aircraft, designated CL-41 by Canadair, had been delivered to the RCAF.

Canadair built one other version, the CL-41G, which was supplied to Malaysia for use as a ground attack aircraft.

Tutors were first used as an aerobatic aircraft in 1967, when 10 were

modified for use by the Golden Centennaires team to celebrate Canada's centennial. The team flew for just one year, but in 1970 pilots at 2 Canadian Forces Flying School in Moose Jaw, Saskatchewan, began flying the Tutor again as a demonstration aircraft.

In 1971, the team was dubbed the "Snowbirds" and in 1975 the Snowbirds became the Canadian Forces Air Demonstration Team. Three years later, they were organized as a squadron: 431 Air Demonstration Squadron.

In 2000, the RCAF replaced the Tutor as a training aircraft with the CT-156 Harvard II and the CT-155 Hawk.

The Tutors flown by the Snowbirds are slightly



DND photo

Air to air view of the Golden Centennaires (Tutor Aircraft) flying in formation.

modified versions of the training model. In addition to show features, the modified version has a more highly-tuned engine to enhance performance during low-level aerobatic flying. They are also painted in the familiar red and white colour scheme that reflects the

Canadian flag.

In February 2012, the Government of Canada awarded a contract to IMP Aerospace in Halifax, Nova Scotia, to maintain the aircraft fleet. This three-year contract, with seven one-year extension options, is for routine preventative maintenance and associated repairs.

The Tutor is expected to continue flying as an air demonstration aircraft until approximately 2020.

The Royal Canadian Air Force is examining options, including potential cost, to continue

providing Canadian air demonstration capability, but no decisions have yet been made.

The Snowbirds are a source of pride for all Canadians and vital ambassadors for the Royal Canadian Air Force, the Canadian Armed Forces and Canada, at home and across North America.

The team members embody the high level of professionalism, teamwork, excellence, discipline and dedication that are demonstrated by the men and women of the Canadian Armed Forces.

Technical Specifications

- Length: 9.75 metres
- Wingspan: 11.12 metres
- Height: 2.84 metres
- Weight: 2,575 kilograms (empty)
- Power: General Electric J85-CAN-40 turbo jet
- Thrust: Reaches 18,000 feet (5,486 metres) in fewer than six minutes; can carry out 2G turns at 25,000 feet (7,620 metres)
- Service ceiling: 11,850 metres
- Range: 648 kilometres
- Crew: Two



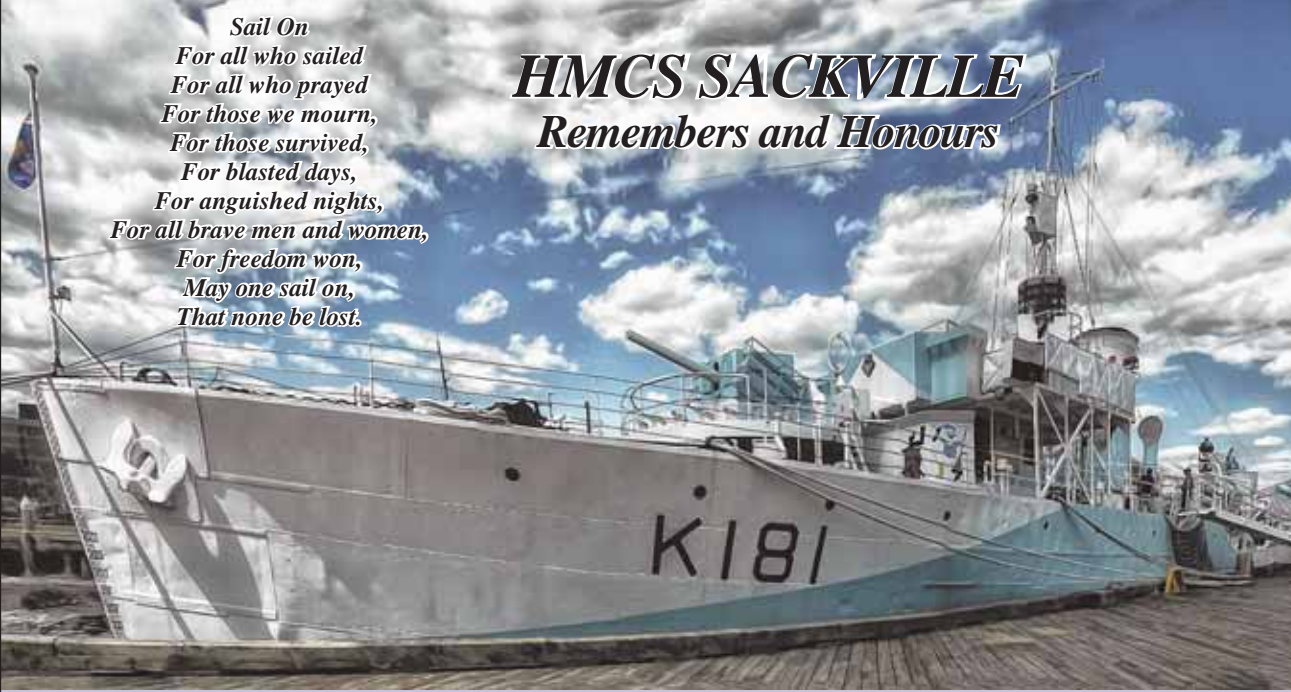
DND photo

A photo of the CT-114 Tutor aircraft as it was originally delivered to the RCAF.

*Sail On
For all who sailed
For all who prayed
For those we mourn,
For those survived,
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For anguished nights,
For all brave men and women,
For freedom won,
May one sail on,
That none be lost.*

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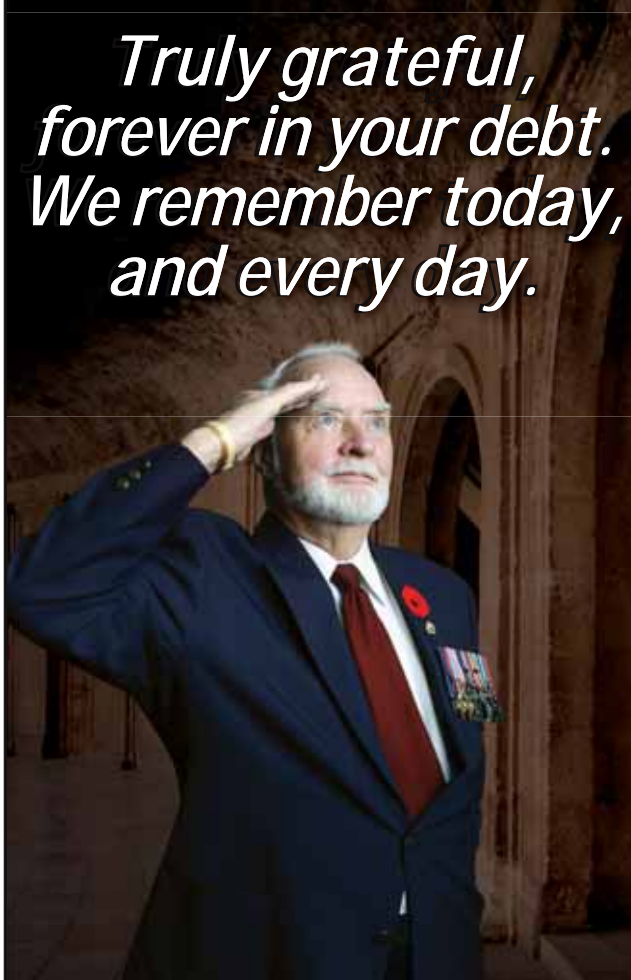


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Battle of Atlantic

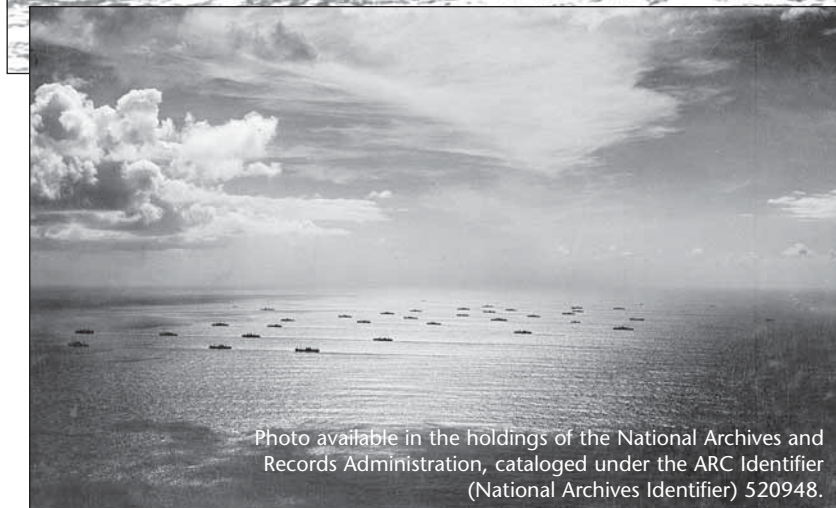


Photo available in the holdings of the National Archives and Records Administration, cataloged under the ARC Identifier (National Archives Identifier) 520948.

Top: An allied tanker torpedoed in the Atlantic Ocean by a German submarine in 1942. The ship crumbles at midship under the heat of the fire, and settles toward bottom of ocean.

Left: A convoy moves eastward across Atlantic bound for Casablanca, Africa, Nov. 1942.

"Sailors faced peril we can only imagine"

Courtesy Veterans Affairs Canada

"What a miserable, rotten hopeless life... an Atlantic so rough it seems impossible that we can continue to take this unending pounding and still remain in one piece... hanging onto a convoy is a full-time job... the crew in almost a stupor from the nightmarishness of it all... and still we go on hour after hour."

Frank Curry of the Royal Canadian Navy (RCN) wrote these words in his diary aboard a corvette in 1941, during the Battle of the Atlantic, a battle that would be called the longest of the Second World War.

During the darkest days of the war, thousands of Canadians in the RCN, the Canadian Merchant Navy, and the Royal Canadian Air Force (RCAF) faced perilous conditions that many of us can only imagine.

Canada's role in the Battle of the Atlantic was large and significant. Starting from a tiny base of ships, aircraft and personnel, and an infrastructure of meagre proportions, Canada became one of the foremost Allied powers in the Atlantic war.

By 1942, Canada was able to carry a major share of the defence of North American waters and, at the same time, was Britain's principal partner in the defence of trans-ocean convoys.

By 1944, Canadian forces had developed the strength and capability to provide a significant contribution to the British and Americans in other theatres of the war.

Canada's Merchant Navy Veterans bore much of the brunt of the war in the Atlantic. Many of the sailors aboard merchant vessels had survived the mines and submarines of the First World War and chose to sail again, some two decades later. They sometimes sailed in rusty old ships, but more often in highly inflammable tankers or in freighters loaded with ammunition. With each voyage the odds of survival seemed to grow longer. Still, voyage after voyage, men who had been torpedoed or had seen ships go down about them, sailed and sailed again.

The most important achievement of the war in the Atlantic was the more than 25,000 merchant

Continued on next page

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ship voyages made from North American to British ports under the escort of Canadian forces.

These vessels delivered approximately 165 million tonnes of cargo to sustain the United Kingdom and made possible the liberation of Europe. In the process, Canadian warships and aircraft sank, or shared in the destruction of some 50 U-boats.

Beginning the war with a mere 13 vessels and 3,500 personnel, the Royal Canadian Navy grew to become, for a brief time at least, the third largest of the Allied navies. At war's end, the RCN comprised 373 fighting ships and more than 110,000 members, including 6,500 women who served in the Women's Royal Canadian Naval Services.

The principal Canadian anti-submarine forces at that time included 261 sea-going escorts (Bangors, corvettes, frigates and escort destroyers). Hundreds of other craft—Fairmile launches, tugboats, coastal tankers and the other kinds of transports—protected Canadian waters, serviced the fleet and kept the bases running. All but a handful of the RCN ships, moreover, were built in

Canada—an accomplishment of critical importance to the Allied cause. During the dark years of 1941 and 1942, when Canadian production came on stream, the larger Allies simply had no other source of escorts.

The RCAF's Eastern Air Command reached a peak strength of 21,233 personnel, including 1,735 members of the Women's Division, at the end of January 1944. Of this total, more than 1,200 were air crew. The rest managed the bases, communications, navigation systems and other services needed to operate multi-engine aircraft over the vast expanse of the northwest Atlantic. At this same time, nearly 2,000 RCAF air crew were serving in both Canadian and British squadrons of the Royal Air Force Coastal Command.

The main objective of Canada's Atlantic forces was always the protection of shipping. The outcome of the war was dependent on the success of the Atlantic convoys—on the merchant ships reaching the United Kingdom.

In 1939, Canada had only 38 ocean-going merchant ships averaging little over 6,000 deadweight tonnes (dwt), with a total

Canada's Merchant Navy Veterans bore much of the brunt of the war in the Atlantic. Many of the sailors aboard merchant vessels had survived the mines and submarines of the First World War and chose to sail again, some two decades later.

of about 290,000 tonnes and manned by approximately 1,450 Canadian seamen. Following the outbreak of war, captured enemy ships and ships of occupied nations were added to the roster. There was also a large Canadian Lake fleet, and in the desperate wartime situation even they became ocean-going vessels. Yet, over the course of the next six years, the wartime world's fourth largest merchant navy would emerge, almost all of it built in Canadian shipyards.

The number of ships that poured from Canada's shipyards during the war was extraordinary. In fact it was described by an official of the British Ministry of War Transport as "remarkable," "astonishing" and "magnificent." From the first delivery in December 1941 to shortly after war's end in

1945, Canada produced three hundred fifty-four 10,000 tonne dwt cargo ships; forty-three 4,700 tonne dwt cargo ships; and six 3,600 tonne dwt cargo ship. Simultaneously, they turned out astonishing numbers of naval vessels; 281 escort ships (destroyers, corvettes, frigates), 206 minesweepers, 254 tugs and 3,302 landing craft.

The remarkable achievement by the Allied shipyards was an important reason for the turn of the tide in the Battle of the Atlantic. By mid-1943, it was clear that no matter how many merchant ships German U-boats still could send to the bottom, torpedoings could no longer outpace the production of new ships.

With this expanded participation came a high cost. Approximately 2,000 members of the RCN were

killed, all causes and theatres combined, the vast majority in the Battle of the Atlantic—752 members of the RCAF died in maritime operations as a result of enemy action and flying accidents in the unforgiving environment. The Book of Remembrance for the Merchant Navy lists by name nearly 1,600 Canadians and Newfoundlanders, or those who served on ships of Canadian or Newfoundland registry. It includes the names of eight women. Many other Canadians, whose names are unknown, were lost serving on ships of Allied merchant marines.

Those who fought in the Battle of the Atlantic achieved and sacrificed much in their efforts to help bring peace and freedom to the people of Europe. These combatants were among the more than one million men and women who served in Canada's armed forces during the Second World War. More than 42,000 Canadians gave their lives in the war. Canada recognizes the sacrifices and achievements of all the Canadians, like those who fought in the Battle of the Atlantic, who accomplished so much and

left such a lasting legacy of peace.

The Battle of the Atlantic was a pivotal struggle that was won, just in time, with massive help from Canada—from its navy, its airmen, its merchant marine and from its civilian population.

A Victoria Cross, the British Empire's highest gallantry medal, was posthumously awarded to a member of the RCAF for his courageous leadership during the Atlantic campaign. Flight Lieutenant David Hornell, of Mimico, Ontario, was pilot of a Canso amphibian aircraft which came across a surfaced U-boat north of the Shetland Islands in June 1944. Although his aircraft had been hit by anti-aircraft fire, and was burning and vibrating violently as a result, Hornell managed to destroy the submarine and land the aircraft on the water, where it soon sank. Having only one small dinghy among the eight of the plane's crew, Hornell gave up his seat in the raft to a wounded crew member. Two Canadians died of exposure, and the rest were rescued 21 hours after crash-landing. Hornell, blind and exhausted, died shortly after his rescue.

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Science and Technology in the Second World War

Veterans Affairs Canada

The Second World War was a conflict that saw a great deal of scientific and technical innovation. The war was a battle of scientific minds as well as of bullets and bombs and the wartime research programs came up with many important developments to help give the Allies an advantage in the struggle. As with many other aspects of the Allied war effort, Canada played an important role.

Much of the research found civilian uses after the war and has helped shape today's modern world. Whenever you heat food in a microwave oven or use washer fluid to clear off a car windshield, to name just two examples, you can credit the groundbreaking work done by Canadian scientists during the Second World War.

Research and Development

Canada was a great centre of wartime research. The National Research Council, the Armed Forces, and various Crown corporations undertook research in weapons, atomic energy, radar, nutrition, medicine, and other areas which both helped win the battle and improved the life and well-being of people in the years that followed.

Extensive research on magnetism was conducted to learn how to degauss (or demagnetize) the hulls of ships to protect them from some types of mines and to detect submerged submarines. This research would pay divi-

dends after the war as a means to detect bodies of ore from the air for mining purposes.

The Canadian Anti-Acoustic Torpedo (CAT) gear was developed as a counter-measure to enemy acoustic torpedoes. This invention is credited with saving many ships from torpedo attacks.

The technique of cathodic protection of ships' hulls against salt water corrosion (a technology that is still in use today and has saved millions of dollars in ship damage) developed from work done in Canada during the war.

Anti-fog windshield fluids, developed for service vehicles, were a Canadian invention.

The first patent for artificial fur arose out of Canadian work in developing improved Arctic clothing for the military.

Canadian companies and scientists played a leading role in the development of synthetic rubber. Although a completely synthetic rubber was still not developed by war's end, a fully satisfactory product was in production that was 90% made from wheat derivatives.

A technique developed by prolific Canadian scientist and inventor George Klein provided a means of testing and quantifying snow conditions. He also developed aiming systems for artillery and anti-submarine mortars and carried out research on high velocity projectiles and their fuses. As well, he developed an anti-roll stabilizer for an anti-submarine weapon.

Nuclear energy research ini-

tiated in Montreal led to the development of the Chalk River atomic energy facilities and the eventual development of the CANDU nuclear power generator by the Atomic Energy Commission.

Ionospheric sounding stations, installed during the war to help predict optimum frequencies for long distance communications and for direction finding against enemy submarines, led directly to the development after the war of the Alouette satellite, Canada's entry into satellite technology.

The National Research Council pioneered the use of nylon for parachutes.

Electro-thermal de-icers for aircraft propellers were developed by Canadian scientists, an invention to improve the safety of air travel that is still in use today.

In response to food shortages in Britain, the National Research Council developed successful processes to manufacture better powdered eggs, powdered milk and preserved bacon. These helped solve some of the problems of food transportation and led to the development of some of the powdered and condensed foods still in use today.

Radar

During the war's early years, Britain essentially passed all microwave radar development over to Canada. Canadian scientists developed the Plan Position Indicator, still in use today. Canada provided some 9,000 radar sets (worth hundreds of millions of dollars) to the Allies. At one stage of the war, the National Research Council built and installed submarine detection radar in the St. Lawrence River in just seven days.

Early on, Canada had established specialized electronics training initiatives to meet the need for skilled scientists and technicians that forward-thinking leaders realized the new technologically-oriented war would demand. As a result, our country produced a large number of people skilled in electronics during the war, people who helped meet the great need in Britain for electronics technicians. Indeed, many of the radar



Wever. 111-SC-178198

Blood serum was made available at the front lines through research by Dr. C. H. Best of the University of Toronto.

personnel who worked on large British warships were Canadian.

Medical Developments 1939-1945

Canadian researchers carried out studies on seasickness and motion sickness. This research led to the development of drugs to help cope with these ailments.

Important contributions were made to the development and improvements in production of penicillin. Canadian scientists overcame the problems which had stood in the way of mass production of the life-saving drug.

Blood serum, in great demand to help the large number of people injured in the war, was made available as a result of work done by Dr. C.H. Best of the University of Toronto.

The Banting Institute also built the first decompression chamber in North America, built a human centrifuge, invented the "Anti-G-suit" which is still used by pilots of high performance aircraft, made improvements to aircrew equipment like oxygen masks, and conducted research into the effects of fatigue and cold.

Research on night vision led to red lighting being adopted by the Royal Canadian Navy, the Royal Navy, and for some aircraft with the United States Navy.

It is interesting to note that many of the Canadians who

made such important contributions to the scientific war effort were generally quite young. In 1944 and 1945, the 300 National Research Council staff who were working on radar research had an average age of about 26. It is evident that Canadian youth, when they put their mind to it, can work wonders.

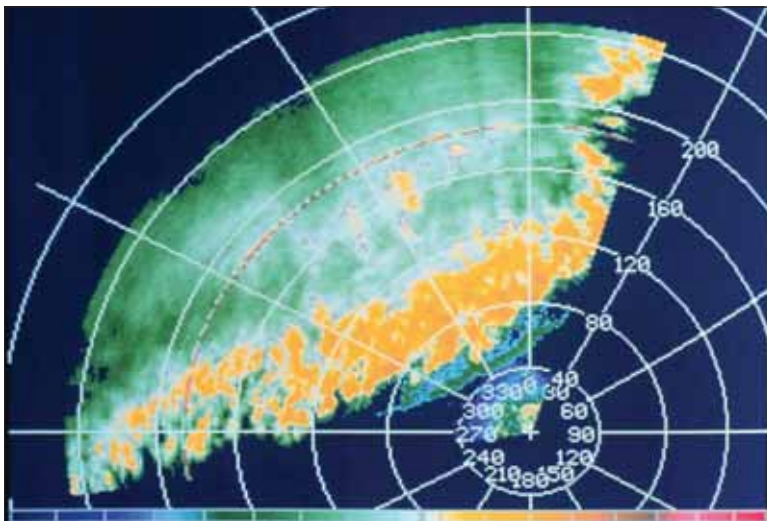
The Legacy

Remembering and reflecting on the significance of the many contributions Canadians made, including those who participated in wartime scientific research, during the Second World War is important. The research and discoveries made during this pivotal time in history still live on in much of the technology we use daily.

Canada Remembers Program

The Canada Remembers Program of Veterans Affairs Canada encourages all Canadians to learn about the sacrifices and achievements made by those who have served—and continue to serve—during times of war and peace. As well, it invites Canadians to become involved in remembrance activities that will help preserve their legacy for future generations.

To learn more about Canada's role in the Second World War, please visit the Veterans Affairs Canada website at veterans.gc.ca or call 1-866-522-2122 toll free.



Plan Position Radar, still in use today, was developed by Canadian scientists during the Second World War.



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HMCS Toronto Operation Artemis



LS Dan Bard, Combat Camera

Top: Flight crew and members of the ship's company pull the Sea King helicopter off the flight deck and into the hangar of HMCS Toronto during Operation Artemis.

Above: Boarding party members practice room and deck clearing.

Below: Members of the flight crew unload the chaff from the ship's Sea King before moving it into the hangar.

Bottom: A crew member conducts general maintenance in the engine room.



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To those who serve past and present
Thank You

Preserver partners with Jamaica during Op Caribe

Lt(N) Kelly Boyden
Operation Caribe

HMCS *Preserver* has been deployed in the Caribbean Sea since early September with more than 270 crew members aboard.

Their mission, Operation Caribe, is the Canadian Armed Forces contribution to Joint Interagency Task Force South (JIATF-S), a U.S.-led joint interagency and multinational collaborative effort among Western Hemisphere, and European nations, designed to improve regional security and deter criminal activity.

When conducting operations, *Preserver* typically needs to stop in various ports for re-supply and rest. The ship's latest visit to Kingston, Jamaica, however, was more of what is known as a working port.

The ship hosted a reception in support of the Canadian High Commission to mark the growing relationship between Canada and Jamaica. A number of dignitaries and military officials attended the reception hosted on the flight deck, with the embarked Sea King helicopter in the background.

Guests included representatives from numerous embassies and non-governmental organizations. Canada was represented by Robert Ready, Canadian High Commissioner for Jamaica, and RAdm Peter Ellis, Deputy Commander

The work done here today will leave a lasting impression and a legacy of goodwill for Preserver, the navy, and Canada as a whole.

-Kate Chappell
CUSO Communications Advisor

(Expeditionary) of Canadian Joint Operations Command (CJOC). Jamaica was represented by Major-General Anthony Anderson, Chief of Defence Staff of the Jamaica Defence Force (JDF), among others.

Members of *Preserver* also took part in a day of athletic competition against the JDF, where they faced a fierce challenge from the nationally third-ranked Jamaican volleyball team, the local defending champion rugby team, and a soccer team that featured an under-20 national team star among other internationally experienced players.

"It's all in the name of camaraderie and sport," said Cpl Garth Scott, captain of the Jamaican volleyball squad.

But the *Preserver* team did not stop there. The ship also gathered 40 volunteers to partake in a community relations project. When the ship expressed a desire to help within the local Jamaican community, the High Commissioner, along with Canadian University Students Overseas (CUSO)

International, sought to identify a suitable project.

CUSO has worked with the Mountain View district of Kingston for several years. The incomplete homework and computer centre for the children living in that district was deemed the ideal location for the community aid project.

A team led by *Preserver*, including members of the embarked U.S. Coast Guard Law Enforcement Detachment (LEDET), soldiers from the JDF, and volunteers from CUSO International, all came together and worked side by side to help paint, landscape, install windows, create vegetable gardens as well as outfit homework and computer centres with electrical and lighting fixtures.

"Thanks to the efforts of the many involved, this has been an amazing day," said Kate Chappell, Communications Advisor for CUSO. "The work done here today will leave a lasting impression and a legacy of goodwill for *Preserver*, the navy, and Canada as a whole."

We remember.

∞

Remembrance Day Services will be held 11 am, Monday November 11

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SISIP - Putting your money to work

Tricia French
SISIP Financial Services

There are two financial ground rules: spend less than you earn and put the rest to work.

These rules are simple, but not always easy to do.

Most of your time and energy goes into your job, but you also need to keep some in reserve for your family, friends, hobbies, and responsibilities. Think of your money the same way. You spend most of your money on your lifestyle, but you also need to keep some in reserve for emergencies, upcoming expenses and long-term needs, (children's education, retirement, etc). Do this by paying yourself first.

The Pay Yourself First system has been around forever because it works. Make you and your future top priority and set aside a portion of your income for savings before you do anything else.

Canada Revenue Agency (CRA) has this down to a science. CRA requires employers to collect and remit our income taxes to get its money before we get our hands on it. You can do the same thing. The trick is to choose a percentage of your income and have it disappear every payday into savings – automatically when possible.

Start even with a small amount, like two per cent, and increase it gradually over time. In time, you won't even miss it. Life often gets in the way, so if you wait to save until the end of the month, there may be nothing left. Save first and the work is done. You can spend the rest

on your lifestyle without guilt or worry.

Next, put your savings to work to make money for you. All "savings" require three things: a job, a workplace, and a deadline.

First, the money you save has to have a job. The job is the reason you want to put away money. It could be for emergencies, a family vacation, a new baby, or even retirement. The more important the job is to you, the easier it is to stay motivated to save.

The job of your savings also helps determine the best workplace for your savings, which is called an investment vehicle. It could be a Registered Retirement Savings Plan (RRSP), a Tax-Free Savings Account (TFSA) or even a Registered Education Savings Plan (RESP). Investment vehicles are not investments themselves, but the place where your money works.

Finally, the job needs a deadline. It's the time limit for when you will need the money. If the job is to build a nest egg to add to your pension in retirement, you may not need to use the money for 20 or 30 years, or even longer. On the other hand, you might be saving for a trip home in just two years.

Ready to get started?

You don't need to do it alone. A SISIP financial advisor can help you identify the job, the right workplace (investment vehicle), a good mix of investments and a deadline for your savings. The best time to start saving is now. Get your money working at least as hard as you do.

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ANNOUNCEMENTS

CAREGIVING FOR SOMEONE with dementia? The Alzheimer Society of B.C. has support groups for caregivers. Contact the Alzheimer Resource Centre at 250-382-2052 for info and to register.

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STV TUNA IS LOOKING for CF/Ex-CF/DND civilian members to join the forces offered sailing program. Any one interested in sailing or learning to sail is encouraged to join us. All skill levels are welcome. For more information about the program please contact Sgt Steve Wright 902-427-4417 or steven.wright@forces.gc.ca or check us out on facebook (STV Tuna) for more information.

3005 11 Svc Bn ARMY CADETS has a great, fun, safe, purposeful program. There is no cost and youth M/F 12-18 years of age are eligible to join. Weekend and Summer Camps, Band, First Aid, and Marksmanship are all offered. Thursday 6:30 - 9:00 pm, 724 Vanalman Ave Victoria. Call 250-363-3194 or email 3005army@cadets.net.

LIFERING ALCOHOL & DRUG ADDICTION SUPPORT GROUPS has started new groups on Vancouver Island. Victoria, BC: Victoria Native Friendship Center on Thursday evenings 7:30pm @ 231 Regina Ave. Saanichton, BC: Tsawout First Nation on Thursday afternoon at 3pm at 7728 Tetayut Rd. Duncan, BC: 1 Kenneth Pl. on Friday evenings at 7pm. Nanaimo, BC: Vancouver Island Therapeutic Comm. on Sunday evening 7:15pm @ 10030 Thrid Street. General inquiries: Michael@LifeRingCanada.org

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SHARE YOUR RECREATIONAL INTERESTS this fall by supporting a person with a disability to become more active! By donating only 1-2 hrs a week you have the opportunity to change someone's life while having a great time doing it. To get involved or for more info, please call Kim at 250-477-6314 ext. 15 or email volunteers@rivonline.org or visit http://www.rivonline.org/Volunteering.htm

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Lest we forget.

In Flanders Fields the poppies blow
Between the crosses, row on row,
That mark our place; and in the sky
The larks, still bravely singing, fly
Scarce heard amid the guns below.

We are the Dead. Short days ago
We lived, felt dawn, saw sunset glow,
Loved, and were loved, and now we lie
In Flanders fields.

Take up our quarrel with the foe:
To you from failing hands we throw
The torch, be yours to hold it high.
If ye break faith with us who die
We shall not sleep, though poppies grow
In Flanders fields.

— Lieutenant Colonel John McCrae