

NOVEMBER

11

GRATITUDE • HONOUR • SUPPORT

REMEMBRANCE



"Whirlwind in Normandy (Typhoon)"

"They have sown the wind, and they shall reap the whirlwind..." (Hosea VIII 7)

This biblical quotation was the motivation to the naming of this painting, dedicated to the 75th anniversary of the Royal Canadian Air Force (RCAF). The whirlwind that swept the Nazi Third Reich from Western Europe began in Normandy with the allied invasion on June 6, 1944 (D-Day), and the sound of that wind was often carried forth by the powerful Napier Sabre engines of RCAF Typhoon fighter-bombers.

This painting symbolizes the historic contribution made by the RCAF in these dramatic times. It is dedicated to the men and women of the RCAF in honour of their role in giving us the opportunity to live in a far better world than would have been the case if the Nazi Third Reich had prevailed.

- Retired LCdr Paul Seguna, Artist

About the painting

Depicted in the painting are Typhoons from 439 Squadron RCAF in a low pass over the battlefield with RCAF Spitfires providing fighter cover in the background.

A column of the 4th Canadian Armoured Division is moving between the icons of the defeated Nazi army (a knocked out Panther tank, half-track, SS trooper's helmet, Panzerwaffe badge and empty jerrycan) and the church of the badly damaged, but liberated town. The sun-light-illuminated cross at the spire symbolizes the reinstatement, through the Allied liberation, of a society based upon the principals of human dignity and freedom.

Read more about the artist on page 10.

Volume 62 Number 44 | Nov. 6, 2017

LOOKOUT

MARPAC NEWS
CFB Esquimalt, Victoria, B.C.

MESSAGE FROM THE BASE COMMANDER

Every year on November 11th our lives slow for a moment and we stop to remember.

We freeze time, think back, and bring out old photos: both real and those taken by our mind's eye. Medals and ribbons come out of drawers. We try to articulate what it means to serve our country, and to explain what it is to look across at those who have paid the price for this same service.

This remembrance is often difficult, but it is also necessary. Without this loss and sacrifice we would not be who we are today.

This year has brought into focus a number of anniversaries that mark an incomprehensible amount of suffering: the 100th anniversaries of Vimy Ridge, with 11,285 Canadian soldiers lost; and Passchendaele, with over 4,000 Canadian lives taken and 12,000 injured; as well as the 75th anniversary of Dieppe that saw 3,350 Canadian casualties. But it is important that we don't miss the depth of these, and so many other, human tragedies in such daunting statistics of loss.

To honour these fallen, to thank those who fought, and to support those who became ill or injured in the defence of our nation and its people, is our duty.

However, it is also a privilege.

How incredibly fortunate we are to be able to express our gratitude freely and to live where and when we do in peace. As we go about our day-to-day

existence we often forget these facts. This is not something to be ashamed of – it is perhaps a natural reflection of both the busy lives we all lead and a reluctance to face the horror that comes with war. But it is something to reflect upon during this solemn time.

We will stand on parade, we will stand at the cenotaph, we will salute, and we will march by graves and monuments. We will remember this week. When it is over we may go back to our fortunate lives until next year. I believe, however, this does not need to be the case.

When Veterans Week ends, and Remembrance Day is behind us, I ask you to reflect upon who you are. Think about the things you believe, the people you love, and the way you conduct yourself. When you behave with honour and integrity, when you show others the respect they deserve, when you live for your friends, family and comrades – these are Acts of Remembrance.

These daily privileges of being with the people we care about are fundamentally the “little things” that so many gave so much for.

There is no end to our privilege, and there should be no end to our thanks.

Yours,
Captain (Navy) Jason Boyd
 Base Commander
 CFB Esquimalt



Photo by Will Chaster

Captain (Navy) Jason Boyd receives the first poppy by **Sylvia Vink, Poppy Chair, Royal Canadian Legion Branch #172.**



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Remembrance Day Ceremonies 2017

Southern Vancouver Island



Personnel from Maritime Forces Pacific/Joint Task Force Pacific will participate in ceremonies in the region.

9 a.m.

- Aboriginal Remembrance Day Ceremony – Goldstream Park

10 a.m.

- Cobble Hill - Cobble Hill Community Hall, 3550 Watson Avenue, followed by ceremony behind the community hall at the Liberation Park cenotaph

10:55 a.m.

- Oak Bay - War Memorial, Beach Drive, Uplands Park
- Victoria - City of Victoria Cenotaph (Legislature Building), 501 Belleville Street
- Ross Bay Cemetery - 1495 Fairfield Rd
- Esquimalt - Memorial Park Cenotaph, 1229 Esquimalt Road
- West Shore Communities - Veterans Memorial Park located at the intersection of Goldstream Avenue and Veterans Memorial Parkway (Millstream)
- Sidney - Town Hall, 2440 Sidney Avenue
- Saanich - Municipal Hall, 770 Vernon Avenue
- Sooke - Sooke Royal Canadian Legion, 6726 Eustace Road
- Duncan - Charles Hoey Memorial Park, Canada Avenue
- Nanaimo - Cenotaph, 85 Front Street
- Lantzville - Lantzville Royal Canadian Legion, 7225 Lantzville Road
- Parksville – Mount Arrowsmith Legion, 146 Hirst Avenue



Photo by Sgt. Adrian Harlen/MOD

LIVE NOVEMBER 8

Watch the Last Post at the Menin Gate

Every night at 8 p.m. volunteers from the community of Ypres, Belgium, gather at the Menin Gate to honour the memory of soldiers who died to ensure their freedom. The Last Post ceremony has happened since 1928, with the exception of a few days during the Second World War when the town was under siege. On Nov. 8 at 2 p.m. EST, Canada will participate in this Last Post ceremony and people can watch it on the “Canada Remembers” Facebook page. The dedication of Belgians to honour Canadian soldiers and their allies who fought for their freedom is remarkable.

Tune in and watch it live!



REMEMBERING ALL WHO HAVE SERVED



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My Fellow Veterans, Friends and Family,

We still remember the moments: maybe the Normandy Landing, the trenches or minefields, or being a prisoner of war. We worked together and helped each other. That is how we made it through - how we won the war!

Like my mates, maybe you or your relatives served and helped our country keep the freedoms we have today. You can support our veterans by improving their lives at the Veterans Memorial Lodge at Broadmead. I hold my fellow veterans very close to my heart, and I will match any gift you make. Together, we will ensure they receive the best in care.

How about it? Your gift will help us accomplish that!



Sincerely,
Rudi

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Rudi is a long-time benefactor of Broadmead Care, a WWII vet, ex-prisoner-of-war and survivor of the atomic bomb in Nagasaki. To honour our veterans on Canada's 150th Anniversary, your donation – small or large – will be matched by Rudi to a total donation from him of \$100,000.



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WHAT SAY YOU

People Talk

Lookout asked people attending Esquimalt Legion, Branch 172's Poppy Campaign kickoff:
Whom or what will you be thinking about most on Remembrance Day?



I normally go to the Remembrance Ceremony in downtown Victoria. I look at the statue at the cenotaph, I hear the cannons firing for the 21-gun salute, and remember all of those soldiers who have fallen to protect this country.

**Petty Officer Second Class
Viet Phung,
Fleet Maintenance Facility
Cape Breton**



My Grandfather who fought for Germany in the Second World War. Regardless of what side he fought on, he served his country. His dedication was an important part of why I joined the military.

**Chief Petty Officer Second Class
Pam Salter,
Base Administration**



My father, Chief Petty Officer J.B. Smith who helped rescue and save the lives of other sailors after HMCS Ottawa was torpedoed in the Battle of the Atlantic. I'll also be thinking about, and remembering each and every person who served our country, whether they served in war or peacetime, in a combat or support role, because they all had the guts to do it.

**Private (Retired) Larry Smith,
Royal Canadian Legion
Branch 172**



I'll be thinking about my friends that served on Royal Canadian Navy ships. One was on HMCS Athabaskan that was heavily damaged and sunk after it was struck by a torpedo in the Bay of Biscay. My other friend served on HMCS Haida, the ship that tried in vain to rescue many of the Athabaskan's survivors.

**Private (Retired) Orville Mayer,
Royal Canadian Legion
Branch 172**

WHAT SAY WE

Out Standing In the Field: A Memoir by Canada's first female infantry officer

By Sandra Perron

**Review by Cpl Alex Greer
39 Service Battalion**

As a teenager Sandra Perron, the daughter of a military firefighter, knew what she wanted to do in her life after she joined the Canadian Airborne Regiment's army cadet corps. From that point on she "never felt like a civilian again." Her long-term goal was to be a paratroop infantry officer. *Out Standing In the Field* is her personal memoir of trying to achieve that goal.

In the mid-1980s, when she applied to join the Canadian Armed Forces, the combat arms were still off limits to women. The aspirant paratrooper was not discouraged, so she became a logistics officer and worked in transport and combat service support (a "mother trucker").

When she tagged along with an infantry section on a summer exercise in 1989 she knew that was where she belonged. She could now apply as a Human Rights Tribunal had opened the door for women in the army combat classifications.

Perron's path to being Canada's first female

infantry officer was laden with obstacles, and obstructions. Senior brass, instructors and many of her Van Doo regimental peers were not reconciled with the notion of a woman in their tribe. Yet she had allies, and due to her determination she persevered, passed her courses with flying colours, and served on peacekeeping missions in Bosnia and Croatia.

However, her applications to join the Airborne were denied.

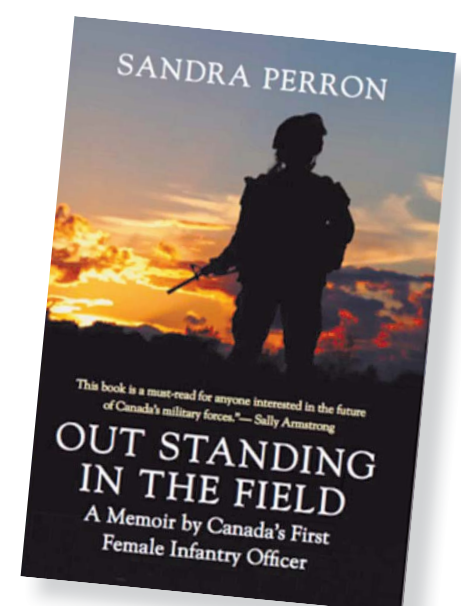
Eventually she released, and worked as a managerial consultant, and served on advisory panels about employment equity in the Canadian Armed Forces.

Out Standing in the Field is a memoir, but it reads like a novel. Perron is the heroine and she draws the reader into her world and into her mind. Readers will cheer for her, laugh with her, as her story is laced with humour as well as heartache, and cry with her as she admits her own flaws.

She dared to dream the impossible dream. She does achieve some goals, but she has to bow out of that dream. Even in retreat the reader can only admire her determination.

Given the scrutiny and changes the CAF

underwent in the 1990s, Sandra Perron's case is not unique. For any reader interested in gender issues, harassment, and abuse of authority, then *Out Standing in the Field* is a must read.



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Honouring the wounded

Stephen J. Thorne
Legion Magazine

All photos by Stephen Thorne

They have been the forgotten heroes of wars from time immemorial, all but invisible as they swim the seas and scale the mountains that their wounds, physical and psychological, have laid before them.

It's the war dead who get the attention, and rightly so, the wounded will say. Most don't seek sympathy or accolades in their sacrifice and struggles, triumphs and defeats. They emerge from the shadows to demand what is due, and recede again.

Many say they have changed, that their ordeals have transformed them in ways they could not have imagined, that only from reaching the summit of the highest peaks could they have viewed life with such perspective, only by plunging into the depths of blackness could they have seen the light.

For those very reasons, perhaps, a surprising number say they wouldn't have changed a thing.

"I've got no regrets," said amputee Étienne Aubé, a field engineer from Drummondville, Que. "After coming through it, I appreciate life more than I did before. And at the end of my days, I'm going to say it wasn't easy but I learned a lot, and I earned a lot. I wouldn't change anything. I'd do it again."

They have trodden where few have gone, been sanctified by their own blood, faced down the beasts of unspeakable pain and suffering, and breathed the pure, thin air where there is no task, no priority, no distraction but survival itself.

They have known intimately the will to live. A few have even died, stepped into the abyss and returned, some more than once.

They belong to a society whose members are connected by a bond like no other, whose badges are never shed, whose rewards are life, belonging, and little more.

Their sacrifices were made for a higher purpose. Most believe that. They must.

Each in their own way is a miracle of modern medicine, a wonder of physical endurance and recovery, a testament to the indomitability of the human spirit.

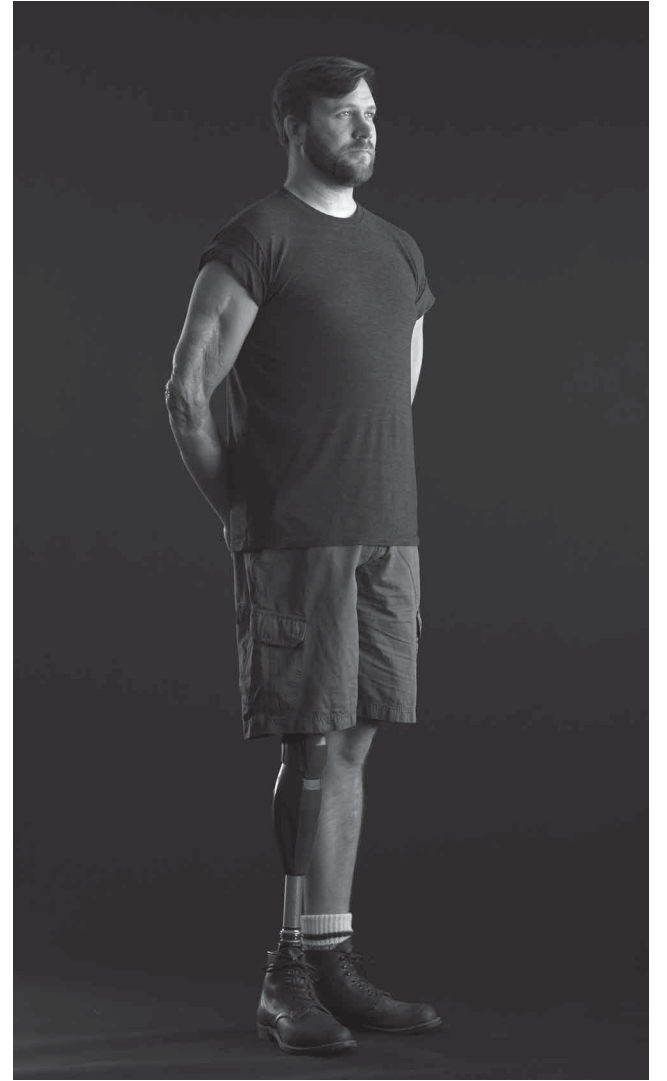
"I feel I'm blessed," said Martin Renaud, who was a 19-year-old Private in the Vandoos when he broke his back and lost both legs to a roadside bomb in Afghanistan more than 10 years ago. "I am a survivor. I fight for my life every day. I have friends fallen there."

The shock, turmoil, setbacks and challenges have ripped relationships apart and forged others in steel.

For some, the road ended. They could see no way out from the darkness. They took their own lives and became casualties of war as much as those who returned in flag-draped coffins from the battlefields of Afghanistan and other far-off places.

So, next time you read or hear about Canadian soldiers killed and "injured" on the field of battle—and there will inevitably be a next time—honour the dead, but remember the wounded. They live on in the shadows.

This edited article is reprinted with permission from www.legionmagazine.com. Go online to read the full version.



Blown up in Afghanistan, Andrew Knisley gained strength from two other severely injured comrades.



Natacha Dupuis, co-captain of Canada's 2017 Invictus Games team, was inspired by other injured soldiers.

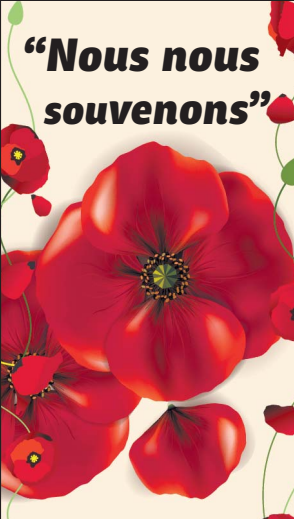


Critically wounded in a bomb blast in Afghanistan, Captain Justin Brunelle has made a remarkable recovery.



Bubba's owner, Daniel Boudreault, says his service dog is his best medicine.

"Nous nous souvenons"



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Capt(N) Jason Boyd, Base Commander, holds up some of the Postcards for Peace he received in the mail.

Postcards for Peace

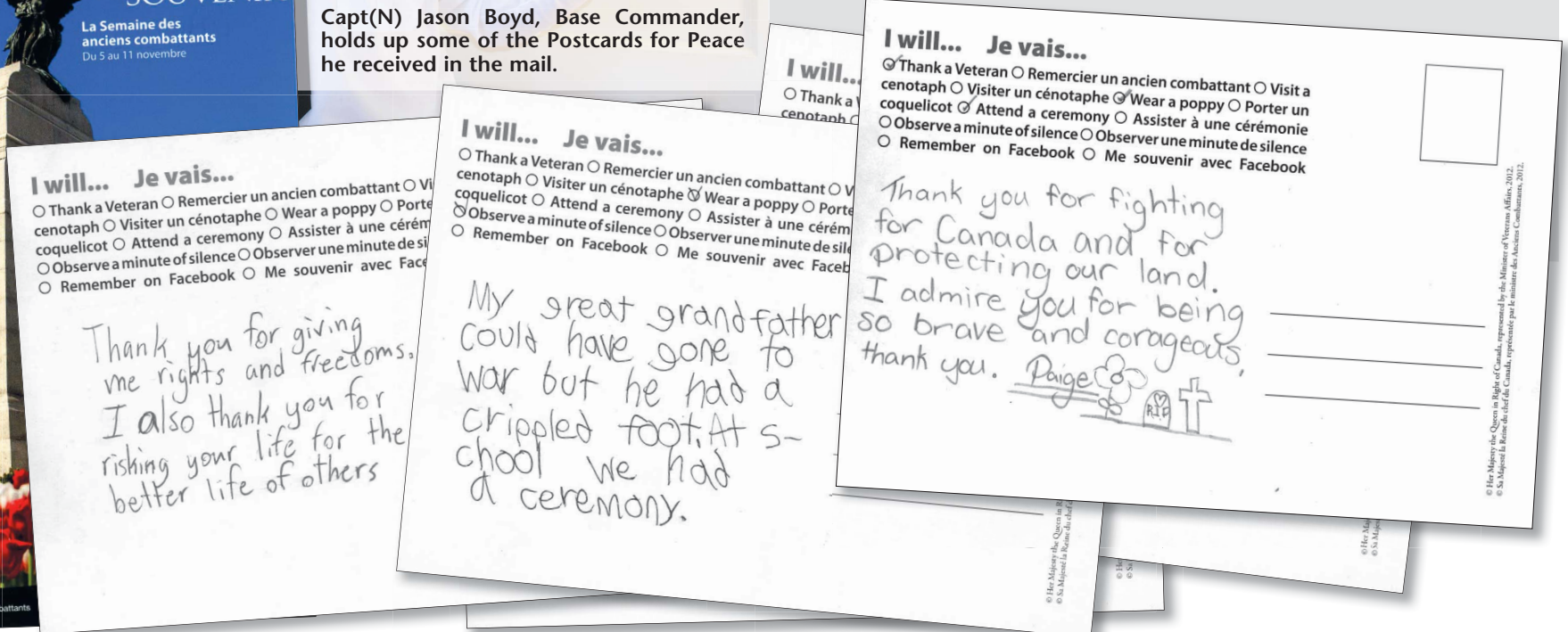
VAC / Lookout

Through special events and acts of remembrance, Canadians can recognize the sacrifices made by our veterans.

Postcards for Peace provides an opportunity for youth to send postcards to express messages of thanks to those who served and continue to serve Canada

in times of war and peace. This learning activity allows youth to actively remember the sacrifices and achievements of Canadian veterans and military personnel.

This year, CFB Esquimalt received over 30 postcards from youth across Canada. The Base Commander read each one and is sharing a few with *Lookout* readers.



Lest we forget.

On November 11th we honour all of our veterans who have served and continue serving our great nation. We thank you for your service and your sacrifice.

Thank you

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National Silver Cross Mother



Royal Canadian Legion



Diana Abel has been named this year's National Silver Cross Mother by David Flannigan, Royal Canadian Legion's Dominion President.

Mrs. Abel's only son, Corporal Michael David Abel, died May 3, 1993, while serving in Belet Huen, Somalia, as part of Operation Deliverance. This operation was part of a United Nations peacekeeping effort during the early part of the Somali Civil War.

Born in Ottawa, Mrs. Abel and her late husband David C. Abel raised two children, their son Michael and daughter

Laura. She now lives in Brampton, ON, where she spends time volunteering and travelling with her daughter and three grandchildren.

As the National Silver Cross Mother, she will place a wreath at the National War Memorial on Nov. 11. She will do so on behalf of all Canadian mothers who have lost a son or a daughter in the military service of Canada. She will be accompanied by her grandson John Michael McRae, who is a member of the 557 Lorne Scots Army Cadet Corp in Brampton.

From Nov. 1, 2017, to Oct. 31, 2018, she will perform a range of duties honouring the Fallen from all conflicts.

The Silver Cross, introduced on Dec. 1, 1919, is a symbol of personal loss and sacrifice on behalf of widows and mothers who lose a child on active duty, or whose death is later attributed to such duty.

Royal Canadian Legion provincial commands and individuals submit nominations for the National Silver Cross Mother who is chosen by a Dominion Command selection committee.

Founded in 1925, the Legion is Canada's largest veteran support and community service organization. It is a non-profit organization with a national reach across Canada as well as branches in the U.S., Europe and Mexico. It has more than 275,000 members.

The most sacrosanct and central element in Remembrance is the two minutes of silence. During this time of reflection, Canadians pause to honour, thank and remember our Fallen.

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Prince Harry congratulates Mike Trauner after presenting him with one of his two gold medals in indoor rowing during the 2017 Invictus Games in Toronto this past September.

Photos by Stephen J. Thorne



Prince Harry kisses the head of a Danish gold medalist after Denmark defeated the U.K. in wheelchair rugby at the 2017 Invictus Games.

Prince with a common touch

Stephen J. Thorne
Legion Magazine

Mike Trauner was a prisoner in his own home until a few inspiring words from Prince Henry of Wales, better known as Harry, set him free.

As a master corporal with 3rd Battalion, Royal Canadian Regiment, Trauner lost both legs and sustained other major wounds in a 2008 double bomb blast in Afghanistan.

In May 2016, he was recovering from yet another surgery when he met Harry at the official launch leading to the Toronto Invictus Games.

Trauner had been “trapped” at home since his last operation—one of 18—and, after a long year of slow recovery, was feeling frustrated and depressed. Then 2017 Invictus Games CEO Michael Burns invited him to Toronto.

Prince Harry, founder of the Invictus Games and himself a war veteran, approached Trauner at a reception, introduced himself and asked the Canadian for his story. When it became clear Trauner wasn't ready to compete at the 2016 Games in Orlando, Florida, the Prince issued him a challenge.

“This is what I want you to do,” he told the retired infantry soldier. “I want to see you on the team for the next Games in Toronto. I personally challenge you to come out and do your best. Pick your sport.”

That, and the inspiration he gleaned from seeing wounded, injured and ill comrades rise from the ashes through Invictus training and competition, set him on a 500-day quest, give or take, that brought him back to Toronto last

September, where he competed in two sports and earned four medals.

Trauner's hardware included two gold medals in indoor rowing events, one of which a clearly pleased Prince Harry himself placed around Trauner's neck. The broken man who was confined to a wheelchair when they met was now confident, bulging with muscles and walking on two prosthetic legs.

“It was pretty humbling to meet Prince Harry,” says Trauner. “But it's not like one of these things where people meet somebody who's famous, or somebody who's important, and they go goo-goo-ga-ga over them, or they're star struck. With Harry, it feels like you're talking to another soldier.”

Indeed, Harry is another soldier. As a lieutenant in the Blues and Royals (Royal Horse Guards and 1st Dragoons), he trained alongside Canadian troops at CFB Suffield in Alberta in 2007 before deploying on the first of two tours in Afghanistan. He served as a forward air controller in volatile Helmand Province, where he helped Gurkhas repel an attack by Taliban insurgents.

On his return to the United Kingdom, Harry earned his helicopter wings, and in 2012 deployed again, this time on a five-month combat tour as a co-pilot and gunner aboard an Apache attack helicopter. He would eventually earn his Apache command stripes.

During the Games' opening ceremony in Toronto, Prince Harry described how his first trip home from Afghanistan left a lasting impression, one that would eventually lead to the creation of the competition for wounded, injured and ill soldiers.

It was 2008 and as Harry sat aboard the plane that would take him on the first leg of his long journey home, Danish soldiers loaded the coffin of a comrade.

“Once on the flight, I was confronted with three British soldiers, all in induced comas with missing limbs and wrapped in plastic,” he said. “The way I viewed service and sacrifice changed forever, and the direction of my life changed with it. I knew that it was my responsibility to use the great platform that I have to help the world understand and be inspired by the spirit of those who wear the uniform.”

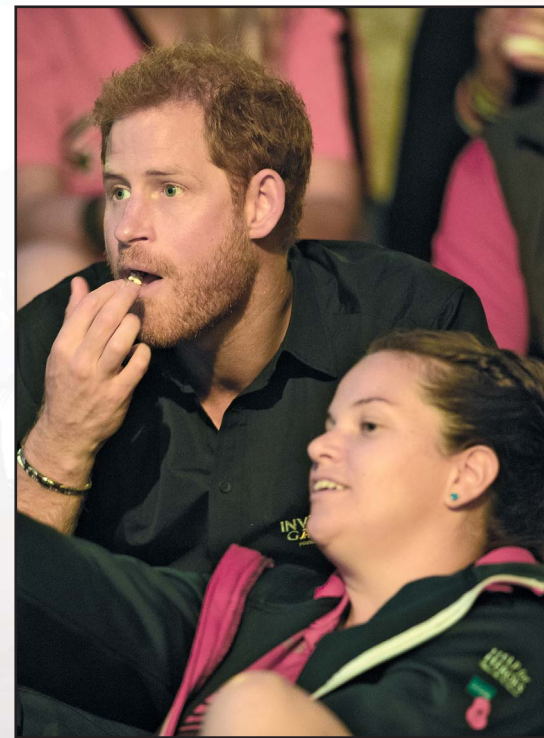
On March 6, 2014, the Invictus Games were born, and Prince Harry, whose army career ended in June 2015, has been the linchpin ever since, helping lift those who are down to new heights and giving them new purpose.

Trauner and his wife Leah Cuffe—his rock-saw Harry almost every day of the Games.

“It's incredibly important what he has done,” said Trauner. “From my own personal experience, look where I was. I was trapped in my house and I wasn't able to leave or do anything.”

“The Games basically got me back out there, got me able to do things again. They showed me that just because you have an injury, it doesn't mean you have to stop. If anything, it does the opposite. It gets you off your ass, it gets you motivated. To say the Games are important, that's an understatement.”

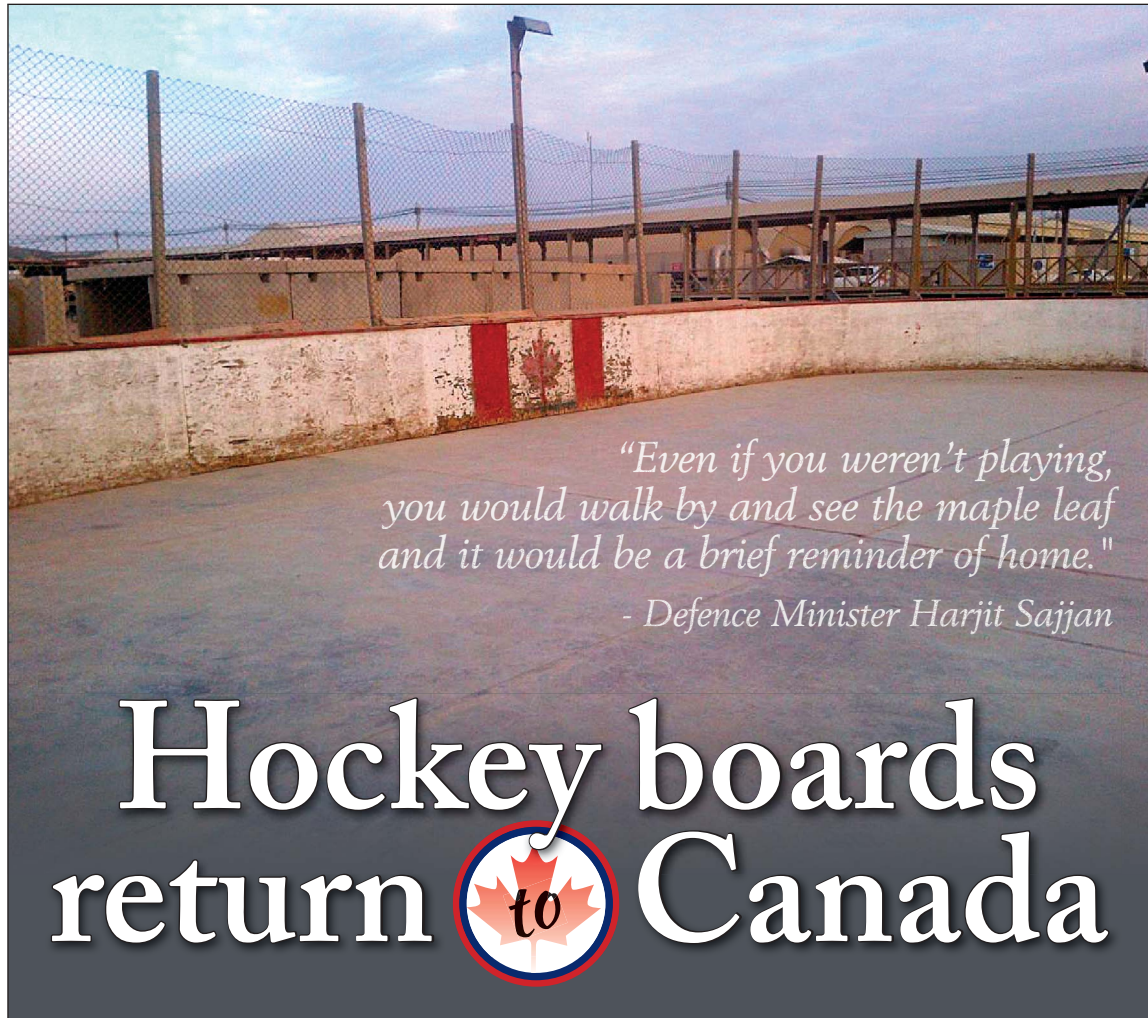
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Prince Harry munches on popcorn with Poppy Pawsey from the UK Invictus Games team.



Prince Harry chats with a Canadian Armed Forces member.



"Even if you weren't playing, you would walk by and see the maple leaf and it would be a brief reminder of home."
 - Defence Minister Harjit Sajjan

Hockey boards return Canada



Photo: Sgt Matthew McGregor, Canadian Forces Combat Camera
Canadian Armed Forces members watch a game of ball hockey at the Kandahar Airfield while deployed on Operation Athena in July 2011.

Photo provided by Greg Dempsey, First Secretary, Embassy of Canada to the Islamic Republic of Afghanistan
Left: Hockey rink at Kandahar Airfield, December 2016, before a few boards were brought to Canada.

Captain Nicola LaMarre CJOC PA

Sport has long been known as a vital contributor to fitness, morale and esprit de corps of troops during times of conflict. From the fabled football matches between the British and German armies on a Christmas Day during the First World War to Canadian soldiers carving a hockey rink on a frozen river in Korea.

Fast forward to 2017. When the Canadian Armed Forces withdrew from Afghanistan in 2014, a well-used ball hockey rink built by Canadian Armed Forces (CAF) engineers in 2006

at Kandahar Airfield was left behind.

The wood of the hockey boards was rough, blemished with scuffs, scrapes and the tell-tale black marks left by countless jet black hockey pucks. The red paint on the Canadian Flag was barely visible in places, bleached by the relentless Afghanistan sun.

Two sections of the Kandahar floor hockey rink boards were brought back to Canada with one section donated to the Hockey Hall of Fame in Toronto, and the other to the Canadian War Museum in Ottawa where it will become part of the permanent Afghanistan display.

Before being turned into a per-

manent exhibit, the War Museum brought it to the Invictus Games Athletes' Village at the Sheraton Hotel, in Toronto. Access to see the boards was restricted to the athletes, friends and family and team coaches and support staff.

For Corporal Mimi Poulin of Team Canada, seeing the Kandahar hockey boards took her right back to Afghanistan.

"All of those chips, the worn paint, it was us, we put them there. I remember each night we would all lean against those boards to watch the game."

For many men and women of the Canadian Armed Forces the rink provided a sanctuary where, for a short time, they could forget

the war zone and feel normal.

"Even if you weren't playing, you would walk by and see the maple leaf and it would be a brief reminder of home," said Defence Minister Harjit Sajjan, when he shared his memories of the rink with Team Canada athletes at the Invictus Games. "Seeing these boards again brings back some powerful memories."

For many veterans of CAF operations in Afghanistan, the hockey boards bring back fond memories of the games they played and the friendships they forged in the sandbox.

However, for Corporal (Retired) Jayson Nickol, seeing the Kandahar hockey boards at

the Invictus Games was bitter-sweet. For a time, he and his friends played on the rink just as they would have done back in Canada. When playing or cheering at the hockey rink their spirits were lifted.

Sadly, he went on to say, "The last time I saw my buddy was on that hockey rink. The next day he lost his life to an IED."

The Invictus Games are to wounded warriors what a hockey rink was to those soldiers in the middle of a fight.

The name of the sport is not important. But the power of sport to sustain the mind during times of darkness and nourish the soul of the wounded endures.

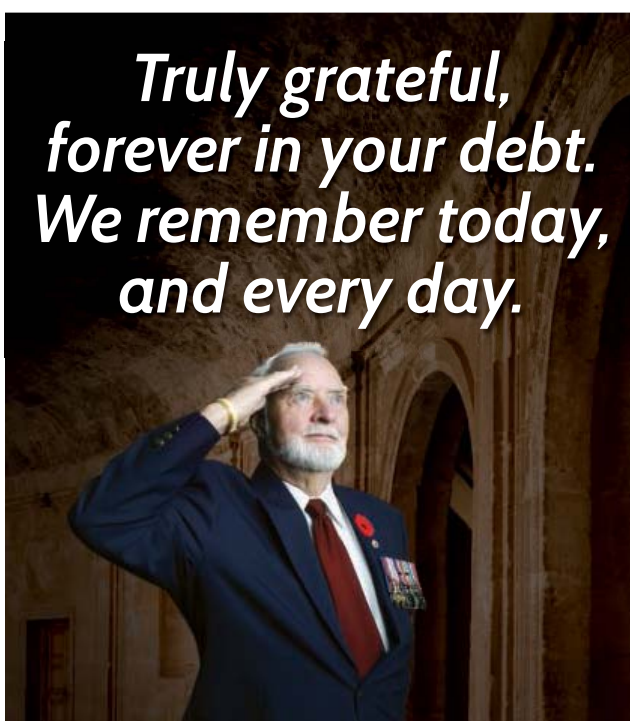


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Artist's work *inspires to educate*

Peter Mallett
Staff Writer

When Lieutenant Commander (Retired) Paul Seguna sits in front of his easel, blank canvas before him, he draws on his 42-year military career as inspiration for his next piece of art.

Four decades of service has brought him postings in 14 warships on both coasts, and deployments on Canadian Armed Forces operations in Rwanda, Bosnia and Kosovo.

Art can fill a role in visually telling the story; a role it shares with photography.

LCdr (Ret'd) Paul Seguna

This is why much of his work pays homage to bygone eras of military activity, in peace and in war time, at sea and on land.

"If you have an artistic bent and are creative, you apply your life experiences in the art you create," he says.

His artistry comes naturally, with no formal training, just a desire to release that burning idea onto the canvas. A set of pencils and sketchbook have never been far from him, even as a child growing up in Sydney, Australia.

"I was continuously drawing everything and anything in my school note books," he recalls. "It was a form of self-expression for me back then, and also today. People who have any kind of interest in art or music just seem to gravitate to expressing their creativity; it's a natural

process for me."

His paintings have been showcased in high-profile public art displays including the National Aviation Museum and National Archives of Canada.

His preferred paints are acrylic and oil-based; his preferred canvas size 24" x 36". Like other artists Seguna uses photographs as reference, but the end result is his vision.

"Art can fill a role in visually telling the story; a role it shares with photography," he says. "But art can also create those scenes that you might not get with a photograph. The power of the visual medium and the artist's composition is key."

That process came together in his Cold-War era painting *Grey Ghost Flypast* that features a formation of four McDonnell F2H-3 Banshee fighter jets flying over HMCS Bonaventure. He says both the ship and the fighter jets were important for him to paint because they highlight a bygone era of Canadian naval power.

"At the end of the Second World War Canada had the third or fourth most powerful navy in the world, and in subsequent years maintained a significant naval capability. It's a rich history, but largely only folks

interested in military and naval history are aware. This is my motivation, to help bring our history to life, and being able to do it hopefully with some technical confidence."

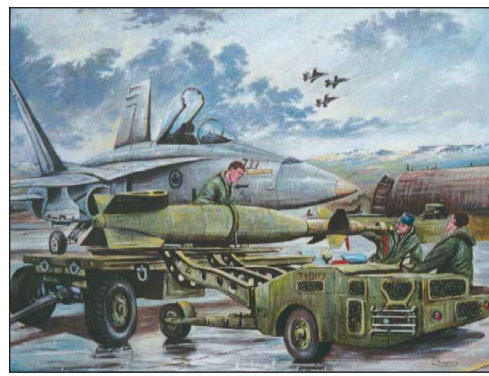
Even though he has worked on many of the vessels he's painted, and can draw from first-hand experience of his career for many others, he says historical accuracy is often his biggest challenge, and doing proper research on everything he paints is crucial.

"This is important to me because the audience who looks at my art work are normally former military or have a big interest in military history," he says. "The challenge is trying to include your artistic licence, but being limited to some degree by technical accuracy."

Seguna recently retired from the military this past September at age 60. With his days in the military now at an end, and a house move completed, he is now busy setting up a new art studio.

As he organizes his paints, brushes, easel and canvas, his next project is churning in the background – painting all 14 warships he has served on.

To find out more about Seguna's work visit his website www.segunart.com.



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Grey Ghost Flypast



Seguna works inside his Oak Bay solarium on one of his latest projects, while enjoying the company of his two dogs, Emrys and Magic.



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Book of Remembrance honours Venture's fallen

Peter Mallett
Staff Writer

An unpretentious black, hard-covered book resides in a glass display case in the Welland Room at the Naval Officer Training Centre's Kingsmill Building.

Etched in gold and white letters on the cover it reads: HMCS Venture, In Remembrance.

The book has 13 pages, each bearing the name of a pilot lost in the line of duty. These are 12 Venture graduates and one staff officer.

The original was a moldy, moth-eaten item forgotten and buried in storage after the closing of Venture decades ago. It contained only eight names and had not been updated since 1968 when the original HMCS Venture closed.

Discovered by Retired Captain (Navy) Ken Scott, the Collier Simulator Manager, in 1999, it was eventually recreated and updated by Retired Captain (Navy) Wilf Lund, HMCS Venture Association historian.

"Having a Remembrance Book that remembers our fallen brothers is very important to us," says Lund. "There is a cost of serving, even in peacetime there is a cost of serving."

A year ahead of Venture's 2009 class reunion, Lund began piecing together the book by reviewing official records and consulting classmates and other Venture pilots close to 13 fallen military members.

His intent was to confirm the data on the original eight and to identify any other

Venture graduates killed in the line of duty since 1968.

The job of identifying the fallen and retrieving accurate information on the individual crashes was not an easy one. The task was complicated as naval pilots were dispersed throughout Air Command after integration. But he applied strict historical research procedures to sift the evidence and remained objective in his research. In many cases there was conflicting anecdotal evidence provided and even some discrepancies found in documentation.

"This was the hardest job I ever did as a historian," he says. "Not only because I had to do detailed and meticulous research on every person, consulting records and people close to each pilot to ensure the information was accurate, but also because two of the 13 pilots in this book were former classmates and close friends of mine."

The lost ones

The two classmates were SLt Al Alltree and Major Ross Hawkes, who both died in horrific crashes. SLt Alltree died in 1964 near Eureka, California, when a U.S. Coast Guard helicopter he was co-piloting crashed into the side of a mountain during a search and rescue operation killing everyone on board.

Maj Ross Hawkes, a maritime patrol pilot, was severely burned and died a day later in hospital in March 1977 after an Argus marine reconnaissance plane, in which he was riding as a crew auditor, suffered a mechanical failure on landing and exploded into flames on the runway at CFB



Photo by Peter Mallett, Lookout Newspaper

HMCS Venture graduate retired Capt(N) Wilf Lund displays the Venture Book of Remembrance in the Welland Room at Work Point.

Summerside, PEI.

Lund can still remember the day he heard about SLt Alltree, comparing it to a moment when you remembered exactly what you were doing when it happened. Lund heard about the crash that killed SLt Alltree on a local radio broadcast, just prior to heading out on a date with his fiancée.

He says Maj Hawkes was the most difficult death to research because he had met with him by chance a year prior to his death. Eight years later he met his widow and children. The daughter had a striking resemblance to her father, and years later she contacted Lund wanting to know more

about him because she was an infant when he was killed.

Despite bringing back painful memories, Lund says completing the Book of Remembrance was highly rewarding.

Lund graduated from Venture in 1961 and had a 35-year career in Canada's navy, commanding warships and submarines. He says his fallen classmates need to be remembered by future generations of sailors because they bravely served their country and died far too early in life.

For more about HMCS Venture visit the Venture Association's website www.hmcs-venture.com



HMCS Trentonian, Irish Sea, 13 June, 1944

HMCS SACKVILLE Remembers and Honours

Roger Litwiller Collection; Allen E. Singleton, RCNVR photo, courtesy Jack Harold, RCNVR

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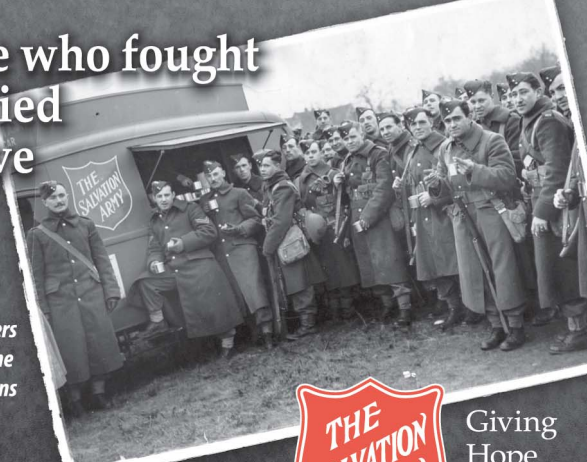
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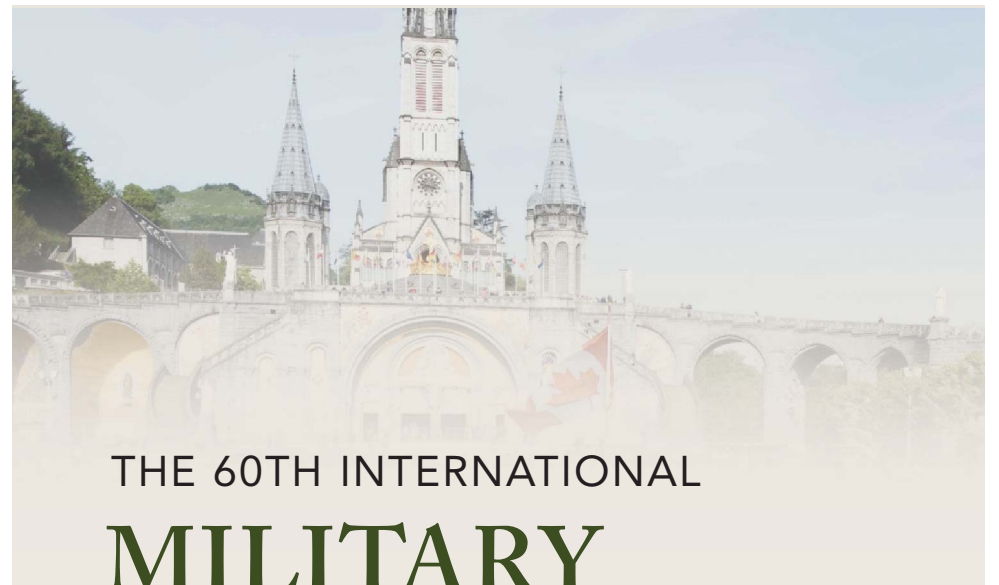
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THE 60TH INTERNATIONAL
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DND

The 60th International Military Pilgrimage to Lourdes, France will be held May 18-20, 2018. Over 12,000 military members from over 40 countries will be represented. Canada has sent a delegation of pilgrims to this event for many years.

The International Military Pilgrimage is an ecumenical and interfaith event. CAF members and veterans (Regular Force and Reservists) are welcome to attend whether healthy, wounded, ill or injured. Those who are motivated by a personal spirituality to participate are encouraged to apply.

Funding is available from a variety of sources, including Support our Troops, to support serving Canadian Armed Forces (CAF) members and veterans to take part in this unique opportunity.

ABOUT THE PILGRIMAGE

At the end of the Second World War, Lourdes was a place where French and German soldiers sought to physically and

spiritually heal together. The first International Military Pilgrimage was held in 1958. Forty-two other nations have since joined in this act of healing and reconciliation.

Lourdes is a very famous and frequently visited pilgrimage site for Roman Catholics and for people from many other faiths and spiritual experiences. It is visited by people seeking healing and renewal.

Activities at the Pilgrimage include worship opportunities, a parade through the town of Lourdes culminating in a ceremony at the local war memorial, a candle light vigil, a visit to the baths for immersion in the healing waters of the Lourdes site and a sports afternoon involving a friendly competition among the different nations.

In Esquimalt, you can access further info or an application form by contacting the Senior Fleet Chaplain, Padre Jeannine Friesen at Jeannine.Friesen2@forces.gc.ca or Padre Joachim Nnanna at Joachim.Nnanna@forces.gc.ca. Application deadline is Nov. 24.



Photo by Sgt George Jones, Army Public Affairs
 Canadian Pilgrims at the 59th International Military Pilgrimage at Lourdes, France, enjoyed friendly sports competition with other nations.

Understanding cultural nuances saves lives in military conflicts

Édouard Dufour
Adsum Newspaper

Lieutenant-Commander Chantal Desormeaux, Gender Advisor (GENAD), was recently deployed to California for the joint exercise Large Scale 17. Her role was to determine the consequences that various action plans have on distinctive groups during military operations.

The Canadian Armed Forces (CAF) sometimes operate in cultural communities that have complex customs and realities. The role of GENADs is to take note of the effects that military interventions can have on the lives of members of the various groups that make up these communities.

During the planning and conduct of military operations, GENADs are responsible for taking into account not only the differences between the sexes, but also specific features such as age, education, language, geographic location, culture and income.

LCdr Desormeaux gave the example of an intercepted vehicle holding several women tied up and in bad shape in the back.

"The advisors will be able to coordinate

handing the women over to a team of nurses and to give them first aid and psychological assistance," she illustrated.

"Everything is not black or white. The army is allowed to notice that its actions have moral consequences on the ground," she adds.

International receptiveness

The international community seems to be taking a growing interest in the role of GENADs. When LCdr Desormeaux was trained for the position in Sweden, candidate students from approximately 20 countries were there. In Canada, 10 or so military members currently hold this qualification, issued by a NATO-certified training centre.

For years now, 5 Canadian Mechanized Brigade Group (5 CMBG) has been taking the differences between distinctive groups into account. However, this is the first time a trade associated with the issue has officially entered its ranks during an international exercise.

LCdr Desormeaux especially noted the "involvement and support" of Colonel Stephane Boivin, 5 CMBG Commander, in promoting the GENAD mission of equality.



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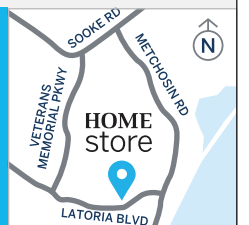
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Ship sponsors: There's more to it than smashing bottles on the bow

John Knoll
Crowsnest

If you have been following your navy news, you will know the Canadian Armed Forces have announced sponsors for the first two Arctic and Offshore Patrol Ships: Sophie Grégoire Trudeau for Her Majesty's Canadian Ship (HMCS) Harry DeWolf, and Margaret Elizabeth Brooke for HMCS Margaret Brooke, the ship that bears her aunt's name.

With these announcements comes the natural question: what exactly does a ship's sponsor do?

Traditionally, sponsors are prominent women with a record of service to the community. They have a ceremonial role, but they are also encouraged to maintain a connection to the ship and its crew, and many do.

Sponsoring a ship is similar to being a godparent: the sponsor takes part in key ceremonial events in the ship's early life. For example, at the keel laying – when assembly of the ship truly begins – the sponsor has the duty of declaring the keel “well and truly laid.”

Also like a godparent, at the ship's christening – now known as the launching or naming ceremony – the sponsor will break a bottle of champagne across the ship's bow, much like water is used in a human

baptism, to seek a protective blessing on the ship and its crew.

Our current practices, like many things naval, are based on a long and storied history. At the heart of this is a set of customs that are practised over a long enough time to become traditions.

The idea of christening or baptising a ship goes back to ancient times, with the general idea of making some kind of sacrifice in an attempt to seek divine protection for the ship and crew. The Greeks did this by dousing new ships in wine and water. The Vikings took things a little further. They are said to have christened their ships with the blood of young men who were crushed under the keel of the ship as it was launched. Fiji Islanders and Samoans bathed their new canoes in the blood of their enemies.

Eventually, wine became the symbolic stand-in for blood in naval ceremonies, as it is in religious rites more generally, and at some point wine gave way to champagne, the current beverage of choice in ship launching.

The toast was originally made with a silver chalice, used just once then thrown into the sea so it could not be used again to make a negative toast to the ship. It got expensive throwing out all those chalices, and somewhere around 1690 the glass bottle came into use.

Standard practice was for a prince or other male royal to smash the bottle on the bow, but that changed in 1811 when the Prince Regent (the future King

George IV) invited a lady to do so, and the tradition of a female sponsor has continued until today.

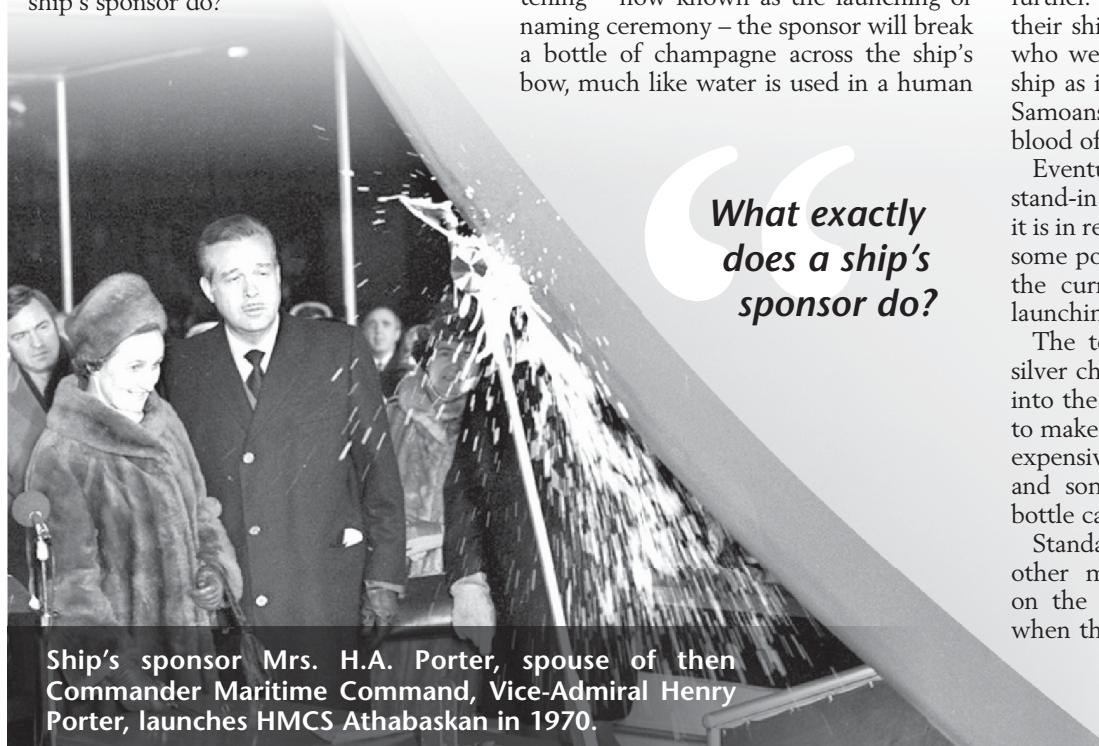
Worth noting, while these ceremonies may no longer involve death, they have been dangerous. A wayward bottle once hit a spectator who then sued the Admiralty. Since then, the bottle is generally secured to the ship by a lanyard or is held fast in some mechanical arm or other device.

So, while the details may have changed, the essential ceremonial elements remain. At modern ship naming ceremonies, the sponsor breaks a bottle of champagne on the ship's bow (normally done mechanically now, by pushing a button), says the name of the ship, and asks for a blessing on the ship and its company.

Beyond these key early ceremonies, some sponsors stay connected to their ships. The length and quality of this relationship depends on the sponsor, but also very much on the ship's commanding officer.

A standard item on every incoming commanding officer's to-do list is to write to the ship's sponsor to make an introduction and to seek opportunities to engage and involve the sponsor in the life of the ship. This could include namesake city or port visits, receptions, or other events.

Some of our sponsors have kept close ties to their ships and to the navy for decades after performing their initial ceremonial roles, and the commanding officer who makes an effort to reach out may well find in their ship's sponsor a valuable stakeholder and a loyal member of the larger navy family.



Ship's sponsor Mrs. H.A. Porter, spouse of then Commander Maritime Command, Vice-Admiral Henry Porter, launches HMCS Athabaskan in 1970.

What exactly does a ship's sponsor do?

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Sharing a Friendship and a Tradition



Myles (left) and Ryley lay a wreath on behalf of The War Amps.

Ryley McMillan, nine, and Myles Newton, five, spotted each other for the first time through a fence that separated their neighbouring school and daycare.

Noticing they both shared something special, they would often give each other a wave. Today, the boys continue their strong friendship as well as a Remembrance Day tradition.

Ryley was born a left arm amputee and Myles a right leg amputee. They are both members of The War Amps Child Amputee (CHAMP) Program.

War amputee veterans created The War Amps in 1918, its Key Tag Service in 1946, and later, the CHAMP Program. Since 1975, thousands of child amputees have received financial assistance for their artificial limbs through CHAMP and have attended regional seminars where they learn about growing up as an amputee.

For the past couple of years, Ryley and Myles have laid a wreath together at their local Remembrance Day ceremony on behalf of The War Amps Operation Legacy. By doing this, they pay tribute to the sacrifices of war amputee veterans who

started the Association.

Rebecca, Myles' mom, says it is important for her son to mark Remembrance Day by laying a wreath.

"To know that veterans were part of creating the CHAMP Program, which we are so grateful for today, makes it important for him to have that connection."

It was at a War Amps CHAMP seminar, an annual regional event for child amputees and their parents, that the two boys met for the first time without a fence separating them. Ryley has attended many seminars, which his mom, Crystal, describes as a powerful experience.

"It put us at ease to know he was going to be okay. The War Amps has supported us emotionally, and supported Ryley to do things like any other child."

But the boys' friendship extends beyond the seminars and Remembrance Day. Rebecca says Myles looks up to Ryley, who often plays hockey on their backyard rink in the winter. To see Ryley not letting his amputation stop him from being active reminds Myles that he too can do anything he sets his mind to.

When war amputee veterans started The War Amps nearly 100 years ago, they could not have predicted their legacy would be remembered and carried on for years to come by young amputees such as Ryley and Myles. Thanks to the public's support of the Key Tag Service, The War Amps vital programs for amputees across Canada will continue long into the future.



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Rear-Admiral (Retired) Barry Keeler
Last Post Fund

On a cold night in December 1908, an unconscious homeless man was taken by two police officers to the Montreal General Hospital. Allegedly inebriated, he was left in a room to sleep it off.

A while later the Head Orderly Arthur Hair, a veteran of the South African War, noticed an envelope sticking out of the poor man's coat pocket. It contained an honourable discharge certificate issued to Trooper James Daly by the Great Britain War Office. Daly had served for 21 years under the British flag and this document was his sole possession.

Trooper Daly was not drunk but suffering from malnutrition and hypothermia. He died two days later at age 53. His unclaimed body would be turned over to medical researchers before disposal in a pauper's field.

Deeply shocked by the Empire's disregard for its veterans, Hair raised money from friends and colleagues to give the soldier a dignified burial worthy of his many years of patriotic service.

This was the catalyst for the creation of the Last Post Fund in 1909.

The early work of the Last Post Fund was exclusively supported by private donations. Then in 1921, it was federally incorporated and began receiving regular financial support from the Canadian Government.

Since its humble beginnings, the Last Post Fund

has ensured that no eligible veteran is deprived of a dignified funeral, burial and headstone for lack of financial resources. Its primary mandate is to deliver the funeral and burial program on behalf of Veterans Affairs Canada. To date, over 160,000 veterans from across Canada have received financial assistance under this Program.

Eligible Veterans include:

- A former member of the Canadian Forces;
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In addition, the Last Post Fund owns and operates the National Field of Honour located in Pointe-Claire, Quebec. Established in 1930, this military cemetery, the first of its kind in Canada, has become the final resting place for more than 22,000 veterans and loved ones. The Field of Honour is available to veterans from across Canada.

In 1996, the Last Post Fund created a program mandated to place a military headstone on the gravesite of veterans who do not have a marker. It is estimated there remains some 4,000 unmarked graves in Canada. It is a huge challenge to find these sites and the Last Post Fund looks to everyone for help in making their discovery and reporting their whereabouts.

Visit www.lastpostfund.ca or call 1-800-465-7113 for information on how to make a charitable donation.

Our deepest thanks to our veterans. Let us not take for granted the things that most deserve our gratitude.

Elizabeth May, O.C., MP, Saanich-Gulf Islands

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Poppy campaign launched

Royal Canadian Legion

Every year, the Legion conducts the Poppy Campaign to honour those who serve, and to raise funds in support of veterans and their families.

From the last Friday in October to Remembrance Day, all Canadians can be a part of the campaign. Wear a poppy, attend a ceremony, and show your recognition for those who gave their lives for our freedom.

Canadians are fiercely proud of our veterans and during the period leading up to Remembrance Day millions of Canadians wear a poppy as a symbol of national pride and respect, a visual pledge to never forget.

During the Poppy Campaign, thousands of Legion

members from coast to coast volunteer their time to distribute poppies and raise millions that will support veterans and their families in need. While poppies are distributed freely, the Legion appreciates the generous donations to the Poppy Fund in support of serving and retired veterans and their families.

To further support veterans – past and present – anyone can become a member of the Royal Canadian Legion. You can also show your pride and appreciation by purchasing poppy and commemorative items from the Poppy Store. All proceeds support Legion programs.

Wear the Legion's Poppy online as a visual pledge to never forget our Canadian veterans who made the ultimate sacrifice for our freedoms.



Royal Canadian Legion Branch 172 Sergeant-At-Arms Shawn Gaudet (left) and Branch President Bernie McLean raise a Remembrance Day flag at their headquarters to mark the official kickoff of their annual Poppy Campaign.



Photos by Peter Mallett, Lookout Newspaper

Sylvia Vink, Chair of the Royal Canadian Legion Branch 172 Poppy Campaign (centre), joins military personnel from CFB Esquimalt at their headquarters on Admirals Road. Vink presented the 13 men and women with a traditional first poppy for this year's Poppy Campaign.

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The first female door gunner

Édouard Dufour
Adsum Newspaper

Corporal Alexandra Roy's career has taken a very unexpected turn. She once had her feet firmly planted on the ground as a combat engineer with 5 Combat Engineer Regiment, but now she operates C6 machine guns onboard CH-146 Griffon helicopters with 430 Tactical Helicopter Squadron, based in Valcartier, Quebec.

"The last group of door gunners returned from Iraq, so they started planning for who would replace them," said Corporal Roy, noting that tactical aviation door gunners are specialists drawn from combat arms occupations and may hold the job for no more than two years.

"When the job was offered to me, I absolutely did not want to miss out on such a unique opportunity," she said, adding that she would like to be deployed on a mission such as Operation Impact.

A health test, many theoretical training sessions, and hours spent carrying out intensive flight exercises are necessary to fully master the skills of a door gunner. After seven months of continuous training, Cpl Roy has already banked over 140 flight hours.

According to Corporal Roy, the skills needed to be a door gunner include the ability to "adapt quickly and demonstrate a desire to learn."

In a combat situation, door gunners are responsible for attacking the enemy, using their best judgement. To do that, they have a weapon able to hit a target up to 800 metres away.

"There is a red round every four rounds so that we can see the trajectory of the projectiles," explains Cpl Roy.

Gunners always wear two layers of clothing to protect themselves from the fire. They also wear a helmet directly connected to the radios of the aircraft they are travelling in. A sturdy harness attaches them to the aircraft and prevents any deadly falls.

In combat

Door gunners' skills are mainly used to ensure the safety and protection of soldiers on the ground when they are outnumbered by the enemy. Cpl Roy says it is not a capability used to attack the enemy head on.

"The Griffon is very versatile; it can insert soldiers and transport equipment. Canada's CF-18 (Hornets) and the United States' Apache helicopters can take care of conducting largescale attacks. The Air Force combines a number of elements," she said.

Door gunners have major responsibilities.

"When touching down in a landing zone that is small and surrounded by trees, we must make sure there are no other obstacles and remain in contact with the crew at all times. There

is also a whole language that we have to learn," she says, alluding to the Royal Canadian Air Force's special terminology.

For women, it is important to lean in, trust yourself, and not think that it is impossible to join the Forces.

Cpl Alexandra Roy
Door Gunner

Opportunities for women

As the first female to hold a door gunner position at the squadron – and perhaps the first in the Canadian Armed Forces (CAF) – Cpl Roy highlights the CAF's work to recruit women.

"Whether you are male or female, the army is unfortunately not for everyone. For women, it is important to lean in, trust yourself, and not think that it is impossible to join the Forces."

Nevertheless, the soldier is of the opinion that "more female role models" could inspire more young women to join the CAF.

"There is a large number of occupations to choose from—there is something for everyone."



Corporal Alexandra Roy

Family Affair: Bigger contribution to Canada's military

Peter Mallett
Staff Writer

When the Bigger family of New Brunswick unites it's rarely on a small scale and it usually involves a moment of reflection for past military service.

Within their lineage is Robert Havelock Bigger who fought in the First World War at Vimy and Ypres Salient, and eight of his sons who served Canada's military from 1942 to 1974, both in war and peacetime.

Over the Nov. 4 weekend, the Bigger's gathered in a Hall in Oromocto, overflowing with generations of family members for a reunion. Just a week before Remembrance Day they gathered to remember and celebrate the contributions of their family in service to Canada.

Jolene Bigger-Hartt, 63, is the daughter of Second World War veteran James Sydney Bigger, the eldest of Robert's nine sons. She organized the reunion because of the family's military history and wanted to honour the nine army veterans with street banners, with the help of many cousins whose fathers also served. She has been researching her family genealogy since early 1980s.

"I was the one who wrote our family history all down, and the more I researched and collected information I gradually discovered how much of the family were involved in the military," she said. "I became determined to find out more."

Her Grandfather, Robert Bigger, enlisted in the P.E.I. Highland Battalion during the First World War and served Canada between 1916 and 1918. Upon returning to Canada he married Jean Effie Sharpe and raised nine sons and two daughters: James, Kitty, Cecil, Ersyl, Elwin, Gerald, Merle, Vaughn, Shirley, Arlie and Gary. The family eventually resettled near McAdam, NB, in 1938 with all sons working on the family farm and lumber business.

Eight of his sons were soldiers in Canada's army. Six served with the Black Watch (Royal Highland Regiment) in the Regular Forces. During the Second World War, Jolene's father James Bigger served with the North Nova Scotia Highlanders. He became an instructor for the Black Watch until his retirement in 1972. Elwin and Cecil served in Korea.

Only one son, Gerald, remained on the family farm and never joined the military.


Gary Bigger, 76, and brother Vaughn, four years his elder, are the only Bigger brothers still living, along with their sister Shirley (Stafford). The other Bigger sister Kitty, died a few years ago.

Gary lays a wreath on behalf of the family and others who served during Remembrance Day ceremonies at the Cenotaph in McAdam, New Brunswick.

Over the reunion weekend the family trekked to Waasis Road in Oromocto. It is there that nine Banners of Remembrance for the Bigger family soldiers are displayed on lampposts for Remembrance Day.

The Banners of Remembrance are part of a program by Branch 93 of the Royal Canadian Legion to remember the community's veterans. Each of the nine features a picture of a Bigger soldier, a Canadian flag, a Union Jack and the words Lest We Forget.


"I wanted to make sure the banners were all together and all of the grandchildren and cousins got to see it," said Bigger-Hartt. "When you look at the amount of space those banners take up on this main road, it gives us a sense of the family's remarkable military contribution. It's a good way to celebrate the family legacy."

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Lancaster bomber finds new home

Joanna Calder
RCAF PA

An Edmundston, New Brunswick, landmark has travelled to a new home at the National Air Force Museum of Canada (NAFMC) in Trenton, Ontario.

Avro Lancaster KB882 has stood at the entrance of the Edmundston airport since 1964, when the city purchased the aircraft for \$1,500 as a memorial to local veterans.

Over the years, volunteers

from the Lancaster Preservation Society raised funds for preserving KB882, but the City of Edmundston realized the cost of undertaking full restoration work and building a protective hangar was beyond its capacity.

City council made the difficult decision to transfer ownership to a suitable museum.

The NAFMC was selected after an agreement with the Alberta Aviation Museum fell through due to the initial costs of dismantling and shipping the aircraft.

The formal transfer of ownership took place beside KB882 at the Edmundston airport on Sept. 20.

Dismantling KB882

A combined team from the RCAF's Aerospace and Telecommunications Engineering Support Squadron (ATESS) and the National Air Force Museum of Canada began dismantling KB882 the day before the transfer of ownership, with work continuing day and by night.

Work progressed rapidly, and the wings and wing tips arrived

by truck in Trenton on Sept. 29 with the fuselage arriving in early October. This is the third time that ATESS (or its predecessor, No. 6 Repair Depot at Mountain View, near Trenton) has worked on KB882 as the aircraft passed through their capable hands in 1954 and 1964.

Public Display in 2024

KB882 will go directly into the restoration shop at the NAFMC. Restoration work is expected to take five to seven years. KB882 will then be permanently dis-

played inside a new wing of the museum that will be constructed to house it and other museum aircraft.

When it goes on display, the NAFMC will be the only museum in the world to have in its collection both a fully restored Handley Page Halifax and a fully restored Avro Lancaster.

The grand opening and unveiling of KB882 is planned for April 1, 2024, to mark the 100th anniversary of the Royal Canadian Air Force.



A combined team from the RCAF's Aerospace and Telecommunications Engineering Support Squadron (ATESS) and the National Air Force Museum of Canada dismantle the KB882. It will be restored to its post-war Mark 10 AR (area reconnaissance) configuration with the aid of donations and volunteer efforts. Restoration is expected to take five to seven years.

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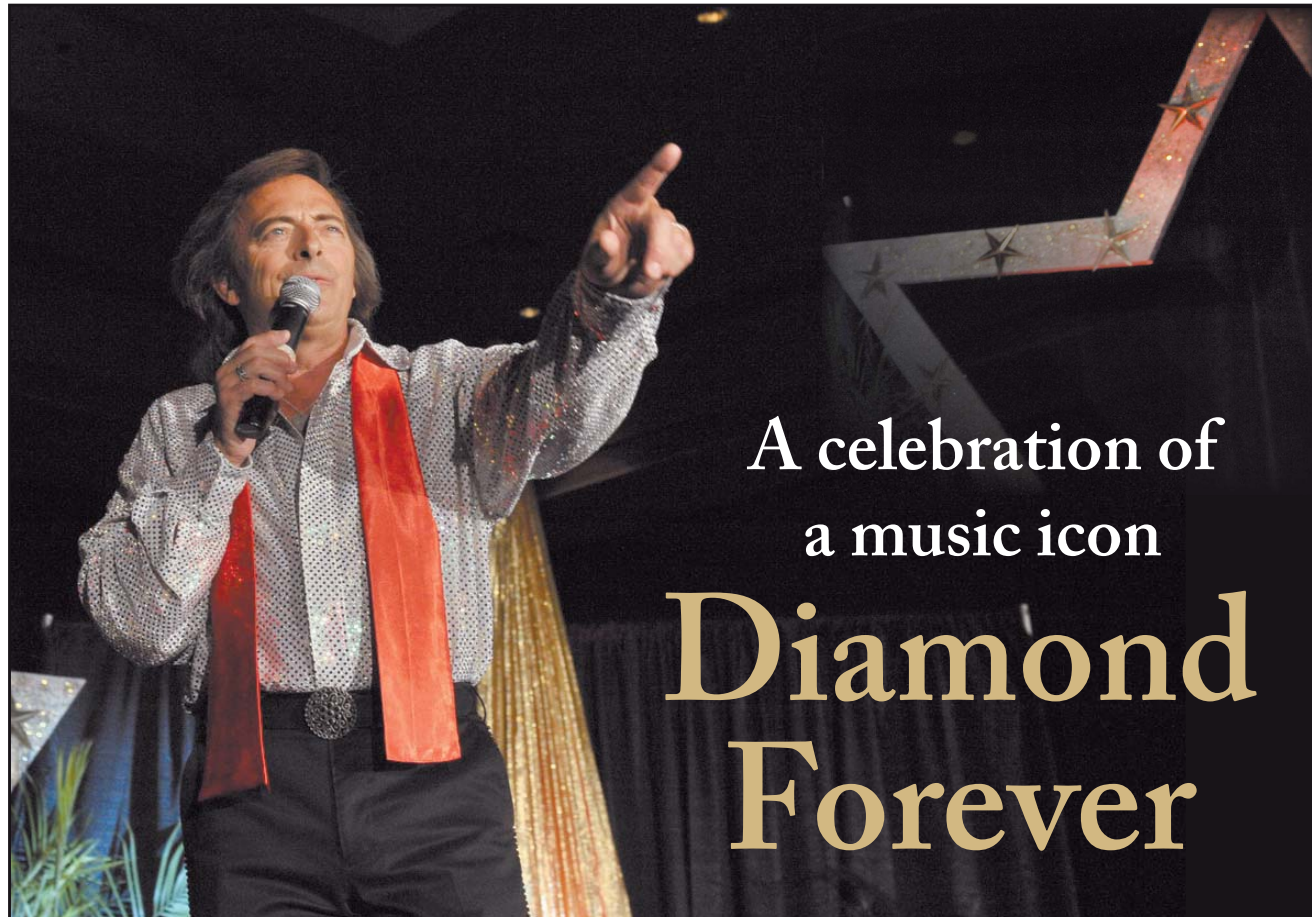
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A celebration of a music icon Diamond Forever

Ferdy Belland
Contributor

From Tin Pan Alley to Hollywood, through the turbulence of the 1960s and on into the 21st century, the songs of Neil Diamond continue to attract new fans to go along with the legions of old.

On Sunday Nov. 12, at the Victoria "Trafalgar Pro Patria" Royal Canadian Legion #292 on Gorge Road, international entertainer Jason Scott will pay homage to this legendary singer-songwriter.

"Neil Diamond has recorded his music so many times, and changed it so much, that interpreting that

music can in itself be an art," says Scott.

The process of interpreting Diamond's harmonious combination of notes is not dissimilar to a symphony conductor interpreting the music of Beethoven from a score.

Scott's performance hands-down personifies and delivers the look, the sound, the moves and the music of Neil Diamond.

His "Diamond Forever a Celebration of Neil Diamond" is an exciting, must-see evening's entertainment event. Enhanced by background stories, humor, authentic costuming, studio-recorded audio tracks and incredibly realistic "spot

on" vocals, this highly audience interactive show creates a sight and sound experience that transports delighted Diamond fans, old and young, down memory lane.

"The music bridge's generations," says Scott, "The show is structured, but also spontaneous, loose and huge fun as it is very audience connected. Sometimes I find myself in the crowd and then other times I've had some of the audience on stage with me. The show is one big Neil Diamond party."

Tickets are \$25, available at the Victoria 292 Royal Canadian Legion office - 250-384-7814. Doors open 5 p.m. and show time is 7 p.m.



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New exhibit spans five conflicts

Stephen J. Thorne,
Legion Magazine

Walk into the new permanent gallery at the Canadian War Museum and the first thing you'll see are two harbingers of change—a section of the Berlin Wall and a case filled with captured AK-47 rifles.

Unfortunately, the change these artifacts represent isn't the one many would have hoped for when the Cold War came crumbling to an end with the collapse of the Berlin Wall and, ultimately, the Soviet Union.

It was there, behind the Iron Curtain, where Soviet general Mikhail Kalashnikov invented the AK at the outset of East-West hostilities, but the Cold War proved to be only the weapon's adolescence.

The AK came of age in the aftermath of communism's dominance in Russia and Eastern Europe, when the light, simple, unfailingly reliable yet notoriously inaccurate rifle became the chosen weapon of the new era—an era of terrorists, insurgents, guerrillas, rebels, radicals and child soldiers, the latter for whom it was ideally suited.

The section of wall reflects the hopes and possibilities that lay ahead when it came down in 1989. The west side is painted in graffiti, the bulbous TV tower of East Berlin in the foreground, its Eiffel Tower-like counterpart behind, beyond the opened Brandenburg Gate.

The east side of the wall is monotone, its pale paint intended to silhouette attempted escapees, making them easier targets for Communist border guards. But in this context, its symbolism is unavoidable—a blank canvas, a future filled with possibility, ultimately squandered.

Indeed, rather than an age marked by the much-hoped-for peace and international co-operation, the post-Cold War era gave rise to evermore bloody conflicts throughout the former Soviet Union and beyond.

Without Moscow's iron-fisted control, ethnic and nationalist tensions were unleashed and unchecked in many of its former satellites. Western-backed dictators fell like dominoes across the Middle East, failed states descended into bloody anarchy in Africa, and terrorism found new legs as radical Islamist groups emerged and spread like malignant, metastasizing cancers.

The new gallery

Gallery 4: From the Cold War to the Present, which opened Sept. 21, chronicles this period. Its permanent exhibits span five conflicts, reflecting Canada's shifting priorities as its role evolved from traditional UN peacekeeper and dutiful NATO guardsman to peacemaker and warfighter in the Persian Gulf, Somalia and Afghanistan, and referee, of some futility, to the horrors of ethnic cleansing in the Balkans and Rwanda.

In the 296 square metres of newly renovated space, the museum tells these stories in words, pictures and artifacts, both military and otherwise.

There are Atropine injectors from the Gulf War, antidotes to anticipated nerve-gas attacks that never came; a weathered Lee-Enfield rifle that had somehow found its way from Canada to an isolated Somali village; machetes that had been wielded by Hutus in the horrendous hacking deaths of thousands of Tutsis in Rwanda.

A glass case contains weapons that crew from *HMCS Winnipeg* seized from pirates off Somalia: a rocket-propelled

grenade launcher, a battered variant of the American M16 rifle, and a hammer.

The section on the former Yugoslavia declares "no peace to keep," illustrating the mass graves of Srebrenica and casting light on the 15-hour firefight that took place in the Medak Pocket in 1993—an incident few Canadians were aware of or likely would have cared about, given the prevailing attitude of the day.

Posted on a wall, the words of Sergeant Grant Greenall expressed the frustrations of many a peacekeeper whose hands were inevitably tied by their masters' restrictive rules of engagement: "We weren't allowed to shoot at anybody to protect ourselves unless we were actually taking effective fire."

In other words, Canadians had to get shot before they could shoot back.

Beneath the quotation is the Ilits jeep Sgt John Tescione and Private Phillip Badanai were riding in on New Year's Eve 1994 when 20 Serb soldiers opened fire on them in Croatia. A staple of the museum collection since 1995, the vehicle is riddled with 57 bullet holes. Countless more rounds passed through its open sides. Six hit Tescione in the head and arms; Badanai

took two in the back. Both survived.

The gallery wends its way into Afghanistan, where Canada fought its longest war—13 years—at the cost of 158 military lives. There sit the remains of a G-Wagen, the jeep that replaced the Ilits, half of it destroyed by a roadside bomb, the signature weapon of the Afghanistan War.

The exhibits highlight the heroics and the heartbreaks of Canadian soldiers, including the bloodstained boots Sgt William MacDonald was wearing the day in 2006 he earned the Star of Military Valour by dodging heavy fire to rescue his wounded captain.

There is a case containing schoolbooks burned by Taliban insurgents southeast of Kandahar in 2002, and a so-called night letter in which Taliban fighters inform the residents of Salavat they have earned whatever reprisals may come their way should they continue to collaborate with NATO forces.

"You don't have the right to complain," it says. "This is your last warning."

There is a photograph of a weeping Corporal Dan Matthews mourning the 2003 deaths of his comrades, Sgt Robert

Short and Cpl Robbie Beerenfinger, the first Canadians killed in Afghanistan by enemy fire. There are aluminum flight controls melted after Captain William Fielding's Chinook helicopter was shot down.

Now, Canadian soldiers have come full circle. They find themselves again on Russia's doorstep, watching the Latvian border as part of NATO efforts to secure the Baltic states from reoccupation by forces under Moscow's command.

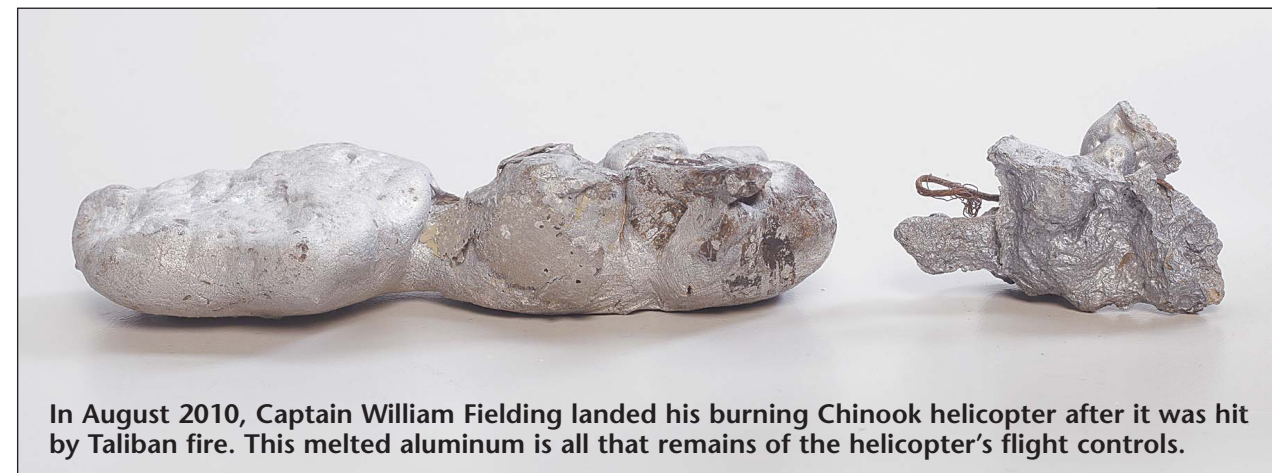
Far to the east, the nuclear threat is again rearing its ugly head, as the United States and North Korea engage in an increasingly hyperbolic war of words.

How long will it be before the museum will be compelled to update its galleries again, and what will those new exhibits tell us?

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Sergeant William MacDonald wore these boots during the battle for the White School complex in Panjwai, Kandahar. A large Taliban force pinned down 14 Canadians, killing four and injuring seven. Sgt MacDonald ran over exposed ground to help the wounded and led the fighting until reinforcements arrived. He was awarded the Star of Military Valour for his actions.



In August 2010, Captain William Fielding landed his burning Chinook helicopter after it was hit by Taliban fire. This melted aluminum is all that remains of the helicopter's flight controls.

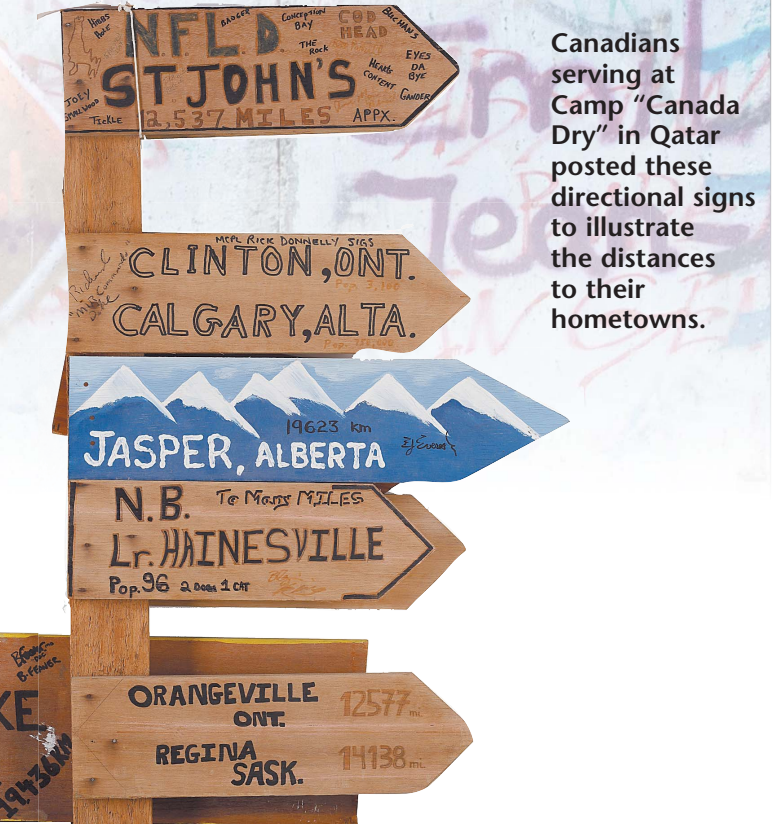


Left: This sign, from the Canadian air base in Qatar, was autographed by members of squadrons 416 and 439. They were known as the Desert Cats because of the lynx and sabretoothed tiger on their respective crests.



Photos courtesy Canadian War Museum

On New Year's Eve, 1994, Serbian troops fired on Private Phillip Badanai and Master Corporal John Tescione as they drove through a Serb-held town in Croatia. Their vehicle was hit more than 100 times. Pte Badanai was shot in the back, and MCpl Tescione in the head and arms. They managed to drive 15 kilometres to their camp, where they received medical treatment.



Canadians serving at Camp "Canada Dry" in Qatar posted these directional signs to illustrate the distances to their hometowns.



In December 2005, Afghan insurgents detonated an improvised explosive device that destroyed the front of this G-Wagen. Captain Manuel Panchana-Moya, Privates Ryan Crawford and Russell Murdock, and a journalist were saved by the vehicle's protective armour. The blast threw the vehicle's engine nearly seven metres.

CANADA'S UNSUNG

Do Gooder

PHOTOS COURTESY OF THE OTTAWA JEWISH ARCHIVES

Lynn Capuano
Army Public Affairs

Lillian Freiman's modus operandi was "do good by stealth."

As a result of her humility, her many great works for the good of both serving and returning First World War veterans, and many other causes in Ottawa and Canada, remain largely unrecognized in the 77 years since her passing.

A few notable accomplishments

Freiman was the first Jewish-Canadian to be made an Officer of the Order of the British Empire, presented to her by King George V on New Year's Day, 1934, for her work with war veterans.

She was unquestionably the most influential Jewish-Canadian woman of her generation.

She was also the first woman to become an honorary life member of the Royal Canadian Legion, which she helped found.

Add to this, she had leadership roles in the Canadian Institute for the Blind, the Red Cross Society, the Amputations Association of Great War Veterans of Canada, the Salvation Army, Girl Guides of Canada, the Big Sisters' Association, the YMCA, and the Joan of Arc Society.

During the flu epidemic of 1918, she was called upon by the Mayor of Ottawa to organize a 1,500-volunteer relief effort that gained national attention.

She helped found The Great War Veterans Association – the precursor to the Royal Canadian Legion – donating office space in her home and writing its first official letter in 1929.

Freiman travelled across Canada in 1921 to raise funds and find homes for 151 Jewish war orphans sent from the Ukraine to Canada. She and her husband adopted a young girl of 12 from the group.

The Freiman house was the hub of many philanthropic organizations, welcoming everyone regardless of race, creed or religion, and during the depression years she opened a nearby hostel called Trafalgar House to help veterans find their way. No one in need left her door empty handed.

First Canadian poppies

Annual poppy campaigns began in the United States in 1918 and in France in 1920. In Ottawa, Freiman adopted the fundraiser and the first Canadian poppies were made in her living room in 1921.

She was influential in the 1919 creation of the Vetcraft Shops, which employed returning servicemen to make furniture and toys. In 1923, they took over the poppy making.

She was a member of the National Poppy Advisory Committee and chaired Ottawa's annual poppy campaign nearly every year until her death.

At her funeral in 1940, her coffin was covered with red poppies and the event was attended by notables including Prime Minister William Lyon Mackenzie King, Ottawa Mayor Stanley Lewis, and representatives from every organization in which she served. A Royal Canadian Legion honour guard attended, as did many of the 151 Ukrainian war orphans she had rescued.

Upbringing

The daughter of Ottawa's earliest Jewish settlers, she was

born Lillian Bilsky in 1885 in Mattawa, Ontario. From early childhood, she helped her father perform social service work in their community. It was

second nature for her to continue on this path following her marriage in 1903 to A.J. Freiman, owner of Freiman's Department Store on Rideau Street. The couple were leaders in the city's Jewish and business communities.

Within months of the outbreak of the First World War in 1914, Freiman set up 30 sewing machines in her home and organized Red Cross sewing and knitting circles and sent sheets, blankets and clothing overseas.

After her death

On Dec. 29, 1941 a tablet was unveiled by Major-General L.F. LaFleche, Associate Deputy Minister of National War Services at Trafalgar House that was inscribed: "In loving memory and to the honour of Mrs. A.J. (Lillian) Freiman, OBE, national officer and general convener in Ottawa of Canadian Legion Poppy Day. The friend of all soldiers and dependents who, in public and in private gave generous, warmhearted and always effectual service and assistance in their cause from the days of 1914-18 to the day of her passing November 2nd, 1940."



Ottawa Army Officers' Mess

Fast forward to 1957 when the Freimans' Victorian-style mansion, located at 149 Somerset Street West in Ottawa, became the home of the Ottawa Army Officers' Mess. The location of many an Army celebratory dinner, countless weddings and other events, it is a fitting legacy for this building that was steeped in so many good works involving soldiers, veterans and their families.

"The Army Officers' Mess today carries on the traditions started by Mrs. Freiman as a place where soldiers are welcomed," said Lieutenant-Colonel (Retired) Dan Mackay, the Mess Historian



Portrait of Lillian Freiman, ca. 1918.

Left: Advertisement from the 1932 poppy campaign in the November 9th edition of the Ottawa Evening Citizen.

who has been adding the finishing touches to the recently renovated Mess.

LCol (Ret'd) Mackay was intrigued by the history of the house, especially when he began unravelling the many threads connecting the military, the mansion and Freiman's many and diverse charitable efforts in support of the war effort and of the returning soldiers.

As part of the renovation, he created a commemorative display of her contributions to war veterans and Canadian society on the wall of the hallway leading to the conservatory.

"When I researched the history of the house, I couldn't believe that she was not better known in Ottawa after all she had accomplished," he says.



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Launch of S.S. War Nanoose, Foundation Company yard, Point Hope, Victoria. Image Credit: BC Archives Item F-04535

Unsung SHIPYARD Hero

Robert Butchart

Denton Pendergast
Contributor

The contribution to the province's shipbuilding industry made by one of British Columbia's most successful businessmen has been long overshadowed by his creation of Butchart Gardens.

Robert Pim Butchart was born and educated in Owen Sound, Ontario, where he married Jennie Foster Kennedy. In 1888 he founded the Owen Sound Portland Cement Co. Then, in 1904, the couple moved west and purchased a limestone quarry adjacent to Tod Inlet to establish B.C.'s first Portland cement plant.

Butchart eventually held interests in several cement plants across Canada and the United States. Directorships on Victoria's

Pacific Steamship Co. Ltd., Pacific Alaska Navigation Co., and the Canadian Pacific Navigation Company are indicative of Butchart's interest in maritime enterprise.

First World War

In 1914, Butchart began campaigning for war production contracts on behalf of Victoria and Vancouver's shipyards. By 1916 Britain had sustained very heavy losses to their coastal freighter fleet, a looming strategic disaster.

Britain's Imperial Munitions Board (IMB), responsible for all wartime manufacturing throughout the Empire, appointed Butchart as British Columbia's Director of Wooden Shipbuilding and charged him with the con-

struction of replacements to the coastal fleet.

Butchart arranged for the registration with the Imperial Munitions Board of the Foundation Company and Cameron Genoa Mills shipyards in Victoria's harbour as "emergency shipbuilders".

The yards employed over 1,000 people to build the hulls and superstructures of 20 wooden-hulled steam-powered coastal freighters of between 250 to 293 feet and of between 2,227 to 2,708 gross tonnage.

Further, Butchart arranged for Victoria Machine Depot to obtain the Imperial Munitions Board contract to manufacture and install the machinery and fittings for the new freighters at their new assembly plant on the site of the old Rithet's Piers, currently home of

the Canadian Coast Guard base.

It's an interesting aside that when Victoria Machine Depot owner Charles Spratt's health began to fail in 1921, Marguerite, his wife, successfully managed the company until her death in 1946. As North America's only female shipyard owner, she oversaw the construction of 25 ships during the Second World War.

The 20 First World War freighters traversed the Atlantic via the Panama Canal to serve the war efforts of Britain, France, Belgium, Norway, and Greece, and went on to serve in the rebuilding of post-war Europe.

To learn more about the people, places, and history of Victoria's Harbour visit victoriaharbourhistory.com



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10 facts on WW1

1 The First World War began on Aug. 4, 1914, with the Triple Entente (United Kingdom, France and Russia) and other nations (e.g., Canada and Australia) against the Triple Alliance (Germany, Austria-Hungary and Italy). However, Italy refused to join in the war effort and instead, in May 1915, it aligned with Britain and France and declared war against Germany and Austria-Hungary.

Canadians saw their first major action at Ypres on April 22, 1915. Lieutenant-Colonel John McCrae was inspired to write *In Flanders Fields* to honour a friend who died during this battle.



The Battle of the Somme began early on the morning of July 1, 1916. The 1st Newfoundland Regiment suffered especially heavy losses on that day. Of the approximately 800 Newfoundlanders who went into battle, only 68 were at roll call the following morning.

The Battle of Vimy Ridge began on the morning of April 9, 1917, and ended four days later. It was the first time all four divisions of the Canadian Corps fought together as one formation. The Canadian victory at Vimy Ridge is considered to be a key point in shaping Canada as a nation.



Canadians took part in the Battle of Passchendaele from October to November 1917. In a muddy corner of Belgium, Canadians overcame almost unimaginable hardships to capture this strategic village.



6

More than 2,800 Canadian Nursing Sisters served with the Canadian Army Medical Corps.

7

Approximately 4,000 Aboriginal Canadians enlisted during the war. This represented nearly one-third of all Aboriginal-Canadian men eligible to serve.

8

Approximately 70 Canadians were awarded the Victoria Cross for "most conspicuous bravery in the presence of the enemy" during the First World War.

9

More than 650,000 men and women from Canada and Newfoundland served during the First World War. More than 66,000 gave their lives and over 172,000 were wounded.

10

The fighting ended on November 11, 1918, with the signing of the Armistice. The war officially ended with the signing of the Treaty of Versailles in 1919.

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Photo credit: Canadian Great War Project
In an undated photograph, Wilbur Fawcett Annis.

Profile of Courage: Lieutenant Wilbur Fawcett Annis

Major Bill March
RCAF Historian

Wilbur Fawcett Annis was born on Feb. 14, 1895, in the Township of Scarboro (now spelled Scarborough), east of Toronto, Ontario. He and his family were living in Toronto when war broke out in Europe in August 1914.

Like many young men of his generation, he had already seen some service, including with militia units such as the 20th Halton Rifles, where he served in the Army Medical Corps.

However, through 1914 and 1915, Annis was intent on finishing his schooling. On Jan. 7, 1916, after completing his first term at the University of

Toronto's Victoria College, he enlisted with the 76th Overseas Battalion (Canadian Infantry) as a lieutenant. He departed for England on Sept. 26 of that year.

After a period of training at various schools, Annis joined the 58th Battalion in France on Oct. 31, 1916. The battalion was stationed near Arras and would soon be preparing for the assault on Vimy Ridge; however, the newly arrived lieutenant would not be joining in the attack.

Contracting influenza in December, the seriously ill Annis was invalided back to England later that month and spent the opening weeks of 1917 in hospital there.

Cleared by a medical board for general duties on March 17, 1917, Annis was an officer without a unit, and was posted to a reserve battalion while he waited for a vacancy in a front-line unit. Searching for more active employment he, like many Canadians in similar straits, applied to be seconded to the Royal Flying Corps (RFC) Canada.

According to available records, he was transferred to the RFC sometime that spring, and appointed as a flying officer on Aug. 16, 1917. Unfortunately, details of his training and subsequent employment are nowhere to be found.

In late 1917, Annis received orders to proceed to the flight training establishment in Canada. Such a transfer was not unusual because headquarters seemed to be making a concerted effort to send Canadian instructors to serve with the Royal Flying Corps (RFC) Canada in the belief they would be better equipped to deal with their countrymen.

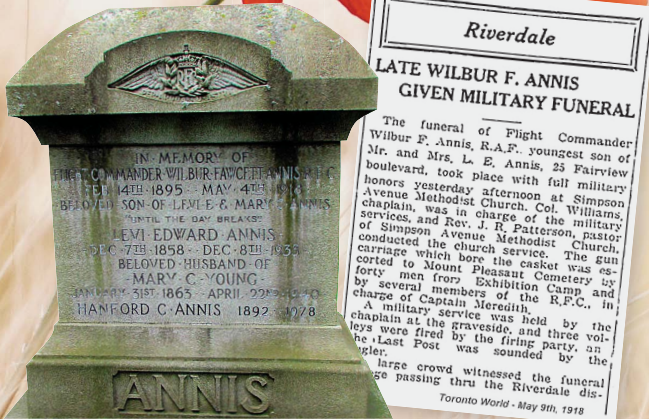
Still, a transfer to a "safe" area was more likely to be given to individuals who had been "flown out" at the front and badly in need of a rest. Whether in need of a rest or not, he was heading home to Canada.

After a brief period of leave to visit his family, he began working as an instructor at Camp Leaside, located in North Toronto. At 43 Wing, he was likely responsible for training flight cadets. His stay at Leaside was not long, and by March 1918 he had been sent to Camp Borden, about 88 kilometres north of Toronto, as a flight commander.

Early on May 3, 1918, Lieutenant Annis donned his flying gear in preparation for a training flight with Cadet F.L. Dugan. To take advantage of relatively calm air, training flights were often scheduled for early in the day or during early evening. Instructor and student, bundled against the cold, climbed into Curtiss JN-4 (Canadian) No. C1047, the standard "Canuck" trainer aircraft, and prepared for their flight.

Soon after takeoff, for reasons never determined, the aircraft stalled, fell into a nosedive and impacted the ground not far from where it took off. Dugan, seated in the forward cockpit position, was slightly injured. Annis, in the rear instructor's position, suffered a fracture to the base of the skull. Never regaining consciousness, he died at the base hospital 28 hours later, on May 4, 1918.

His family was informed of the accident a few hours after it occurred and were present when Lieutenant Annis died. After a well-attended service at the Simpson Avenue Methodist Church in Toronto, he was laid to rest with full military honours in Mount Pleasant Cemetery. He was 23 years old.



Above: Flight Commander Wilbur Annis was laid to rest in Mount Pleasant Cemetery in Toronto, Ontario. His father, mother and an older brother joined him here in the fullness of time (Photo credit: Find A Grave website). Above right: Toronto World news clip, labelled May 9, 1918, and describing the funeral service for Wilbur Annis (Photo by Canadian Virtual War Memorial).

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Newfoundland soldiers at the **SOMME:** THE BATTLE OF BEAUMONT-HAMEL

Steven Fouchard
Army Public Affairs

While Canadians can look back at the Battle of Vimy Ridge and take some comfort in the idea the sacrifices made solidified the notion of Canada as a sovereign nation, there is little to relieve the sense of loss, particularly for the people of Newfoundland that inevitably comes with pondering the Battle of the Somme.

Though it began on Canada's national holiday, July 1, the story of the Somme is not an especially Canadian one. It was the British, seeking to break a long-standing stalemate that gripped the Western Front in 1916, who led the ill-fated campaign, which was an offensive

in the Somme River Valley of Northern France.

Newfoundland did not formally become a part of Canada until 1949, but hundreds of volunteers were raised from the future province at the start of the war. Members of the First Newfoundland Regiment took part in the opening attack of the campaign, which took place around the village of Beaumont-Hamel.

It was preceded by a massive, week-long artillery barrage, but the British arsenal was full of dud shells that failed to explode. So, when British troops emerged from their trenches and charged, they faced a mostly unscathed enemy.

The Newfoundlanders were ordered

to attack across open ground just after 9 a.m. They were cut down in massive numbers in just 30 minutes. By the end of the first day of battle, fewer than 70 of the Regiment's 800 members were able to fight another day.

This was not the end of the First Newfoundland Regiment. Refreshed with personnel from back home, it would fight in key battles at Gueudecourt, Ypres, Arras, Courtrai, and Cambrai.

At Cambrai, the regiment fought so well it was subsequently re-named The Royal Newfoundland Regiment, the only regiment to receive such an honour during the war.

Three divisions of Canadians were moved to the Somme region in August.

They did capture several strategic points from the Germans, but when rain and snow necessitated an end to the battle, only 13 kilometres of the 35-kilometre front had been taken. Total Allied losses were over 600,000, some 25,000 of which were Canadians and Newfoundlanders.

Today, just outside Beaumont-Hamel is a park that includes a memorial to the Royal Newfoundland Regiment. Sitting at the park's highest point, this National Historic Site features a statue of a caribou, the regiment's emblem, and the names of the dead on brass plaques. The Government of Canada marked the 100th anniversary of the Somme and Beaumont-Hamel with a commemorative ceremony on the site July 1, 2016.

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Snapshot

OF A RULE BREAKER

Steven Fouchard
Army Public Affairs

PEI Regimental Museum in Charlottetown.

PEI Regimental Museum Exhibition

Discipline is fundamental to every military force, but one soldier who broke the rules did historians a great favour when he smuggled a camera to the front lines and captured an unfiltered, soldier's-eye view of the conflict.

Brenton Harold 'Jack' Turner was already an avid photography enthusiast when he enlisted with the Prince Edward Island Regiment's 2nd Siege Battery in 1915. That enthusiasm did not waver when he was shipped off to the frontlines of the First World War. It was so strong, he risked disciplinary action by bringing a camera with him.

Turner survived the war and came home with a trove of remarkable images that he would later donate to Prince Edward Island's provincial archives and The

The PEI Regimental Museum, along with fellow members of the PEI Museums Association, produced an exhibition introducing Islanders and visitors to Turner's work, entitled *Snapshots of Armageddon: Jack Turner and the Great War*.

The photos have also appeared at the Confederation Centre Art Gallery and Museum in Charlottetown, and the Eptek Art and Culture Centre in Summerside.

The PEI Regimental Museum provided additional artifacts, including a First World War artillery tunic to round out the display.

Captain Greg Gallant, curator of the PEI Regimental Museum, said

there is a candidness to the images that offers a more realistic look at life in the trenches than officially sanctioned photos would have.

"One of them, there's a group of guys from PEI and they're sitting around a trench picking lice off of their uniforms," he says of the images. "He took pictures of them moving the guns through the mud with an emphasis on the mud and how hard it would have been to reposition these siege batteries. I mean, these guns were big and they not only had to move the guns but everything that went with them."

Smuggling a camera across the Atlantic was one thing, a feat Turner achieved by adding a secret extra pocket to his uniform sleeve, but ensuring a steady supply of film required a lot of help from home.

"Any time he would get care packages from home,



Photo: provided by The Prince Edward Island Regiment Museum
Members of The Prince Edward Island Regiment's 2nd Siege Battery, as captured by their comrade Private Jack Turner during the First World War, (date and location unknown). Pte Turner took many candid images of the war using a camera he smuggled to the front and film sent from his family at home in partially emptied toothpaste tubes.

his mother would send him rolls of film in a tube of toothpaste," says Capt Gallant.

One of Capt Gallant's personal favourites in the collection poignantly depicts Turner sitting with a comrade reading news from home.

"You can actually see

that it's the Island Patriot, a newspaper that existed here up until about 12 years ago. They're both guys from PEI and they must have got mail call that day and got some newspapers and took the time out to read them."

Turner was also a restless experimenter who colourized many of the

images – no small feat in the pre-digital 1920s – and created three-dimensional composites.

"He would take two or three photos of one thing and then basically cut out the images and glue them on top of another photo," says Capt Gallant. "They're really neat."



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Photos by Stephen Thorne

Cold-weather flying outfit, part of the permanent Vimy exhibit at the Canadian War Museum. William Barker's uniform is immediately behind and to the left.

Six artifacts that help tell the story of Vimy

Stephen J. Thorne
Legion Magazine

The Canadian War Museum in Ottawa has marked the 100th anniversary of the Battle of Vimy Ridge by refurbishing its Vimy gallery and launching a new exhibition, *Vimy—Beyond the Battle*.

New artifacts, audio, and video have been added to the Battle of Vimy Ridge section of Canadian Experience Gallery 2 to help visitors better understand the battle and its legacy. *Vimy—Beyond the Battle* runs until Nov. 12 and explores how and why Canadians commemorate through private and collective memories of Vimy, the First World War, and more recent conflicts.

Pictured are some of the artifacts included in the two exhibitions.

This article is reprinted with permission from www.legionmagazine.com.



Dedications on a cross erected in July 1917 by members of the 13th Canadian Battalion.



Pilot goggles worn by Lieutenant Harold Arthur Sydney Molyneux when he crashed at Vimy Ridge.



The helmet Captain Thain MacDowell wore the day he earned his Victoria Cross at Vimy Ridge.



Private William Milne's medals, including the VC he was awarded after he was killed at Vimy Ridge.



Canadian soldiers returning from Vimy Ridge

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LAST OF THE BATTLE OF BRITAIN

HEROES HONoured

Photos by Corporal Alana Morin and Corporal Michael J. Maclsaac

Joanna Calder
RCAF PA

Seventy-seven years have passed since the "Few", as British Prime Minister Winston Churchill called them, took to the air over southeast England to thwart a planned Nazi invasion of Great Britain.

"The gratitude of every home in our Island, in our Empire, and indeed throughout the world, except in the abodes of the guilty, goes out to the British airmen who, undaunted by odds, unwearied in their constant challenge and mortal danger, are turning the tide of the World War by their prowess and by their devotion. Never in the field of human conflict was so much owed by so many to so few. All hearts go out to the fighter pilots, whose brilliant actions we see with our own eyes day after day . . ."

Members of the Royal Canadian Air Force (RCAF), veterans, Royal Canadian Air Cadets and the public gathered Sept. 17 to honour the courage and sacrifice of those who served during the Battle of Britain, which took place in the summer and fall of 1940.

This year's commemorative ceremony was held, for the first time, at Vintage Wings

of Canada, located at the Gatineau-Ottawa Executive Airport in Gatineau, Quebec.

"The most hotly contested day of fighting took place on Sept. 15. Two days later, the invasion was postponed and eventually other priorities drew German attention. And that is why we celebrate on the third Sunday in September – on or near the 15th," explained Lieutenant-General Michael Hood, Commander of the Royal Canadian Air Force, during the ceremony. "The Battle of Britain was the first Allied military victory of the war, won by the slimmest of margins."

The national ceremony was marked by several flypasts: a CC-177 Globemaster III flew past as the RCAF's Honorary Colonel Loreena McKennitt sang "O Canada", and a Spitfire Mk IX and a Hurricane Mk IV from Vintage Wings of Canada as a piper played "The Flowers of the Forest" ("Piper's Lament"), which followed the two minutes of silence and the playing of the "Rouse". Two CF-188



Air Force veterans attend the national Battle of Britain commemorative ceremony. From left to right: Mathew Carson, veterans parade commander and second vice president of 410 Wing, Royal Canadian Air Force Association, in Ottawa; Michael Harrison, 410 Wing; Robert Bradley, 410 Wing member and Second World War veteran; John Makichuk, 410 Wing; Wib Neal, retired RCAF; Jack Donnelly, 410 Wing; and Jack DesBrisey, 410 Wing.

Hornets flew past at the end of the commander's remarks and the Canadian Forces Snowbirds aerobatic team closed the ceremony by flying past in the "missing man" formation.

Major (Retired) Des Peters, who served with the Royal Air Force, the Royal Canadian Auxiliary Air Force and the Royal Canadian Air Force, read the "Act of Remembrance", which is a stanza from Laurence Binyon's poem "For the Fallen".

Flight Sergeant Jacob Ferguson of 75 Barrhaven Royal Canadian Air Cadet Squadron responded with the "Commitment to Remember."

"Nearly 3,000 Allied fighter pilots were awarded the Battle of Britain clasp of which more than 100 were Canadian," said British High Commissioner Susan le Jeune d'Allergeershecque. "Sadly, fewer than 10 of these brave men remain alive today. Another 200 Canadian pilots fought with

RAF [Royal Air Force] Bomber Command and RAF Coastal Command during the period, and approximately 2,000 Canadians served as ground crew.

"But of course winning a battle takes more than bravery and heroism," she continued. "With dozens of fighters shot down in desperate aerial combat over southern England, the Battle of Britain would not have been won without the capacity to replace destroyed aircraft. Alongside fresh pilots, Canadian resources and the production of factories slowly turned the tide... Led by the Canadian newspaper magnate [Max Aitkin] Lord Beaverbrook, as minister for air, production was so successful that despite losses of more than 100 per cent of its strength, the RAF still ended the Battle stronger than it went into it."

Twenty-three Canadian pilots made the supreme sacrifice during the Battle and approximately 35 more of those would lose their lives by the time victory was won in 1945.

"In other words, as the war progressed, more than half of those Battle of Britain pilots never came home," said Lieutenant-General Hood.



Major (retired) Des Peters reads the "Act of Remembrance".

The Act of Remembrance

They shall grow not old, as we that are left grow old.
Age shall not weary them, nor the years condemn.
At the going down of the sun and in the morning,
We will remember them.

The Commitment to Remember

They were young, as we are young,
They served, giving freely of themselves.
To them, we pledge, amid the winds of time,
To carry their torch and never forget.
We will remember them.





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Canadian liberators forged a

Lasting Friendship

in the Netherlands



Steven Fouchard
Army Public Affairs

The liberation of The Netherlands, one of Canada's proudest Second World War moments, actually began in Belgium.

In September 1944, British and American soldiers were foiled in an attempt to take the Dutch town of Arnhem, which sits on the Rhine River and would have offered a fast route into Germany. Knowing a port would be needed to sustain the Allied advance, all eyes turned to Antwerp, Belgium.

The city itself was in Allied hands, but not the 70-kilometre-long estuary of the Scheldt River, which connected it to the Atlantic. The First Canadian Army, a multi-national force led by Canadian Lieutenant-General Guy Simonds, was charged with clearing the way.

Movement was made difficult by the flat, damp, and sometimes flooded terrain, but the area was clear by early November. Approximately 13,000 Allied troops were killed, wounded or captured in the battle, more than 6,000 of them Canadian.

For The First Canadian Army, the remainder of 1944 was spent patrolling the newly-captured Dutch front line, and occasional skirmishes with the Germans. They were back on offence in February 1945, assisting in efforts to push the enemy back and across the Rhine.

History was made in March when the 1st Canadian Corps was moved to the region from Italy. This was not only the first time two Canadian Army corps had fought together but, with a combined troop strength of over 400,000, it was also the largest force ever to be led by a Canadian officer.

While other Allied forces pushed their way across the Rhine into Germany late in March, the First Canadian Army remained in the Netherlands to extinguish the last embers of German resistance. Though the effort was hampered by the destruction of roads, bridges and other key infrastructure by the Germans, the victorious Allies not only liberated the country but also made way for much-needed food deliveries to a starving population. More than 7,000 Canadians died in the effort.


What became known as "the hunger winter" gave way to "Canadian summer" and the friendship that formed between the Dutch and Canadians is still very present today in the form of the Nijmegen Marches, an international marching event held each year in The Netherlands, and during the annual Tulip Festival in Ottawa.



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Dieppe hero marks 80 years of service

Ryan Ferrara
Steven Fouchard
Army Public Affairs

The Canadian Army celebrated its longest-serving officer with a commemorative ceremony marking his remarkable 80 years of service.

It is the second distinction of 2017 for Honorary Colonel David Lloyd Hart, who also celebrated his 100th birthday this past July. HCol Hart was feted by members of 34 Signal Regiment – where he continues to fulfill the role of Honorary Colonel – on Oct. 3 at the Sainte-Catherine Armoury in Westmount, Quebec.

About HCol Hart

HCol Hart enlisted in the Army Reserve in 1937 and deployed to England and France during the Second World War. Among other honours, he was awarded the Military Medal for bravery by His Majesty King George VI at Buckingham Palace for his actions during the Dieppe Raid.

“People were being shot at, people were being killed all over,” he recalled. “It was an absolute catastrophe and I could see and hear the disaster taking place all around me. We were left immobilized near the beach and I thought I was

going to be taken prisoner.”

The Dieppe Raid was one of the most devastating and bloody chapters in Canadian military history. Approximately 5,000 Canadians made up the bulk of the 6,100-strong Allied force. Supported by eight destroyers and 74 air squadrons, they battled 6,000 well-fortified and entrenched German soldiers. The casualties for Canada totaled 3,367, including 913 dead and 1,874 prisoners of war.

“We knew there was going to be a raid,” HCol Hart said. “Of course the training was pretty rigid. But the intelligence was bad. We thought there was only going to be 1,000 German troops and we had 6,000. But Dieppe had been reinforced by 5,000 seasoned German soldiers. It was a one-to-one ratio. And you

don’t normally do a full frontal assault unless you have at least three to one superiority.”

HCol Hart, a Sergeant in the Canadian Army at the time, was the only communication link between the frontline and the headquarters. In the confusion of the raid, communication was essential to the survival of the Allied troops. He spent much of the battle communicating with the frontline, reporting back to headquarters and relaying movement, reinforcement and retreat orders to the troops.

In the heat of battle, he radioed to forward units that rescue craft would be arriving at 10 a.m. instead of 11 a.m., a crucial change in operational plans. And, at one point during the battle, he cut off communication with headquarters in

order to relay retreat orders to units who were under heavy fire and could not be reached by headquarters.

“I knew I had a frequency I could contact them with if I could get off the air. Discipline was very rigid those days as far as using radio. I had to ask for permission to get off the air and was told no because I was the only communications forward and back. I promised to come back in two minutes and they agreed. I got off the air, got a hold of the two units, gave them the order to come out, and was back on the air in 30 seconds.”

This scene is depicted in a painting by Montreal artist Adam Sherriff Scott who died in 1980. HCol Hart sat with Scott for six days describing what happened. The painting shows the aircraft overhead, the seawall



Honorary Colonel David Lloyd Hart salutes during the Signature Ceremony as part of the commemorative ceremonies of the 75th Anniversary in Dieppe, France on Aug. 19.

where the men and tanks were pinned down under fire, and engineers on the landing craft shooting at enemy aircraft.

HCol Hart is depicted in the bottom right with a communications device in hand. The picture is currently hanging at Sainte-Catherine Armoury.

HCol Hart saved countless lives, was given a commission and was awarded the Military Medal for bravery and “coolness under fire in the continuous performance of his duties.”

He went on to study accounting but stayed

in the military, eventually rising to the rank of Lieutenant-Colonel in 1965 before being honourably discharged.

He was an Honorary Lieutenant-Colonel from 1976 until April 23, 2013 when he was promoted to full Honorary Colonel of 34 Signal Regiment, based in Westmount, Quebec.

Of his part in the war he says: “I had been a high school cadet from ’31-’34, liked the army and could see the winds of war were starting in ’37. So I joined. Thought maybe I’d be able to do my bit. And I guess I did.”



Major-General Roger Rowley places a wreath at the Dieppe War Memorial at Canada Square during a ceremony held on August 19, 1967. Honorary Colonel David Lloyd Hart, the Canadian Army’s longest-serving officer, was awarded the Military Medal for bravery for his actions at Dieppe.

Photos by DND/MDN Canada

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New Ontario cenotaph honours fallen members of storied RCAF squadron

RCAF PA

427 Special Operations Aviation Squadron was honoured Oct. 15 with the unveiling of a cenotaph in the village of Cobden, Ontario, in remembrance of its fallen aviators.

Largely championed by the Royal Canadian Air Force Association Trust and 427 Squadron's Honorary Colonel Delbert Lippert, the cenotaph is a milestone in the squadron's history, being the first of its kind to honour its sacrifices and history.

Located at 4th Canadian Division Support Base Petawawa, Ontario, 427 SOAS is equipped with the CH146 Griffon helicopter and provides dedicated special operations aviation services to all units within the Canadian Special Operations Forces Command (CANSOFCOM).

Cobden is in the Township of Whitewater Region in Renfrew County, about 50 kilometres southeast of Petawawa.

The History

Authorized as 427 (Bomber) Squadron on Oct. 15, 1942, the squadron flew on operations as part

of the Royal Air Force's Bomber Command during the Second World War, and was the eighth of 15 Royal Canadian Air Force (RCAF) bomber squadrons formed overseas.

427 Squadron's Battle Honours include the English Channel and North Sea, 1943-45; Fortress Europe, 1943-44; France and Germany, 1944-45; and Normandy, 1944.

On Feb. 1, 2006, the unit was renamed 427 Special Operations Aviation Squadron (SOAS) and became a part of CANSOFCOM.

"427 Special Operations Aviation Squadron, CANSOFCOM's 'Lions', are a critical element to our success," said Major-General Mike Rouleau, the commander of Canadian Special Operations Forces Command.

"They are special forces through and through. I am thrilled to see this storied squadron's history, and unwritten future accomplishments, being recognized by this momentous dedication. I am very proud of our world-class aviators who are great RCAF ambassadors within CANSOF."

Now celebrating its 75th anniversary, 427 Squadron was bestowed the recognition alongside former "Lions" and friends of the unit.

"As commanding officer of 427 SOAS during its 75th anniversary, I am honoured to be part of the unveiling of the cenotaph in Cobden," said Lieutenant-Colonel Clay Rook. "I would like to extend my appreciation to the community for the continued



support and long-standing relationship between 427 Squadron and the Whitewater Region."

With a distinguished history of aviation excellence dating back to 1942, 427 SOAS continues to support operations around the globe as an integral component of CANSOFCOM.

With a distinguished history of aviation excellence dating back to 1942, 427 SOAS continues to support operations around the globe.

Photo by DND
427 Squadron commanding officer Lieutenant-Colonel Clay Rook (left), 427 Squadron's Honorary Colonel Delbert Lippert, and Lieutenant-General (retired) Jim Smith stand in front of the 427 Squadron cenotaph unveiled in Cobden, Ontario, on Oct. 15.



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Secret use of the aircrew boot

Sharon Adams
Legion Magazine

When Erin Napier is asked about her favourite item in the collection at the Canadian Warplane Heritage Museum in Hamilton, ON, the curator produces a pair of well-worn leather boots, originally property of Second World War Lancaster flight engineer James Allward.

These high-top flying boots look ideal for their primary use – keeping aircrew warm as they carried out their missions over war-torn Europe.

But they have a secondary use.

"This is a regular, everyday thing that can be used as an escape item," she explains. "If an airman bailed out or survived a crash, he could use a knife concealed in the fleece lining and cut the leather upper off. He'd be left with just a regular looking shoe."

This transformed the distinctive boot to footwear so as not to raise unwanted questions. The top sections could also fit together to form a warm vest. Later designs included

hollow heels for secreting escape kits and laces that could be used as Gigli saws with magnetized tips that could serve as compasses.

The boot was the brainchild of Major Christopher (Clutty) Clayton Hutton. Britain's War Office capitalized on his pre-war interest in show-business escape artistry by employing him as a "deception theorist" with the British Directorate of Military Intelligence, Section 9.

MI9 developed items to aid downed aircrew and prisoners of war to escape through hostile territory and evade capture. By the end of the war, British aircrews carried a Hutton-designed escape kit the size of a cigarette pack, containing food, currency, razor blades, water purifying tablets, and a water bottle.

Care packages from non-existent charities were delivered to prisoners of war containing Hutton's "extra" gifts: maps printed on silk disguised as handkerchiefs or hidden inside chess pieces, game boards, or phonograph records; a cigarette-holder telescope; miniature compasses hidden in

pens, pencils and buttons; spare uniforms that could easily be converted into civilian clothing with maps printed on them in invisible ink.

All but one of the deceptions were eventually discovered; the exception was specially marked Monopoly game boards concealing escape kits, including tools, local maps and currency.

It has been estimated that about half the 30,000 British and Allied troops who successfully escaped enemy territory had been equipped with MI9 maps and escape equipment.

"By 1943, Allied air force officials believed that if a crewman landed by parachute in occupied territory, he had a 50 per cent chance of getting home safely," writes U.S. military historian Major-General David Zabecki.

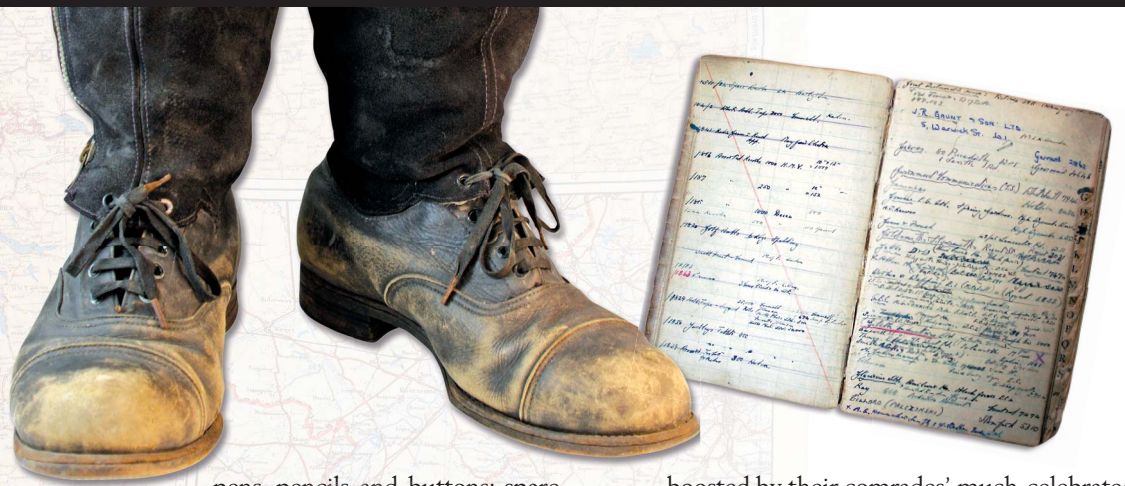
As many as 200,000 escape attempts were made. While most were unsuccessful, valuable enemy resources were used hunting down escapees, the morale of people in occupied Europe was bolstered in aiding escapees, and aircrews' confidence was

boosted by their comrades' much-celebrated returns.

Evading detection was also of vital interest to spies, who had their own champion designers, including Charles Fraser Smith, who invented "Q gadgets" for the Special Operations Executive and is widely credited as the inspiration for Q, the quartermaster in James Bond films.

Smith's canny gizmos include cigarette lighters containing miniature cameras, shaving brushes containing film, maps and saws secreted in hairbrushes, and an asbestos-lined pipe for carrying secret documents. He was also famously involved in an operation in which a body carrying false papers was dropped off the Spanish coast, misleading the Nazis about the invasion of Italy. The ploy was immortalized in the book and film, *The Man Who Never Was*, and the BBC series "Fleming: The Man Who Would Be Bond."

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Photos: Ajax Archives/Town of Ajax

Assembly line: A worker looks through the artillery shells at the DIL plant in Ajax, Ont.

Below: Dressed for work: Women had to remove bobby pins and put their hair up in bandanas while working on munitions.



Star visitor: Actress Mary Pickford visits the Defence Industries Limited plant.

Bomb girls of Ajax

D'Arcy Jenish
Legion Magazine

When Louise Johnson got the call to contribute to Canada's war effort in November 1942, she immediately accepted and never looked back.

The former Saskatchewan farm girl was 18 and working at Saskatoon City Hospital when she was recruited for wartime duty at the huge Defence Industries Limited (DIL) munitions complex in Pickering Township, then a predominantly rural municipality 40 kilometres east of Toronto.

After passing medical and physical examinations and clearing a police background check, Johnson boarded an eastbound train with some 300 other young women. Everyone received a blanket and a pillow and slept in their seats for three nights—there were no berths on their coach cars. When they arrived at Toronto's Union Station, they piled onto buses that shuttled them to the DIL complex.

DIL recruited some 2,350 women from the Prairie provinces, the Maritimes and various parts of Ontario. Nine thousand men and women worked there at the peak of production. Most of the men served as managers, administrators, foremen or supervisors, while the women worked the assembly lines. Their jobs could be dangerous, as well as repetitive to the point of being monotonous. Employees worked three shifts a day, six days a week and earned 50 to 80 cents an hour, which was

better than the typical wages at the time.

They handled TNT, amatol and RDX (a military explosive known as Research Department Formula X) day in, day out and, among other things, they filled percussion caps, detonators, small bombs, anti-tank mines, armour-piercing artillery and anti-aircraft shells.

Production of caps and detonators began in July 1941 and by the end of the war, the men and women of DIL had produced more than 51 million units of heavy ammunition and nearly 234 million caps, detonators and pellets.

Safety was a top priority. All the food in the cafeteria was steamed rather than grilled, fried or baked to reduce the risk of a fire that could trigger explosions. Anyone caught with cigarettes, lighters or matches could be fined, fired or even jailed.

The soles of the shoes were leather, stitched rather than stapled since staples might cause sparks and an explosion. The women had to take off wedding rings, or cover them with tape and they had to remove bobby pins and fasten their hair with bandanas. Nevertheless, accidents were inevitable. Three workers died in explosions, says Brenda Kriz, archivist for the town of Ajax, and many women lost fingers or fingertips to explosions.

Letters to and from loved ones—either soldiers fighting overseas or families back home—were indispensable wartime morale boosters and the volume of DIL mail quickly overwhelmed the tiny post

office in Pickering Village. In the summer of 1941, says Kriz, the administration concluded that the complex needed its own postal station and asked employees to submit names.

The suggestions included Dilco, Dilville, Powder City and Ajax—the latter being the name of the British battleship that led HMS Achilles and Exeter in a transatlantic pursuit of Nazi Germany's Admiral Graf Spee. The chase ended with the Graf Spee trapped in neutral waters at the mouth of the River Plate, near Montevideo, Uruguay, in early December 1939. Rather than fight and lose, the German captain scuttled the ship on direct orders from Hitler. It was an uplifting victory and the managers at Defence Industries commemorated it by naming their postal station after HMS Ajax. The name was retained for the new municipality that eventually rose on the site of the DIL complex.

Britain turned to Canada for munitions in the grim, early days of the war, when the German Luftwaffe was flying across the English Channel with impunity, bombing London and other cities and inflicting grave damage on the country's manufacturing infrastructure. Several munitions plants were established on Canadian soil, including the General Engineering Company of Canada, which was just beyond the northern limits of Toronto, and served as the template for the *Bomb Girls* series, which ran on the Global Television Network in 2012 and 2013.

The DIL plant was the biggest of the complexes in this country and, for that matter, the entire British Commonwealth. Shortly after the start of the war, the federal government expropriated almost 12 square kilometres of farmland extending from the shore of Lake Ontario north to the Canadian National Railway main line. Its freight trains delivered raw materials and picked up finished munitions to start the journey to embattled England.

After the war, the shell-filling lines, explosives warehouses and many other structures were burned because they were contaminated with residue of TNT, amatol and other volatile substances. Several miles of railway spur lines were lifted and the lakefront magazines flattened. The administration buildings were put to civilian use as University of Toronto classrooms for engineering students and the women's residences as short-term shelter for European refugees. The government intended to demolish the 600 wartime homes, but post-war housing shortages derailed that plan.

Instead, the government offered them to Pickering Township, but the township council said no thanks, it couldn't afford to provide the services required, so Central Mortgage and Housing Corporation (CMHC) took possession and sold them to the occupants.

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Canada remembers the Korean War

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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 recaptured 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 Kapyong 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

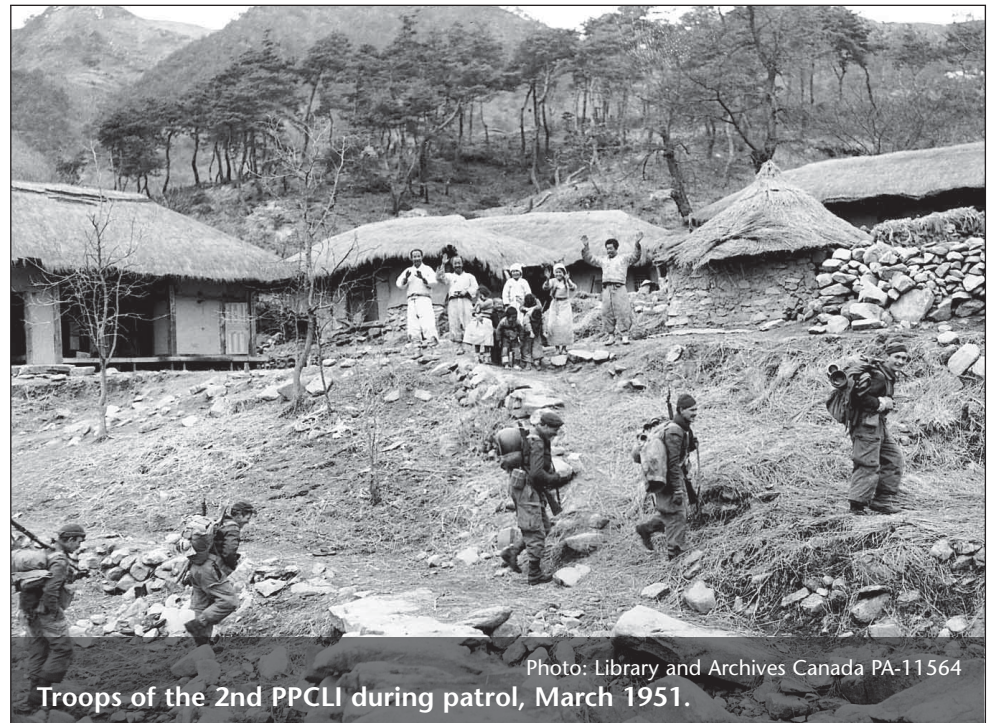


Photo: Library and Archives Canada PA-11564
Troops of the 2nd PPCLI during patrol, March 1951.

enemy. Canadian and other Commonwealth troops entered the battle in the Kapyong 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

More than 26,000 Canadians served in the Korean War, including sailors from eight destroyers and airmen who took part in many combat and transport missions. Canada's military contribution was larger, in proportion to its population, than most other UN participants.

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Remembering the Buffalo Nine



AUGUST 9 is "Peacekeeping Day" in Canada. The day was selected to commemorate the contributions and sacrifices of Canadian peacekeepers because, on that day in 1974, a Canadian Buffalo aircraft serving on United Nations Emergency Force II was shot down, with the loss of all nine lives.

James Griffith Airforce Magazine

It was a typically hot sunny day with light winds over the eastern Mediterranean on the early afternoon of Aug. 9, 1974. United Nations Flight 51 chugged its way along the centre line of airway R-14, maintaining an altitude of 11,000 feet at a sedate speed of 205 knots.

The cargo aircraft was an unarmed Canadian Armed Forces de Havilland Canada Buffalo, tail number C-115461, painted in the unmistakable, distinctive United Nations livery of blue and white.

It was en route from Ismailia, Egypt, to Damascus, Syria, via Beirut, Lebanon.

The U.N. was trying to referee the latest tension-filled peace settlement in the Middle East. Canada committed boots on the ground and tasked 116 Air Transport Unit to provide

logistical air support for the U.N. observers on the Golan Heights separating Syria and Israel.

Using three Buffalo aircraft, 116 Air Transport Unit's flight crews and ground support were based at Camp Shams, on the outskirts of Cairo. The unit operated scheduled flights six days a week between Ismailia and Damascus, then back to Beirut for the layover.

Unfortunately the peace agreement was hanging by the most tenuous of threads. Navigating the relatively short distance between Ismailia and Damascus necessitated a rather convoluted route to avoid Israeli airspace – almost tripling the mileage. The routing took Flight 51 out over the Mediterranean, 50 nautical miles off-shore, then back inland just south of Beirut to cross the Syrian border 25 nautical miles east of Damascus under the eyes of everyone's defence radars.

The crew

Captain George Garry Foster commanded flight 51 and Captain Keith Mirau was first officer. Both were rated as superior pilots. The navigator, Captain Robert Wicks, volunteered to fly all the extra flights he could get, so great was his hatred of "tenting", his personal definition of dreary life at the dreaded Camp Shams.

Master Corporal Ron Spencer, the flight engineer, and Corporal Bruce Stringer, the loadmaster, filled out the rest of the crew roster. The four passengers – Master Warrant Officer Gaston Landry, Master Warrant Officer Cyril Korejwo, Corporal Michael Simpson and Corporal Morris Kennington – served on active duty with the Canadian Contingent, United Nations Emergency Force at Camp Shams.

The crew had filed a standard International Civil Aviation Organization flight plan as demanded by the peace agreement, guaranteeing them the same protection as civilian airliners. As well, Syrian military overflight clearances had been passed to United Nations Headquarters for distribution to all appropriate authorities.

The flight

A few minutes after passing Beirut, Captain Mirau made the compulsory position report to Beirut Air Traffic Control over the Dakweh Beacon in Lebanon at 12:46 p.m. local time, just before crossing the Syrian border. The ancient city of Damascus would have just been coming into view over the snub nose of the Buffalo.

Captain Mirau promptly changed to Damascus ATC and repeated the routine position report.

A few minutes later, the aircraft crew read back the Damascus approach clearance.

Witness account

Six minutes later and 11,000 feet below them, an employee of the American Embassy in Damascus was returning from days off in Beirut. He was driving east along the Beirut-Damascus highway when, to his astonishment, a missile passed over him travelling in the opposite direction. He distinctly recalled seeing a second stage of the missile ignite, and said he jammed on his brakes, stopped, leapt out his car and tried to visually follow the missile's trajectory.

"At that time I noticed a silver-coloured plane flying in the air and it seemed to be smoking

from the tail," he said.

He probably witnessed a glancing blow or a near-miss by either a proximity or commanded detonation by a Soviet-made SA-2 surface-to-air missile.

The American was horrified to see a second missile strike the Buffalo in the left wing a minute or so later. This time, he said, "It bucked and it shook and I saw pieces fall."

It was clearly a direct hit.

Seconds later a third missile struck the burning hulk in the cockpit area at about 500 feet above the ground.

"The plane blew apart and she took a nose dive from what was left of it and it went straight into the ground."

Syrians rushed helicopters with medics aboard to the crash site but it was obvious as soon as they arrived there were no survivors.

A Canadian Board of Inquiry could not definitively determine if the missile attack was an error by Syrian air defences or a planned and deliberate attack on a U.N. aircraft.

Jim Griffith is a former RCAF and Air Canada pilot. A longer version of this article originally appeared in Airforce Magazine, Volume 35, Number 1 in 2011. It is reproduced with permission.

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Mayday, Mayday!

Maritime disaster simulated in B.C.

Lt(N) Melissa J Kia
 MARPAC/JTFP Public Affairs

On the morning of Oct. 25, B.C. Ferries' Coastal Renaissance was far outside its usual route as it sailed between Salt Spring and Galiano Islands.

The diversion from its standard trek was part of a multi-agency emergency response training exercise that involved 14 agencies in the region including the Canadian Armed Forces.

Shortly after 8 a.m., residents surrounding the Trincomali Channel could see the beginning of Exercise Salish Sea 17.

The "Mayday" went out over marine traffic services and 97 actors from Joint Task Force (Pacific) (JTFP), representing the ferry's guests and crew, began their evacuation as sirens blared on board, and a simulated fire erupted on the car decks below.

As the Coastal Renaissance enacted a full passenger evacuation by deploying escape slides and life rafts, JTFP and Canadian Coast Guard (CCG) assets sprang into action by deploying over 15 vessels including the ready duty ship *HMCS Regina* and an Orca-class patrol

training craft from CFB Esquimalt.

Joint Rescue Coordination Centre (JRCC) Victoria quickly called in air support from CFB Comox and 443 Maritime Helicopter Squadron, who launched helicopter and fixed wing aircraft to the aid of the stricken ferry, along with a crew of search and rescue technicians. Assistance from the U.S. Coast Guard came in the form of one of their ships and a Dolphin rescue helicopter to hoist passengers off the ferry's upper decks.

Once clear of the ferry, passengers were transported to a staging area on Salt Spring Island. British Columbia Emergency Health Services' set to work helping the wounded. Teams of paramedics bent to the task of triaging and treating fictional injured, who sported life-like makeup simulating serious injuries and burns from the fire on board. The most severe cases were transported by air to waiting hospital emergency rooms for further medical treatment drills.

Once the search and rescue portions of the exercise were complete, JTFP officially transferred command of operations to the CCG, who led the

environmental response on the second day of the exercise.

Day two saw the CCG Ship Bartlett stand in for the Coastal Renaissance as the vessel for the Marine Environmental Response portion of the exercise. Responders practiced how agencies would work together to ensure a coordinated joint response for environmental protection and stewardship following this type of marine emergency.

Exercise Salish Sea 17 was designed to practice the province's joint ability to provide search and rescue and environmental consequence management to the Province of B.C.'s busy waterways. The knowledge gained from this extensive training will go a long way in helping to increase interoperability, strengthen inter-agency partnerships, and ensure B.C. is ready in the event of a major maritime disaster.

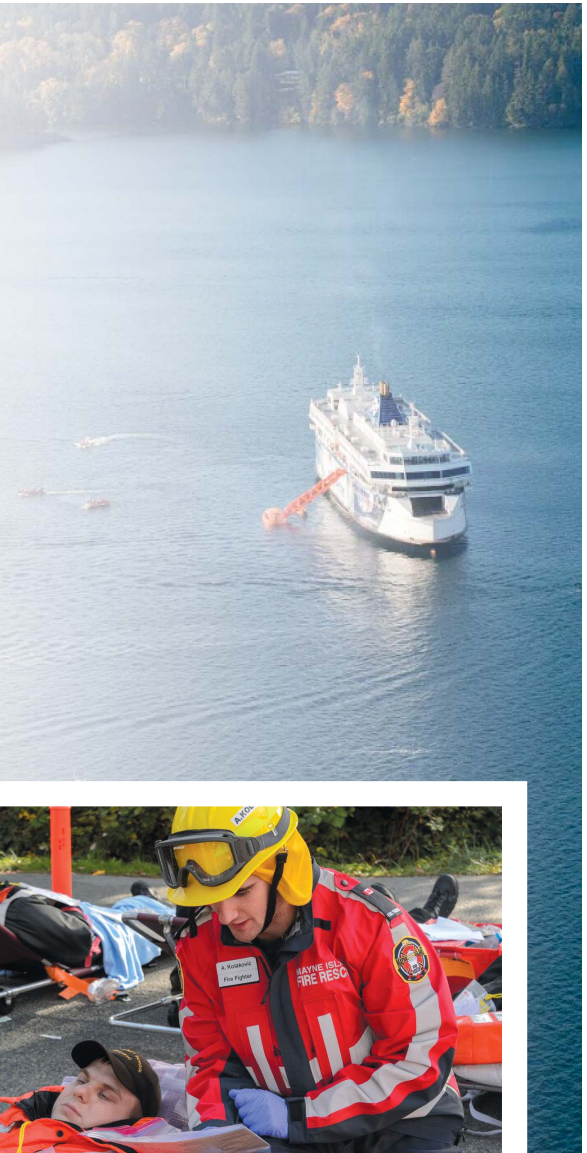


Photo by Cpl Blaine Sewell



Photo by Corporal Nathan Spence



Photo by Corporal Nathan Spence

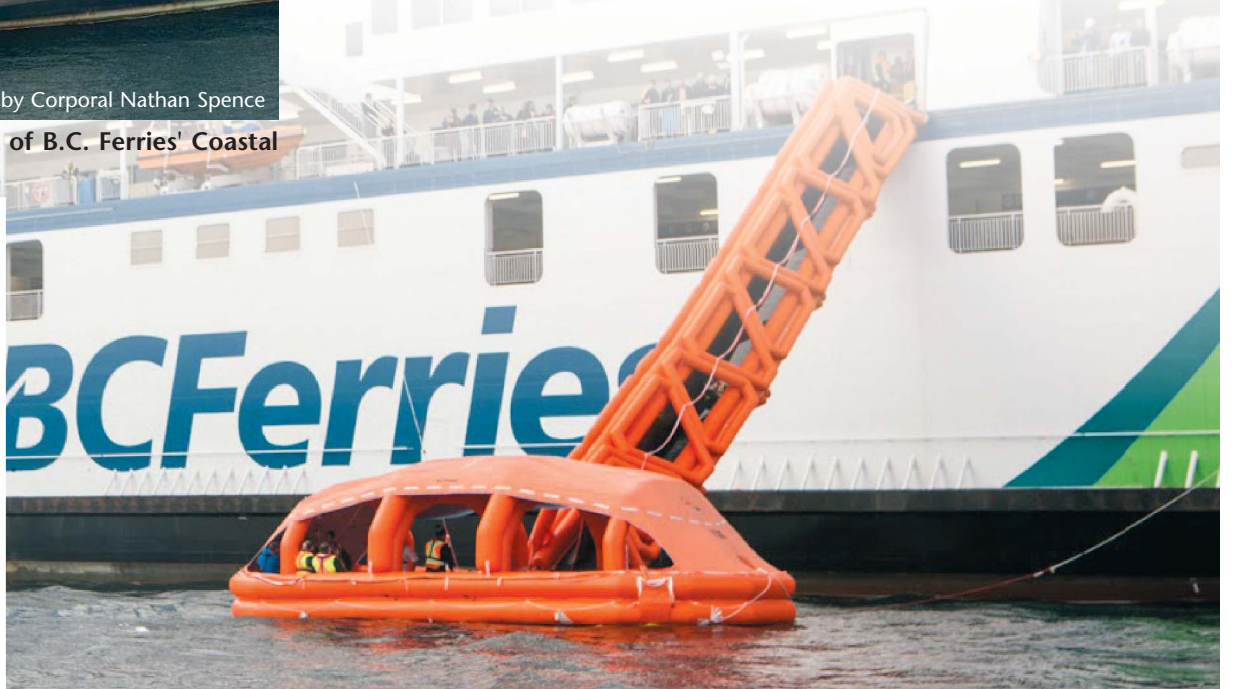
A Sea King helicopter practices hoisting to the rear deck of HMCS Regina.

United States Coast Guard members were lowered to the deck of B.C. Ferries' Coastal Renaissance.



Photo by Cpl Blaine Sewell

Life-like makeup added a touch of reality to the mock victims.



There's a new help line in town bc211

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United Way Greater Victoria has launched the full expansion of bc211 services for all Vancouver Island residents. bc211 offers confidential and free of charge telephone, text, web chat, and online referral information services.

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At bc211.ca, you can search a directory of over 13,000 records that lists detailed information regarding mental health supports,

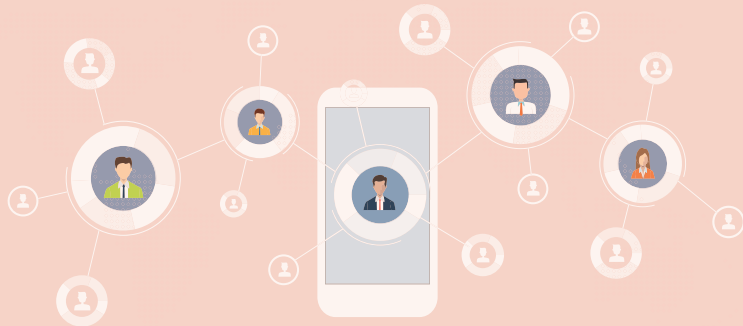
shelters and housing, legal aid, addictions treatment, newcomer services, food banks, senior programs and so much more. Best of all, bc211 operates 24 hours a day, seven days a week, 365 days a year with the capacity to translate information to callers in 160 different languages. No matter when support is required, bc211 is there to offer assistance.


bc211 connects people with the services they need and provides a one-stop information shop for reliable community, social, non-clinical health and government services. bc211 is for everyone from individuals, families and professionals to community agencies, government and people facing barriers due to

poverty or personal difficulty. bc211 is also a powerful and useful tool for social service agencies, frontline service providers, and first responders.

bc211 is just one example of the various programs and services that you have helped fund as a National Defence Workplace Charitable Campaign (NDWCC) donor through United Way in 2016.

To keep this valuable service and other community programs assisting our most vulnerable citizens long into the future, please consider a gift to this year's NDWCC campaign. To donate today, please see your NDWCC unit representative and fill out your pledge form today. All aboard for another great year of making a difference!






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THE I IN UNITED Winner

We have a Winner. CPO2 Daniel Mason, Staff Officer for Good Working Relations, is the winner of the draw from the Be UNITED photo contest, as part of the National Defence Workplace Charity Campaign (NDWCC) campaign. He won two passes per month for a whole year to the IMAX theatre in downtown Victoria.

Photos were taken of the UN "I" TED letters in two locations, Dockyard and in front of Nelles Block, on Thursday Oct 24. Over 200 participants stopped by to strike a pose as part of the fun NDWCC event.



To mark the 75th anniversary of Canada's engagement in the Second World War, beginning Sept. 10, 2014, and up to the end of 2020, living Canadian veterans of the Second World War can receive a tribute lapel pin and certificate in recognition of their service to Canada.

Contact Veterans Affairs Canada (VAC) at
1-866-522-2122



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All Quality Foods Stores are closed November 11, to allow all of our people the opportunity to observe Remembrance Day with their Family, friends and neighbours.



OPERATION CARIBBE HMCS NANAIMO AT WORK



A member of HMCS Nanaimo closes up on the .50 calibre.



A Naval Warfare Officer onboard HMCS Nanaimo takes a bearing. Photos by MARPAC Imaging Services

HMCS Nanaimo is currently deployed on Operation Caribbe, which is taking place in the eastern Pacific Ocean.

Under this operation, *Nanaimo*, on behalf of Canada, works with other nations to stop drug trafficking.

HMCS Nanaimo, a maritime coastal defence vessel, will patrol in the eastern Pacific Ocean until early December.



Saluting
our Canadian
heroes.



Support our veterans.
Wear a poppy.



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ANNOUNCEMENTS

COME BE A PART OF THE 3rd Annual Pyjama Prance Fun Run/Walk on Sunday December 10th at 9am through the streets of Esquimalt in your PJ's! There will be a pancake breakfast, live music, silent auction, and prizes! Two distances to choose from, the Pyjama Prance 5km and the Santa's Stroll 2km. Registration for this event is a minimum of 5 items of food and/or a suggested minimum donation of \$10. All food/funds raised will go to the Rainbow Kitchen. To register, please email pyjamaprance@gmail.com with your name, age, phone number and distance. All ages welcome, as well as wheelchairs, strollers & pole walkers; but please no pets, bikes, scooters or skates. For more information, please call 250-661-6550.

848 ROYAL ROADS AIR CADETS invite all youth aged 12 - 18 from Westshore and Sooke. Participate in gliding, marksmanship, weekend and summer camps, ground school, drill, band, and more! Join us on Tuesday from 6:30 - 9:00pm at 3041 Langford Lake Rd, Belmont Secondary. Find us on Facebook: Air Cadets - 848 'Royal Roads' Royal Canadian Air Cadet Squadron. Website: 848royalroadsaircadets.com Contact: 848parentinfo@gmail.com or 250-590-3690

FREEMASON And new to Victoria. Contact us at camoun60secretary@gmail.com. We meet the 2nd Monday of each month.

VEHICLE FOR SALE

1969 BEAUMONT \$8,500. 350 sml block cammed, disc conversion and fully rebuilt trans, new gas tank and rear quarters. Needs light body work and paint. Contact joshua_rose_1@hotmail.com

ANNOUNCEMENTS

ATTENTION GENERAL PANET High School Alumni Camp Petawawa Ontario. The General Panet High School Reunion Committee is proud to be organizing one of the Largest High School Reunions from Friday May 18, 2018 - Sunday May 20, 2018. To register for this event please contact Keith Croucher at kcroucher57@eastlink.ca or go to on line registration site: <https://ticketbud.com/events/080449dc-801e-11e7-87bc-8b9a03e48f92>

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 3005PSC@gmail.com.

ANNOUNCEMENTS

THE 42ND ANNUAL CHRISTMAS Craft Sale of the Juan de Fuca Arts & Crafts Guild and friends. Free admission, door prize, wheelchair accessible, free parking, on bus route. New vendors as well as traditional favourites. Saturday, November 11, 2017 from 9 a.m. to 4 p.m.; Sunday, November 12, 2017 from Noon to 4 p.m. St. Joseph's School Gym, 757 Burnside Road West, Victoria, BC Facebook page is: <https://www.facebook.com/Juan-de-Fuca-Arts-and-Crafts-Guild-138506396236300/>

BUSINESS OPPORTUNITY

PROFITABLE AND SEASONAL, well-established Victoria-area Mini-donut business for sale. With markets and training. \$60 grand. jean.beauchamp@yahoo.com

MISCELLANEOUS

FANTASTIC MID 40'S Fabulous mid 50's East Coast Ladies. Starting Biweekly Evening Socials. Join FB Group "Sassy Ole Scotians" to learn more about "Distressed Mess SOS ..."

INTERESTED IN JOINING A coffee or social group for military veterans and military in Cowichan Valley? For info contact Bob Hedley on Facebook. The intention of the group is to meet-up with other veterans and present serving members to exchange stories and facilitate fun get-togethers. Facebook Group: [cowichan_valley_coffee](https://www.facebook.com/cowichan_valley_coffee).

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Groucho Marx

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