



Van Arty Association and RUSI Van Members News Aug 25, 2020

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

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

Wednesday Lunches - Lunches suspended until further notice. Everyone stay safe!!

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

Aug 9

to

Virtual Remembrance Run in Support of the Juno Beach Centre

Nov 28

Aug 26 'Wednesday Lunch' Zoom meeting

Sept 02 'Wednesday Lunch' Zoom meeting

World War 2 – 1945

John Thompson Strategic analyst - quotes from his book "Spirit Over Steel"

Aug 27th: US troops begin to occupy Japan as an Allied fleet anchors in Tokyo Bay.

September 1945 The War Ends – Too Late for 76,820,000 People.

"It is my earnest hope, and indeed the hope of all mankind, that from this solemn occasion a better world shall emerge out of the blood and carnage of the past -- a world dedicated to the dignity of man and the fulfillment of his most cherished wish for freedom, tolerance and justice."

-General Douglas MacArthur, remarks at Japanese surrender ceremony.

Sept 2nd: The Japanese surrender is signed aboard USS Missouri in Tokyo Harbor – after 2,193 days and the loss of 76,820,000 million lives (2.9% of the world's population in 1940); the Second World War is over. But there is no end to war -- Ho Chi Minh declares the existence of the Democratic Republic of Vietnam, the Chinese civil war is gearing up again and one is already underway in Greece, nationalism is sparked throughout the world, turmoil continues in Indonesia

and Algerian rebels are readying a revolt against France. But there is a consolation that humanity hasn't fought a war as intense as this since 1945... so far.

Essential Reading: *Winston Churchill's six volume history The Second World War recounts the whole tale of the war from his own perspective; but then he was one of the principal figures of the war. Churchill, peccadilloes and all, remains one of the greatest of men. He clearly saw the war coming, definitively enunciated the principles that the Allies were fighting for and remained at the helm of Great Britain through most of the conflict. First published in 1948, the series has many important source documents appended to it and constitutes an extremely useful primary reference.*

Wrapping Up the War

Sept 12th: Japanese forces in Singapore give up their arms to Lord Mountbatten and a cascade of Japanese garrisons in the Pacific and Asia start to surrender.

Essential Reading: Agnes Newton Keith, her husband and her infant son were civilians who were interned by the Japanese in Borneo in 1942 and all three survived the next three and a half years. Agnes was a writer, and naturally published the account of their survival soon after the war. The book 'Three Came Home' was turned into a movie in 1950. It is an interesting narrative and gives several critical insights into Japanese thinking.

Sept 16th: Hong Kong returns to British control with the formal surrender of the Japanese garrison.

So ends our 6-year odyssey of the daily events of WW2. Hope you all enjoyed it. Want the book? Look for the book "*Spirit Over Steel*" by strategic analyst John Thompson. E-copies available at [Apple Books](#).

6th AOP Ship Named After Navy Hero: Robert Hampton Gray

Julia Lennips 21 Aug 2020



The first Arctic and Offshore Patrol Ship (AOPS), Harry DeWolf, was delivered to the Government of Canada on July 31, 2020, in Halifax. Designated the Harry DeWolf-class in honour of Vice-Admiral Harry DeWolf, a Canadian naval hero, the delivery of this new class of ship represents an historic milestone for the RCN, marking the delivery of the first ship in the largest fleet recapitalization Canada's peacetime history.

Photo Credit: Mona Ghiz, MARLANT Public Affairs 202007XXHSX0311D040 © 2020 DND-MDN Canada.

The Royal Canadian Navy's sixth Arctic and Offshore Patrol Ship (AOPS) was named in honour of Lieutenant Robert Hampton Gray, a Canadian naval hero of the Second World War, on August 10. In 1940, Lt Robert Hampton Gray joined the Royal Canadian Naval Volunteer Reserve and served as a pilot in the Royal Navy Fleet Air Arm. Lt Gray embarked on HMS Formidable with 1841 Squadron, which joined the war in the Pacific as part of Operation ICEBERG in April 1945. He was awarded the Victoria Cross posthumously, for courage and determination in carrying out



Source: Nelson Museum, Nelson, BC

daring air strikes on the Japanese destroyer, HIJMS Amakusa. On August 9, 1945, he led two flights of Corsair aircraft to attack naval vessels in Onagawa Bay. He opened the attack run flying straight into concentrated anti-aircraft fire and was hit almost immediately. With his aircraft on fire and one bomb lost, he used his remaining bomb to sink escort vessel, HIJMS Amakusa. Moments after the attack, his aircraft crashed into the sea, and his body was never recovered. He was one of the last Canadians to die in WW2 and was the only RCN member, and the last Canadian, to be awarded the Victoria Cross during the Second World War.

Lt Robert Hampton Gray VC, DSC, RCNVR

Vice Admiral Art McDonald, Commander Royal Canadian Navy, says, "Lt Gray was known to his fellow military members as a courageous leader, with a brilliant flying spirit, who continued to inspire and motivate his crew after his unfortunate passing. By naming the sixth Arctic and Offshore Patrol Ship after Lt Gray, we honour him as a Canadian naval hero, and celebrate his outstanding leadership and heroism." The other five AOPS are named Harry DeWolf, Margaret Brooke, Max Bernays, William Hall, and Frédéric Rolette. The RCN named this class of ships after prominent Canadian naval figures for the first time in its 110-year history, proudly honouring their leadership, achievements, and heroism.

How A Canadian Became the First Westerner to Fly a MiG-29

With only minutes to prepare, CF-18 Hornet pilot Bob Wade was let loose in the cockpit of one of the Soviet Union's latest fighter jets. *The War Zone Thomas Newdick August 14, 2020*



The two Soviet MiG-29s en route to Canada are intercepted by F-15s from the 21st Tactical Fighter Wing at Elmendorf.

US Air Force photo

Readers might be forgiven for not knowing that the first Western pilot to get a chance to fly the then-Soviet Union's much-vaunted [MiG-29 Fulcrum](#) fighter jet was a Canadian. But the story of how now-retired Royal Canadian Air

Force Major Bob Wade got his hands on the warplane only months before the fall of the Iron Curtain is an extraordinary one. It's relayed by Wade himself in a fascinating podcast hosted by the Cold War Conversations website, and some of the details are well worth examining. The entire interview, which you can find here (<https://coldwarconversations.com/episode106/>), is also worth listening to in full. Having a chance to take the controls of one of your principal enemy's top-end fighters is a pretty unusual event in itself. Wade had no idea what awaited him at the 1989 Abbotsford International Airshow, where he would find himself in the front seat of a MiG-29UB combat trainer with only a rudimentary 10-minute briefing, no understanding of Russian, and a back-seater with only the most basic grasp of English. Today, the Mikoyan MiG-29 is a familiar sight in air forces around the world, and it's perhaps hard to recall just how alarmed Western observers were when this potent fighter entered service with the Soviet Air Force in the early 1980s. At this time, the United States was so eager to evaluate Soviet-built warplanes that it went to extreme lengths to obtain them, flying them in secrecy to better understand their capabilities and giving its pilots a chance to fly against them. The most dramatic example of this was the Cold War-era Red Eagles MiG aggressor squadron, which you can learn more about here. It wasn't until the era of "glasnost" that the general public — and foreign military top brass alike — got to see the jet at closer quarters. There was a spectacular appearance at the Farnborough International Airshow in the United Kingdom in 1988, which kicked off a series of presentations by Soviet (and soon-to-be Russian) military aircraft around the globe.



A useful comparison of the CF-18 Hornet (foreground) and single-seat MiG-29.

Vic Johnson Via Harold Skaarup

The 1988 Farnborough appearance introduced the world to Anatoly Kvochur, who would go on to be one of the best-known test and demonstration pilots of his era, later working for the Sukhoi design bureau. By the time of the Abbotsford Airshow in August 1989, Kvochur had made headlines for all the wrong reasons, with a dramatic low-level ejection from his MiG-29 at the

Paris Air Show in France in June of the same year. By the late summer of 1989, the Soviets' latest-generation warplanes had made a serious impression on Western observers and it seems someone in Moscow thought it was time for them to get some exclusive access to rival hardware. Before coming to North America for the Abbotsford Airshow, Wade recalls, Soviet officials had made efforts to secure their own familiarization flights in an F-15 Eagle or F/A-18 Hornet jet

fighter. Should one of the North American air arms accept, there would be a seat waiting for one of their fighter pilots in a Soviet MiG-29. The American military point-blank refused this offer.

The two-seat MiG-29UB parked on the ramp at Abbotsford in front of a giant An-225 transporter.
US Department of Defense



When the two Fulcrums came to visit, arriving in North American airspace over the Bering Strait, they were intercepted by USAF F-15 fighter jets on alert at Elmendorf Air Force Base. The Soviet fighters touched down at the Alaskan base for a night stop, still with no agreement in place for any reciprocal flights. Wade was alert force commander at Canadian Forces Base Comox, British Columbia, home of the closest fighter alert facility, when the MiGs were due to arrive at the commercial airport of Abbotsford. He describes how he was alerted by North American Aerospace Defense Command (NORAD) that the Soviet jets were expected to arrive via the Alaska panhandle, before touching down at Abbotsford in southern British Columbia. However, the Royal Canadian Air Force (RCAF) was expected only to shepherd them through the country's airspace, since the Soviet pilots would be under civilian air traffic control from Vancouver. At this time, there were normally four RCAF CF-18 Hornets on alert at Comox, two of them active, and two on standby. Wade recalls that with three of his Hornets available, it was decided to send all of them up for this most unusual of intercepts. NORAD told him and his crews to "proceed no closer than 1,000 feet and make no attempt to communicate with the MiG-29 pilots."

Wade and his wingmen picked up the MiGs as planned at the bottom of the Alaskan panhandle, where they also met the Elmendorf F-15s that had escorted the Soviet jets through US airspace. On the NORAD side, this whole process was controlled by an E-3 AWACS radar plane, Wade remembers. "We had never seen a MiG-29 before," he said. "Of course, we'd had lots of intelligence briefings on it, but everyone was pretty excited to see one in person." Approaching the Soviet jets — one single-seat Fulcrum-A and one two-seat Fulcrum-B — from the stern, Wade and the other RCAF pilots trailed them at a height of approximately 37,000 feet and a speed of around Mach 0.9. After the NORAD Eagles and Hornets had made use of the unique formation to take some photos of all the jets, the CF-18s and MiGs continued south, while the Eagles waved off. Twenty minutes later, the RCAF fighter pilots' excitement had probably only diminished slightly when Wade noticed that the MiG duo was now headed approximately 40 degrees off their intended track. Since the Soviets were under civilian control, Wade recalls that he was unsure where they were being vectored to, so made an appropriate call to AWACS. "Hey, we have no idea where they're heading," came the response from the surveillance plane. Wade then called Vancouver on his second radio, only to find that they hadn't had contact with the Soviet aviators, either.

At this point, Wade made the decision to approach the Soviet lead (the MiG-29UB), who used hand signals to indicate his radio had failed. With strict instructions not to fly near the alert base at Comox, Wade pointed at the lead pilot then took up a position 40 degrees to the left of their previous course and the Soviet pilot turned immediately in response, before signaling that they had only had 30 minutes' of fuel remaining. A safe arrival at Abbotsford now looked touch-and-go, so Wade decided to put the Eastern bloc visitors on his wing, two MiGs on the right, two CF-18s on the left, tucked in tight to begin the descent into Abbotsford through 30,000 feet of cloud. After waving the MiGs off to land, Wade was "pretty impressed by what the boys did," he reflected. Wade then describes his return to base at Comox, where the crew chief told him that the phone had barely stopped ringing — it was the Soviet Embassy ("How they got the phone number of the QRA, I've got no idea"). They wanted to thank Wade for his assistance and invite him as a guest at the upcoming airshow. Wade didn't have to think about the decision long — he was already headed to the base to take part in a static display of aircraft.

But the welcome awaiting Wade at the Soviets' pavilion on the first day of the show was Cold War-frosty. After introducing himself, he was told "Nyet, go away." The following day, the same thing happened, with the Soviet guard again telling Wade's RCAF contingent to leave. Finally, on Sunday, the last day of the show, the Soviets seemed to have had an abrupt change of tack. "They really wanted to fly the F-15 or F-18 and get a Western pilot to make an assessment of MiG-29 to help them market it," Wade speculated. With any chance of one of their test pilots flying in a Western "teen-series" jet having evaporated, it seems Moscow decided instead to go on the public relations offensive, showing a Western pilot exactly what their jet was capable of.



Bob Wade, in the dark flying suit, strapping into the MiG-29UB with test pilots Roman Taskaev and Valery Menitsky (left). Via Cold War Conversations

The offer was initially turned down by the Canadian top brass but, luckily for Wade, Deputy Defense Minister Mary Collins was at the event and helped get it signed off. In Wade's view, the minister put her career on the line to secure his place in the Soviet cockpit. With Anatoly Kvochur still recovering from his bailout in Paris, his colleague Valery Menitsky would fly in the back seat, but he spoke very little English. Wade borrowed an ill-fitting g-suit and helmet and was quickly shown how to start the jet's twin Klimov RD-33 turbofans. With all instruments in Cyrillic, and measurements in kilometers per hour and meters, Wade would have to rely on the instincts he'd developed as a military aviator. The preflight brief was limited — no details were given about take-off, landing, or flap speeds. Wade assumed Menitsky would handle that. With 10 minutes to prepare, there was now some concern on the Canadian side that the flight might not be such a good idea after all. "Don't screw this up or we'll both be looking for work," Collins told Wade. "She might be looking for work, but I'd be dead!", he reflected.

Once in the jet, Wade was determined to use his experience as a CF-18 demonstration pilot to evaluate the MiG and aimed to replicate parts of his own 12-minute low-level aerobatic routine for comparison. Wade was told by Menitsky that he was happy for him to take-off. Wade still had no idea of take-off speed, let alone the fuel load of the jet he was sat in. Once airborne, Wade decided he wanted to perform a roll at the top of the climb-out. “Pulling through the vertical after take-off, on the F-18 airspeed would stagnate or maybe roll back a few knots; on the MiG-29 when I pulled through the vertical that airplane was still accelerating, so I knew it had better thrust-to-weight at whatever fuel weight it was carrying. I was pretty happy with that”, he recalls. After another vertical climb, it was time to attempt some hard maneuvering, including maximum stick deflection, rolling in both directions. Wade judged the results “equivalent to the F-18. The F-18 would roll at 720 degrees per second; the MiG-29 was quite comparable.”

Exactly how hard he was maneuvering was hard to judge, though. Wade couldn't find the G-meter, let alone read it. He reckons he was pulling around 7g and found he had enough power, in afterburner, to sustain the turn. Then “Valeri pilot,” came the command from the back seat, and the Soviet aviator slammed the jet back into the vertical, and at around 3,000 feet idled both throttles for a tailslide. The CF-18 would need 5,000 feet to recover from such a maneuver, Wade reflected. He was also surprised to note both the MiG's afterburners kicking in instantaneously when lit — unlike in the Hornet. Menitsky pushed the stick forward and the nose fell — another surprise — and they flew out without a problem. “Bob pilot,” was the next command from the back seat, and now it was Wade's chance to perform a tailslide. He was “surprised how easy it was.” Eager to know what the Fulcrum could do in low-speed dogfighting, on the next recovery from the tailslide, Wade held the nose, selected afterburner and kept the jet steady at around 70 degrees nose-up, checking rudder responsiveness in both directions. “I was amazed, I learned a lot in that particular maneuver”, Wade notes. He judged the MiG equal to the F/A-18 in the low-speed, high-angle-of-attack domain. Menitsky then pulled a 360-degree turn that Wade estimates was around 8g, leaving the Canadian “buried into the cockpit, working hard just trying to stay conscious.” Watching the airspeed indicator through the maneuver, the speed never increased or decreased by more than around 20 knots — “Pretty credible turn capability,” in Wade's assessment. After 15 minutes, the next command came: “Bob pilot landing.” Wade took the jet around, dropped flaps and gear when it felt right, touched down and rolled out. His conclusion: “I was pretty impressed with it.”



Vic Johnson Via Harold Skaarup

The MiG flight had won over Wade, but he was still of the basic opinion that Soviet fighters were built for a war of attrition — “rivets sticking out, tires threadbare, pretty crude,”

but that they overcame these shortcomings with their sheer power. Notably, the Soviets wouldn't

turn on the head-up display, and the MiG-29UB was not fitted with radar. Nonetheless, Wade felt he had a good understanding of the jet's capabilities in a dogfight. Here, he reckoned, it would be equivalent to a Hornet, although the MiG's 30mm gun had better range than the Hornet's 20mm M61A1 Vulcan cannon. After touchdown, the Soviets made efforts to ensure Wade didn't speak immediately to the media. Instead, he was ushered back to the pavilion where he was plied with no fewer than three tumblers of vodka, as he and his hosts toasted the jet, Wade, and then the Soviet Union. "Those boys drank it straight down," remembers Wade — who did the same. "I don't really know a lot that went on after that in the pavilion... I was pretty drunk," he remembers.

With the benefit of hindsight, Wade admits he probably talked up the MiG: "I really gave them good press" and he had "no qualms about painting them 10 feet tall" — this, after all, would also be for the benefit of North America's defense industry, he explains. In the wake of the events at Abbotsford, Canada's Chief of Defense Staff called Wade to Ottawa for an urgent debrief, immediately after which a pair of CIA agents wanted to hear his account, too. Wade's intelligence windfall would see him spending the next 12 months or so delivering 20-minute briefings on the Fulcrum around NATO. Three months after the Abbotsford show, the Berlin Wall came down and the Cold War standoff evaporated overnight. As happened in many countries, Canada saw a major subsequent defense spending drawdown. The RCAF was slashed from six operational CF-18 units to just three, and Wade left the service, finding work as a commercial pilot.

Once the Warsaw Pact collapsed, the NATO powers would have plenty more opportunities to fully evaluate the Soviet jet, including the former East German fleet that was inherited by the air arm of the newly reunified Germany. The United States also began to assemble a collection of its own MiG-29s, for detailed analysis, as part of its foreign materiel exploitation (FME) effort — no fewer than 21 MiG-29s were snapped up from the former Soviet republic of Moldova in 1997, one of which is now on display at the Threat Training Facility at Nellis Air Force Base in Nevada. In the meantime, Western pilots flying MiG-29s would become more commonplace, and the Fulcrum itself remains a key element of NATO air arms in Bulgaria, Hungary, Poland, and Slovakia. As for Wade, his relationship with Russian fighters almost had a surprising revival. He remembers getting a call from Langley at some point in the mid-1990s, telling him the Russians had chosen him to fly in a Su-30 (with thrust-vectoring engines), at Farnborough — what's more, he would be paid to do it. A day before he was due to fly to the United Kingdom, another call from Langley informed him the trip had been canceled by the Russians. It was, Wade admits, "one of my big regrets."

Vancouver Artillery Association Yearbook Updates

Drop in for 10 minutes or stay for an hour - VAA Virtual Lunch every Wednesday at Noon PDT - <https://zoom.us/j/710845848>

We've been scouring the newspapers archives for information about the Regiment's early years. Check out the events in 1920 as the 15th Brigade, Canadian Field Artillery is formed and

searches for a new home at the Horse Show Building and waits for the arrivals of their 4.5” Howitzers and 18 Pounders. <https://www.vancouvergunners.ca/1920.html>

The 1921 Yearbook features a new rifle team and baseball team. Apparently, we weren’t the best out on the diamond that year but there were some good shots on the rifle range. There was also a plan for summer training involving 200 horses and a ride from Stanley Park to Crescent beach in White Rock with an overnigher in New Westminster.

<https://www.vancouvergunners.ca/1921.html>

Courses, the winning of the Governor General’s Cup and an offer to the government to deploy to the Near East if required. Quite the year! <https://www.vancouvergunners.ca/1922.html>

Antics at the smoker in Yakima in in 1982.

<https://www.vancouvergunners.ca/yakima-1982.html>

Commanding Officer’s Parade in Garrison Dress in 1992. Where did I put that jacket?

<https://www.vancouvergunners.ca/1992.html>

Congratulations to another one of our former musicians. Lieutenant Christine Labbé (Davies).

<https://www.vancouvergunners.ca/2020.html>

Remember – Stay healthy and stay safe!

Vancouver Artillery Association – Many years ago, The Royal Canadian Artillery Association offered reduced membership rates for affiliated Association members to join the national organization. We were not in a position at that time to join the Montreal Artillery Association and the Toronto Artillery Association in jumping on board and the RCAA did not extend the offer again as it was brought into effect as a one-time trial. Now, after what appears to have been 13 years, the RCAA has voted that the trial was a success and to proceed with expanding it to other affiliated Associations. What this means for the Vancouver Artillery Association is that we become members of both organizations for the same \$25.00 membership fee that we currently pay and we gain the ability to apply for the reduced TD Meloche Monnex Home Insurance Plan, access to the members’ only portal on the website and our own digital workspace where we can communicate between ourselves and with gunners across Canada. Bob Mugford is currently working out the details, but you should get a welcome email in the very near future. **(if you haven’t paid your dues yet, please do so ASAP. You can send payment by e transfer to Leon Jensen president.vcrgunners@gmail.com**

Who (or What) Is It?



Last Week: This picture was taken in Petawawa in 1938. The guns are 60-pounder Mk II guns on Mk IV carriages, belonging to 3rd Medium Battery, RCA, the trucks are Leyland Hippos and the staff car is a Crossley. The Mk II gun, introduced from 1918, had a longer

barrel and a new box trail carriage, which increased elevation to 35 degrees. It also had cut-off gear to automatically reduce the recoil length from 54 to 24 inches with increasing elevation, hydro-pneumatic recoil system below the barrel and a single-motion Asbury breech.

This Week: That Canada was not quite the military powerhouse that the mother country Britain was in the 1930s is not surprising. Defence plans for the dominion relied upon the forces of the Empire coming to the rescue, and the Great Depression put paid to any plans for not only expansion, but even holding the line during much of that decade. However, the rise of fascism and the looming danger of another great war finally brought about an expansion of our tiny armed forces. This week's photo is testimony to that modernization. What we see are two of the latest types of anti-aircraft guns, manned by properly kitted gunners, complete with non-medical anti-COVID 19 apparatus, sweeping the skies, ready to down the aeroplanes of the evil Hitler, or



whomever else might challenge us.

Our questions this week concern both this photo, and other AA defences. The date of this shot is 1938, taken at scenic Camp Petawawa. So, war was on the horizon, but

many didn't think it would come as soon as it did, hoping for some time to reequip with the most modern kit available. Our first question then is: what unit is this, and what guns are they handling? Our second question is: on the West Coast, what guns were available that year for AA defence? Send your well-researched answers to either the editor, Bob Mugford (bob.mugford@gmail.com), or the author, John Redmond (john.d.redmond@telus.net). Shoot straight!

From the 'Punitary'

What do you call a snowman in August? A puddle.

Murphy's Other Laws

Nothing is impossible for the man who doesn't have to do it himself.

Quotable Quotes

We all have ability. The difference is how we use it. - *Charlotte Whitton*

Wednesday Digital Video Lunch

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

Join us to check up on your old lunch buddies.

<https://zoom.us/j/710845848>

Zoom is the leader in modern enterprise video communications, with an easy, reliable cloud platform for video and audio conferencing, chat, and webinars across mobile,



desktop, and room systems. Zoom Rooms is the original software-based conference room solution used around the world in board, conference, huddle, and training rooms, as well as executive offices and classrooms. Founded in 2011, Zoom helps businesses and organizations bring their teams together in a frictionless environment to get more done. Zoom is a publicly traded company headquartered in San Jose, CA.

[Join our Cloud HD Video Meeting now](#)

Use the link above on your computer Zoom program or dial in on your phone 778 907 2071 Meeting ID: 710 845 848

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

Virtual Remembrance Run in Support of the JBC

August 9 - November 28, 2020



Members of the Royal Canadian Army Service Corps participate in a one-mile race as part of a wider I Canadian Corps sports meet in the United Kingdom, 1943 (Canadian Army Newsreel No. 12).



The Juno Beach Centre Association is partnering with VR Pro (<https://www.vrpro.ca/events/Home.html>) for our first Remembrance Run fundraiser! This is a virtual running (or walking) event for participants of all ages.

Registration is available on the Running Room website.
<https://www.events.runningroom.com/site/17167/>

DISTANCES

Click on a logo to register for that distance.



<https://www.events.runningroom.com/applications/?raceId=17167&eventId=50553&vrindex=3>



<https://www.events.runningroom.com/applications/?raceId=17167&eventId=50554&vrindex=3>



<https://www.events.runningroom.com/applications/?raceId=17167&eventId=50554&vrindex=3>

Scroll down to learn about the significance of these distances.

RACE DETAILS

Register now for one of three virtual race distances and receive a race kit including this beautiful, oversized, commemorative medal (pictured below) along with a Juno Beach collector coin, race bib, an imprinted neck gaiter, a Remembrance Day Poppy, and a beautifully printed Juno Beach

D-Day souvenir map, and more! Then, run or walk your event distance of choice anytime between September 1 and November 28, 2020. \$10 from each entry will go to support the Juno Beach Centre honouring those brave men and the sacrifices they made. (Click any one of the race event logos above or the registration button below to register.) Applicants can set up a fundraising page through your Running Room account, after you have registered for the Run.



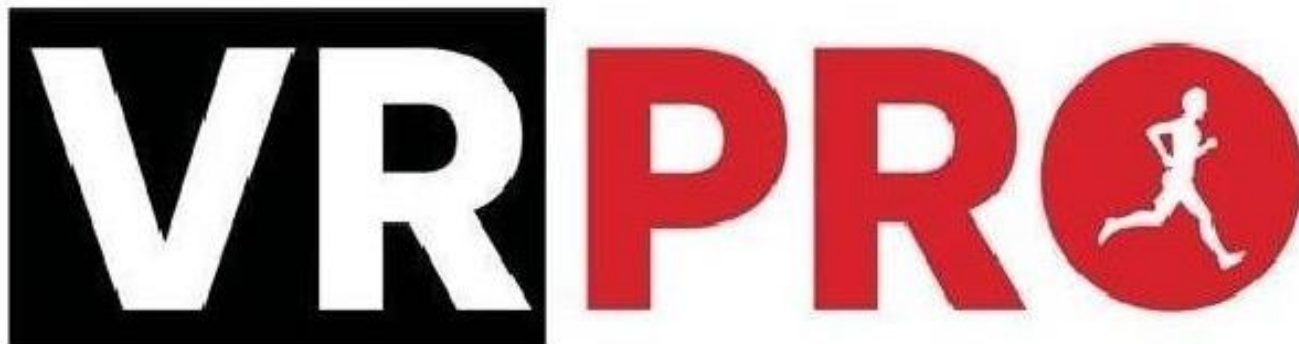
All you need to do is go to the Fundraising tab (at the top of the registration page) and select Raise Funds to set up your fundraising page. Each participant will receive a unique Remembrance Day / Juno Beach commemorative medal. The design features the image of a Landing Craft,

Assault (LCA) manned by Royal Canadian Navy sailors on D-Day approaching Juno Beach with a load of troops. The medal's ribbon is inspired by the France & Germany Star, the campaign medal received by those who landed at Juno Beach and/or served in France, Belgium, Holland, or Germany between D-Day (6 June 1944) and Victory in Europe or V-E Day (8 May 1945).

CONTACT INFORMATION

For more information please contact Kelly Hendry-Arnott

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- Phone: 905 512-2488



REMEMBRANCE RUN DISTANCES EXPLAINED

What is the “Strongpoint 1500m”?

Juno Beach (Normandy, France) was well fortified. Mines, barbed wire, and beach obstacles to Allied tanks and landing craft littered the sands. German machine guns, mortars, and artillery, often positioned in concrete bunkers, overlooked the likely Allied landing areas. Strongpoints in the German-held towns of Courseulles-sur-Mer, Bernières-sur-Mer, and Saint-Aubin-sur-Mer dominated the beaches. Courseulles was the most heavily defended area attacked by British and Canadian forces on D-Day. The strongpoints at Courseulles and nearby Graye-sur-Mer contained a dozen concrete machine-gun posts covering a total of six artillery pieces overlooking the beach. Today, the Juno Beach Centre stands on the same ground as *Stützpunkt (Strongpoint) 31*, located on Mike Red Sector of Juno Beach. This shorter distance event (1500m) is for ideal children, older participants, and anyone else who does not want to run or walk the 8k or 21k distances. It is named for the strongpoint and 1500 metre stretch of beach overcome by the Royal Winnipeg Rifles, the 1st Hussars (6th Canadian Armoured Regiment), and the 6th Field Company, Royal Canadian Engineers on D-Day.

What is the significance of the “Juno Beach 8K”?

D-Day, June 6, 1944, was among the greatest moments of the 20th century. The landings started the battle to liberate France from Nazi Germany. The Canadians stormed an 8-kilometre stretch of sand featuring coastal villages fortified into German strongholds. Code-named JUNO, some 14,000 Canadian soldiers with hometowns from coast to coast landed here. A further 7,000 British

troops joined them. When you run this fall, you are running in remembrance of every Canadian or Allied soldier who landed at Juno Beach.

Why is it named the “Remembrance 21.1K”?

The total number of troops landed on Juno Beach on D-Day was approximately 21,000. We offer a half-marathon (which is 21.1 kilometres long), in honour of those troops.



<https://www.events.runningroom.com/site/17167/>

Local entrants who enter any of these events – please send me your ‘Donation’ links and I will put them in this newsletter. – Ed.

Fellow Gunners

I am running/walking a half-marathon to raise money for the Juno Beach Centre. A half-marathon is approximately 21 kilometres and I am running/walking this distance in honour of all 21,000 Allied troops who landed on Juno Beach on June 6, 1944. You can support the Juno Beach Centre by pledging in support of me or by registering for this Remembrance Run fundraiser.

To donate and help us achieve our fundraising goal, please go to my fundraising home page at this link:

<https://www.runningroom.com/dashboard/giving/?raceId=17167&eventId=50555&memberId=UDVXZA9pWzoAa1dgUWA%3D>

You will see a box that says “**Make a Donation**” – do so, and follow the instructions

Thanks! UBIQUE!

HLCol Don Foster P.Ag, CIM, FCSI
Director | Juno Beach Centre Association



2020 BMO CDCB Customer Appreciation Contest



The contest for the defence community is back!

Service members and their families, reserves, recruits, veterans and retirees, as well as staff of Department of National Defence, the RCMP and the Canadian Coast Guard are eligible for **FREE* banking** with the Performance Plan chequing account - no minimum balance required.

Visit bmo.com/cdcbcontest for offer details.

Open an account between June 15 and October 12, 2020 and you will automatically be entered into the "CDCB Customer Appreciation Contest" for a chance to win a **grand prize of \$20,000 cash** or one of **12 prizes of \$5,000 cash!**

Already a BMO CDCB customer?

Don't miss out on your chance to win.

Visit bmo.com/cdcbcontest to enter the contest.

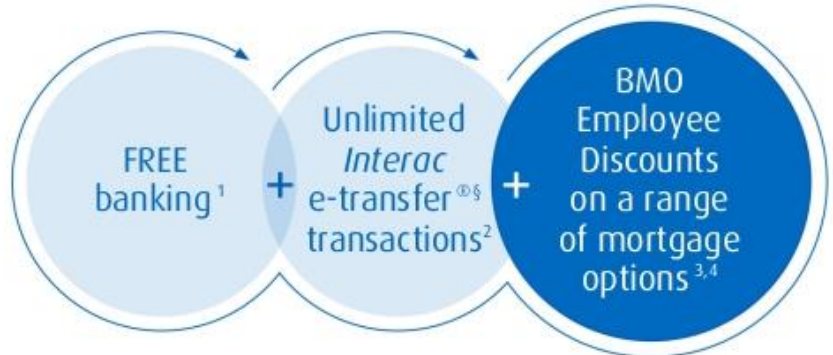
BMO  Official bank of the
Canadian Defence Community

*No purchase necessary. The 2020 CDCB Customer Appreciation Contest (the "Contest") begins on June 15, 2020, at 12:00:01 a.m. Eastern Time and ends on October 12, 2020, at 11:59:59 p.m. Eastern Time (the "Contest Period"). There are thirteen (13) prizes in total (each a "Prize"), with total prizes valued at \$80,000 available to be won. There will be one (1) Grand Prize of \$20,000 cash and an additional twelve (12) prizes of \$5,000 cash. Odds of winning depend on the number of eligible entries received. Before being declared a winner, a correctly answered mathematical question is required. Full contest details are available at bmo.com/cdcbcontest. The monthly Performance Plan fee is waived. You are responsible for all transaction, service, and product fees not included in the Plan.

Our strategy is simple –
Do more for you.



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



Mortgages

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



Bank Accounts

- FREE banking with the Performance Plan¹
- Unlimited *Interac* e-transfer[®] transactions²
- OnGuardSM Identity Theft Protection Service at no charge^{7,8}
- Keep the same accounts no matter how many times you relocate
- Access to CreditViewSM – the free, instant way to get your credit score⁹



Lines of Credit

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



Credit Cards

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