

Van Arty Association and RUSI Van Members News June 9, 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

Jun 10 'Wednesday Lunch' Zoom meeting
Jun 17 'Wednesday Lunch' Zoom meeting
Jun 24 VAA AGM – 1030hrs
'Wednesday Lunch' Zoom meeting – 1200hrs
RUSI AGM – 1330hrs

World War 2 – 1945

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

June 10th: On Okinawa, the Japanese on the Oruku peninsula are willing, but their surviving forces are hungry and almost out of ammunition and so the Marines make good progress.

30,000 Australians (mostly of the hard-fighting 9th Division) land on Brunei. The Kamikazes just keep coming off Okinawa, and the damage (and carnage) they are wreaking on the Allied Fleet is substantial. Today, when a picket destroyer is foundering, Lieutenant Richard Miles McCool deftly brings his vessel the USS LSC(L)(3) 122 [A landing ship configured for close support] in to evacuate all the survivors. Tomorrow, it's his turn for the attentions of the Kamikazes. Two attack his small ship, one is shot down and the other hits the bridge.

Notwithstanding his own wounds and severe burns, he rallies his crew to fight to keep their vessel afloat and leads rescue efforts for trapped crewmen at considerable risk to himself. His determination, leadership and seamanship save the vessel and he survives his wounds to receive the Medal of Honor.

June 12th: The Japanese on the Oruku peninsula reach the terminal stage of the classic Japanese defence posture and start committing suicide en masse.

June 13th: Japanese resistance on the Oruku Peninsula ends and an awesome total of 170 prisoners are taken, but other Japanese on Okinawa are now holding out at Kunishi Ridge at the southern tip of the Island. US and Australian troops enter Borneo City.

June 14th: US troops (XXIV Corps) take Mount Yagu on Okinawa. British carrier aircraft from HMS Implacable bomb Truk to assure the isolated Japanese garrison stranded there that they have not been completely forgotten.

June 16th: US troops on Okinawa take Mount Yuza; the last Japanese defences are crumbling fast.

155 Battery RA Holds German Attack at Sidi Nsir



One of a series of pictures taken by German photographers following the battle of Sidi Nsir. German soldiers and wounded British soldiers at the northeast end of the Sidi Nsir station.

Bundesarchiv, Bild 1011-557-1020-05A.
Foto: Appe [Apppe] | 1943 Anfang

Brigadier WD McN Graham, the Divisional CRA, had under his command, 172nd Field Regiment Royal Artillery, which comprised three

batteries (153, 154 and 155) of 25 pounder guns. One of these, 155 Battery, had a troop of guns (F Troop), based in the remote outpost of Sidi Nsir railway station, alongside the infantry of 5th Battalion Hampshire Regiment, with E Troop close by. On the 26 February 1943, the Germans attacked this position intending to break through the British lines in what could have been a major reverse for the Allies in Tunisia. That night an abnormal number of green and white Very lights were seen, and by dawn the mountains and valleys all around were alive with the movement of troops, guns, tanks and infantry columns. Soon after 0600hrs on February 26th, F Troop came under fire from mortars behind Chechak Ridge and replied with artillery fire. From this moment until dark, F Troop and to a lesser degree E Troop and the command posts, cooks' shelters, etc, were under increasingly heavy mortar fire. At 0700hrs. enemy tanks attempted a direct assault down the main road from Mateur. F Troop engaged them, No 1 gun over open sights. Three tanks were hit, and the road was blocked very conveniently just where it passed through a protective minefield. No 1 gun remained in action in spite of mortar and machine-gun fire. The FOO, Capt Lawrence had decided to stick to his observation post on the Chechak ridge and was captured. Later his bravery in an attempt to escape from a POW camp cost him his life.

At 0940hrs Point 609 was heavily attacked by infantry. Communication was broken, WT sets smashed by enemy mortars and all lines cut. Lt McGee was wounded and taken prisoner. (He subsequently escaped, reached the British lines in Italy and had the ill-fortune to be drowned on his way back home.) From this moment on, the battery had only secondary 'eyes' over-looking the Mateur road, which must have been packed with enemy tanks and vehicles. At 1015hrs the CO visited the BC, Maj Rawford, on the gun position. F Troop was then under observation at a range of about 800 yards, and the track leading down to the command post was under very heavy and accurate mortar fire, rounds falling every three seconds or so. On all eight guns the CO found the detachments full of cheerful and determined courage. Lt Taylor and Sgt Henderson (both of F Troop) stood out by reason of their undaunted offensive spirit and the inspiring example they set. Sgt Henderson was the No 1 of No 1 gun, specially placed on the top of the slope to deal with enemy tanks trying to use the Mateur-Sidi Nsir road. Lt Taylor was the only officer on F Troop position, and he fought there until he was killed.

At this time Messerschmidts attacked from a height of about 200 feet and raked the gun positions with machine-gun fire and cannon fire. A number of vehicles were burning along the road Sidi Nsir- Hunt's Gap, some of them filled with ammunition and ammonal; but the risks were ignored by officers and men alike as they cheerfully salvaged and carried the shells to the guns throughout the action. The wounded acted stoically; none grumbled or complained. By noon enemy tanks (reported to number 30) and infantry had wormed their way into positions around the flanks of the guns. All this time the battery was completely occupied in engaging enemy infantry, machine guns and mortars, which were closing in on the Hampshire company positions. The battery fired as many as 1,800 rounds per gun during the fierce, relentless day. Bren guns claimed four Messerschmidts – a triumphant reward for days of patient shooting on the balloon range at Lydd before leaving England.

The gallantry of the infantry, isolated on the tops of stony djebels, was superb. Both artillery and infantry were equally determined not to let their opposite numbers down. At 1500hrs a column of the enemy infantry penetrated between Hampshire Farm, two miles or so to the west of Sidi Nsir – Beja road, and the gun positions, and no more ammunition could pass. Twenty minutes later, under covering fire from some 13 tanks in hull-down positions (firing MGs and guns), more tanks attempted to advance down the main road. A Panzer Mk VI was leading. This was hit three times by Sergeant Henderson's gun. A smaller Panzer Mk IV tried to pass, but this in turn was knocked out by No 1 gun. Yet a third tank was set on fire by the same gun. The enemy held back, shelling and machine-gunning the positions, particularly F Troop, which was more easily spotted. Both troops were now in action against enemy tanks over open sights. But the tanks in hull-down positions had a great advantage over our guns and engaged them one by one, setting ammunition dumps on fire, killing or wounding the detachments and eventually smashing the guns themselves.

At 1600hrs another attack was put in from the Mateur road against F Troop's southern flank. Sgt Henderson smashed up the leading tank, but immediately afterwards he and his entire detachment were knocked out by a direct hit. (Sergeant Henderson recovered later in an enemy hospital.) The

tanks then came on over the ridge in front of F Troop, who still had three guns in action and engaged the enemy at ranges of from 50 to 10 yards with Lt Taylor, the fitter, cooks and all the survivors running from gun to gun and servicing each in turn. At this stage, the slope of the ground, which is steep and convex, gave the gunners some much needed help, for the attacking tanks were handicapped by their limited ability to depress their guns. F Troop fired for over an hour more before they were finally silenced. Then the tanks moved down the road past F Troop and surrounded E Troop. At 1830hrs Bren guns and at least one 25-pdr of E Troop were still in action against the enemy tanks at point blank range.

At 1751hrs the last message came back over the wireless, 'Tanks are on us', followed a few seconds later by the single letter 'V' tapped out in Morse. When the battle began there were at the guns in the command posts and observation posts nine officers and 121 other ranks. But only nine survivors managed to make their way back to the British lines, and of these two were wounded. One of the nine was Gunner JG Bryce, who described in a letter to his wife, published in the News Chronicle, the closing scene: We withstood the brunt of a powerful German attack – all on our own, with no support whatever, under continuous dive-bombing, mortar fire and eventually tanks (the last German Mark VI). We knocked out seven of them.

Everyone showed perfect calm and coolness, even when it was obvious the end was in sight. One gun crew were actually singing that song "Praise the Lord and Pass the Ammunition" when their gun was hit. But we held them all until all our guns were knocked out, and we were finally overrun by the enemy. Then in the pitch darkness, through heavy rain and bitter cold, he managed to get past the German tanks and infantry on to the mountains. After four days in the open, sustained only by his water-bottle and a bar of chocolate, he struggled back to his base.

Of the men who did not come back some were taken prisoner. The nine officers and one hundred and twenty-six men of 155 Battery bore the brunt of the action, only nine of them would make their way back to Regimental lines, 5 became POWs.

Many, both German and British, thought that the battle was over. But in fact, it had scarcely begun. One third of the guns of 172nd Field Regiment had been lost, but a precious 24 hours had been gained and the gallant action of 155 Battery had instilled a healthy measure of caution into the enemy, whose one real chance of success lay in speed. At dawn on the 27th, headed by a group of Mk VI tanks, the menacing columns moved westwards along the winding, narrow single-track road to Hunt's Gap. But long before the enemy reached Hunt's Gap he was pounded continuously by a heavily reinforced artillery which had made full use of the 24 hours' respite to establish extra 'eyes' in the mountains, as well as large dumps of ammunition. The road by which the enemy advanced stretched mercilessly for miles and, as luck would have it, it rained and rained and rained. It was as if the enemy had walked deliberately into a carefully baited trap. His heavy tanks floundered in the mud. They became trapped on a narrow road from which they could not turn back. Their drivers were panicked by concentrations of artillery fire from a daily increasing weight of field guns, until eventually they themselves completely blocked their only route of advance. Then, for ten days, field and medium guns hurled thousands of shells upon them, smashing their tanks and vehicles on the road and mowing down their infantry when they tried to get round over the barren hills. The gunners of 153 and 154 Batteries took a remorseless revenge for their comrades of 155 Battery who had died at Sidi Nsir.

Canada Awards Contract for 30 New Multi Role Boats

June 5, 2020



As part of this investment for the Royal Canadian Navy (RCN), a contract valued at \$35 million was awarded to Zodiac Hurricane Technologies (a Zodiac Milpro Company) of Delta, B.C. for the acquisition of 30 new multi-role boats. These new multi-role boats will replace the rigid hull inflatable boats currently used on the RCN's fleet of Halifax-class frigates with a more modern and operationally flexible design. This contract will result in creating or sustaining an estimated 25 jobs in Canada. Multi-role boats are small, fast, and

maneuverable vessels used by RCN ships to conduct a wide range of tasks at sea, including, search and rescue, humanitarian aid, disaster relief, and marine interdiction operations in which Canada has become a world leader. All 30 of the new boats are expected to be delivered to the Royal Canadian Navy by spring 2024. The new multi-role boats will be approximately nine metres in length with shock-mounted seating for 12 people, increased speed, dual engine configuration, and electronic suite upgrades to its communications, navigation, and sensors.

Each Royal Canadian Navy Halifax-class frigate will be equipped with two multi-role boats to provide crews with increased operational flexibility while deployed. Out of the remaining six, four boats will be used for training, and two boats will be used as spares. This contract was awarded through an open, fair, and transparent competitive process. The Halifax-class frigates will also be equipped with new cranes to ensure they can effectively launch and recover the multi-role boats. A separate contract for the cranes was awarded on April 4, 2019.

Zodiac Milpro is a French company that manufactures inflatable boats and rigid hull inflatable boats for military and professional users. Headquartered in Paris, France and with manufacturing facilities in Delta, British Columbia, Roses, Spain, and Stevensville, Maryland. Though Zodiac Milpro and Zodiac Nautic produce a large range of both inflatable and rigid-hulled boats, the name "Zodiac" has become synonymous with inflatable boats such as the FC470 and as a generic term for inflatable boat.



SkyAlyne

Truly Canadian experts for the Future Aircrew Training Program *May 19, 2020*

When the Government announced the Future Aircrew Training Program (FAcT), Canadian companies CAE and KF Aerospace were faced with a choice. To continue providing contracted training support for the Royal Canadian Air Force (RCAF) for the next 20+ years, they could compete against each other, along with several internationally based defence contractors. Or they could join forces, combine their considerable experience and expertise, and provide a comprehensive, truly Canadian solution for FAcT. They chose the latter, calling the new

partnership SkyAlyne. Forming SkyAlyne was a sensible move. On their own, both parent companies currently provide all contracted pilot training support for the RCAF. KF Aerospace has led the Contracted Flying Training and Support (CFTS) program at Southport, MB, since 2005. CAE has managed the NATO Flying Training in Canada (NFTC) program at Moose Jaw, SK/Cold Lake, AB, since 2015. Today, a successful RCAF pilot-candidate will complete all phases of their contracted training between these two programs, from ab initio (beginner) to receiving their ‘wings’ and specialized training. By creating SkyAlyne, CAE and KF Aerospace have brought the entire scope of contracted military pilot training in Canada under one umbrella.

Why is this important for FAcT? The knowledge and experience gained through managing the existing programs will be critical to delivering next-generation training. Large training programs require constant adaptation to deliver consistent, quality outcomes. By applying the same efficiencies needed to excel in the private sector to a complex military environment, the teams at Southport and Moose Jaw/Cold Lake have achieved consistently high-performance scores and aircraft availability rates, keeping student pilots in the air. The proof is in the results. To date, the CFTS and NFTC programs have produced hundreds of thousands of in-flight training hours, leading to thousands of pilots successfully trained for Canada and allied militaries. Peter Fedak is the current Site Manager for the CFTS program. A retired RCAF helicopter pilot, flight instructor and the former Commandant of 3 Canadian Forces Flying Training School (3CFFTS) at Southport, Fedak has been both a user and a key player to the continual improvements KF Aerospace has made. “While I was impressed each time I was here, my main experience was how much it had evolved with each iteration of the program,” says Fedak. “The efficiencies of contracted support were highly evident compared to the operations as a military base. The overall willingness of KF Aerospace to provide the necessary services to the Department of National Defence, as well as the speed of decision-making, truly makes the system work efficiently and effectively.”

The experience factor SkyAlyne brings is not just essential to the long-term effectiveness of the FAcT program, but also offers the best solution to mitigating any short-term risks. FAcT will combine three separate aircrew training programs. As the NFTC and CFTS programs phase out and FAcT phases in, more than training throughput will need to be synchronized. Program staff, resources, and hundreds of contracts must be transferred – without incurring cost overruns or disrupting the training flow. At a time when the military is already facing pilot shortages due to demand for this critical skill, handing over the contracted training program to a completely new supplier could lead to costly and lengthy service interruptions. This scenario would compound the pilot shortage problem and cause added duress on the RCAF. This is an unnecessary risk when a Canadian solution already exists and the team behind it has proven effective at managing the current contracted training programs. Furthermore, SkyAlyne is the only qualified supplier for FAcT able to seek improvements *in advance* of implementation (while still managing the current contracts). With experienced personnel and longstanding working relationships already in place, SkyAlyne can focus on the immediate enhancements needed to meet and exceed the requirements of FAcT.

Scott Greenough is a former RCAF fighter pilot and the previous Commandant of 2 Canadian Forces Flying Training School at 15 Wing Moose Jaw. Greenough has been the director of the

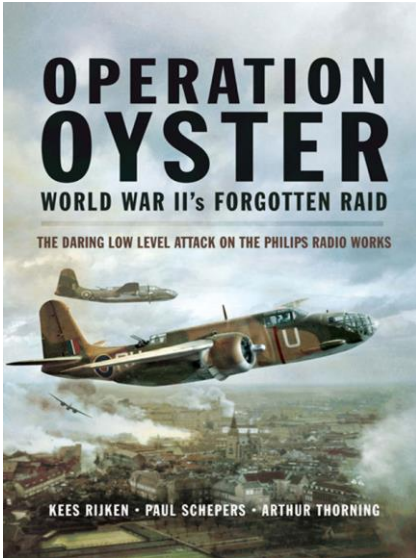
NFTC program since 2015 when CAE assumed ownership of the contract. “Transition periods are inherently risky,” says Greenough. “It takes considerable time and effort to staff up, to get new equipment in place, facilities in order and get everyone on board with the new policies and procedures. There is a learning curve and during that time, service levels can drop for extended periods. SkyAlyne not only minimizes that risk, but we can focus on immediate enhancements to meet and exceed the requirements of FAcT. This will provide stability for the government, military, and local communities that depend on these contracted programs for quality jobs and local support.” SkyAlyne’s advantage extends further than the direct experience managing the current contracted programs for the RCAF. By combining two industry-leaders with a full set of capabilities, SkyAlyne is ready to apply advanced expertise to all areas of the FAcT program. It is a unique opportunity and advantage that the world’s largest aviation training company happens to call Canada home and has done so since its founding in 1947. CAE is a worldwide leader in pilot training and annually trains more than 220,000 civilian and military pilots and aircrew across the globe. To succeed in a competitive landscape, CAE has remained innovative, leading the development of cutting-edge advancements in simulation-based training and in-service support.

For proof, look no further than the recently launched CAE TRAX Academy. The CAE TRAX Academy is an integrated training program that utilizes advanced virtual/augmented reality (VR/AR) and combines it with big data analytics and artificial intelligence. VR/AR training is already being trialled by the US Air Force. The technology is also likely to be looked at by Canada and other air forces as a cost-effective and accessible way to enhance self-paced training and streamline the overall pilot training timeline, thereby reducing the factors that lead to pilot shortages. Having these capabilities available in-house will be another important benefit SkyAlyne brings to its FAcT offering. SkyAlyne’s solution to FAcT is also backed by KF Aerospace. Known in the aviation world for its strong technical expertise and efficient business practices, KF Aerospace has grown to become Canada’s largest commercial aircraft maintenance, repair and overhaul (MRO) company. Producing more than 1,000,000 maintenance hours annually, KF has a reputation for solving complex issues for some of Canada’s largest commercial airlines. KF Aerospace also has a long history of supporting and working with Canada’s military. The Department of National Defence granted the company full recognition as a Design Approval Organization (DAO) in 2013. In addition to the 40-training aircraft KF Aerospace maintains and manages at CFTS Southport, KF also holds a Fixed-Wing Search and Rescue (FWSAR) maintenance contract with the RCAF.

SkyAlyne is the only truly Canadian solution for the FAcT program – made of Canadian founded and rooted companies and utilizing 100% Canadian content in its supply chain and partnerships. Recent events serve as a stark reminder that some capabilities should not be outsourced. A uniquely Canadian training solution will ensure that external events or governments cannot disrupt the preparation of Canada’s military pilots and aircrew. When Canadians need well-trained RCAF pilots to deter military threats, conduct lifesaving search & rescue operations and transport critical supplies and equipment, SkyAlyne can and will prepare our men and women in uniform using a home-grown solution that also benefits Canadian small- and medium-sized businesses, communities and workers. SkyAlyne also carries the potential of bringing our uniquely Canadian expertise to military partners around the world, returning the export benefits

to Canada and enhancing our global reputation. “A lot of people are saying, ‘We need to build more domestic industry capabilities in Canada’, especially right now,” says Fedak. “With SkyAlyne we have the chance to do just that while maintaining stability for Canadian workers and securing an important military capability for a generation. In today’s uncertain world, SkyAlyne just makes sense for Canada.”

Operation Oyster



Operation Oyster was carried out on the 6th December, 1942 by 2 Group RAF. Considered to be a notable success for the allies, it cost the Germans an estimated six months of lost production time at a critical point in the conflict. It is arguable, according to the authors, that the operation was in fact rather more significant than Operation Chastise, the Dambuster raid, while accepting that was a remarkable feat of arms. Operation Oyster struck at the very heart of what Churchill termed 'the wizard war' against German radio navigational technology by attacking a central hub of activity; the Philips Radio Works in Eindhoven, The Netherlands. The development of electronics in WWII was the most significant technical aspect of weaponry over the course of the conflict. On both sides, there were great advances in radar and communications

which, at that time, depended on the wide- scale use of high frequency radio valves - few companies had the technology to produce these, but the leading one in Europe was Philips in Eindhoven. Thus, it was determined that Philips was the most important target. Ninety-three allied aircraft took part and a total of fourteen were lost. But the result in terms of damages to the enemy was considerable, hindering the German war effort significantly and consequently aiding the allies. Despite these facts however, the story of the raid has been underreported, and the efforts of the aircrew who took part have been little recognized. By comparison, the Dambuster raid which came six months later has entered folklore. Here, for the first time, the overlooked Oyster raid is afforded the attention it deserves.

Available at Apple Books, \$15.99

Vancouver Artillery Association Yearbook Updates

VAA Virtual Lunch every Wednesday at Noon PDT - <https://zoom.us/j/7110845848>

RCAA Virtual Coffee every Sunday at 1600 PDT - <https://zoom.us/j/7110752062>

Vancouver Artillery Association Annual General Meeting 24 June 2020

<https://www.vancouvergunners.ca/whats-new/vancouver-artillery-association-agm>

Members of the 15th Field Artillery Regiment on duty with OP LASER

<https://www.vancouvergunners.ca/covid-19.html>

Once a Gunner, Always a Gunner. Sergeant Harry Payne Willoughby

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

Lots of photos from 1980s compliments of the Peter Moogk collection

<https://www.vancouvergunners.ca/1980.html>

D-Day commemoration consisted of a successful acknowledgement of the Gunners that had died in the Normandy campaign. In addition, we recognized a former Padre of ours that had been there that day. <https://www.vancouvergunners.ca/whats-new/d-day-6-june-1944>

Dolan Magrath photo collection is looking for confirmation of dates. Where you there?

<https://www.vancouvergunners.ca/dolan-magrath.html>

Are you still a serving member of an Artillery unit? The Commanding Officer has already paid your dues for The Royal Canadian Artillery Association. We just need you register your membership so that you can benefit from the great member only insurance rates from the TD and also to gain entrance to the Member only forum. We're trying to get some discussion going on the new Hawkeye 105mm howitzer system. <http://rca-arc.org/the-rca-association/membership/>

Remember – Stay healthy and stay safe!

Who (or What) Is It?

Last Week: The Carden Loyd tankettes were a series of British pre-World War II tankettes, the most successful of which was the Mark VI, the only version built in significant numbers. It became a classic tankette design worldwide, was licence-built by several countries and became the basis of several designs produced in various countries. The Carden Loyd tankette was the prototype for the Universal Carrier. The tankette came about from an idea started, as a private project, by the British military engineer and tank strategist Major Giffard LeQuesne Martel. He built a one-man tank in his garage from various parts and showed it to the War Office in the mid-1920s. With the publication of the idea, other companies produced their own interpretations of the idea. One of these was *Carden-Loyd Tractors Ltd*, a firm founded by Sir John Carden and Vivian Loyd and later purchased by Vickers-Armstrong. Besides one-man vehicles they also proposed two-man vehicles which turned out to be a more effective and popular idea. Vickers-Armstrong manufactured and marketed vehicles of the latter type worldwide. The Mark VI, considered a reconnaissance vehicle and mobile machine gun, was the final stage of development of the Carden Loyd series of tankettes. Production started in 1927 and lasted until 1935. From 1933 to 1935 production was by the Royal Ordnance Factories. Some 450 were made in all. The British Army used at least 325 Mark VI tankettes in several variants, mostly as machine gun carriers, but also as light gun tractors, mortar carriers or smoke projector vehicles.



The Canadian Army acquired 12, in two batches of six, in 1930-31. After being evaluated by Princess Patricia's Canadian Light Infantry and the Royal Canadian Regiment, the Canadian Army used them in a training role at Canadian Armoured Fighting Vehicle School, pending the arrival of newer, larger tanks. Eventually, they were supplemented with the Vickers VIB light tank in 1938. Until then, they had been the only armoured equipment in the Canadian Army, apart from some armoured cars. At no time were they used in a combat role by Canada.

This Week: It has been said by some that we have been ignoring the Senior Service in this series of quizzes. Well, not this week, as memories of our old friend Admiral Sir Reginald Aylmer Ranfurly Plunkett-Ernle-Erle-Drax (no, we didn't make that up, he is real, although no longer moving) has inspired us to dig deep into our sea chests and come up with some salty photos for this and future quizzes.



So, behold this elegant gig, sailing gracefully in calm waters, jolly Jack Tars and their spiffy officers aboard, possibly looking forward to another run ashore. One can almost hear the skipper saying to the coxswain, "Left hand down a bit". That it is

not actually a current vessel might be noticed by some of the more nautical of our readers. The army guys, of course, can only think of fishing when they see something of the sea. As for the RCAF chaps and lady chaps, well, the term "target" might spring to mind. The question this week is, "What event in Vancouver's history does this photo depict?" The additional question is, "What do the radio programme 'Navy Lark', and the television programme 'Doctor Who' have in common"? Answer the last one and I might stand you a drink if the mess ever re-opens.

Send your answers to the editor, Admiral of the Fleet Bob Mugford (bob.mugford@gmail.com), or the author, Landsman John Redmond (johnd._redmond@telus.net). Time for the tot! (not children, I hasten to add)

From the 'Punitary'

What do you call an alligator in a vest? An investigator.

Murphy's Other Laws

Given a sufficient number of people and an adequate amount of time, you can create insurmountable opposition to the most inconsequential idea.

Quotable Quotes

The backbone of surprise is fusing speed with secrecy. - *Carl von Clausewitz*

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.

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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.