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RUSI

Newsletter of the Royal United Services Institute of Vancouver Island

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See the RUSI Calendar of Events on page 8.

HMCS Winnipeg receives CF Unit Commendation

Commodore Ron Lloyd, Commander Canadian Fleet Pacific, presented the CF Unit Commendation to HMCS Winnipeg in late June, the ship became the 24th naval unit to be honoured with the award since its inception.

The CF Unit Commendation is a group award created by the CDS in 1980 to recognize distinguished service by military units that have performed a deed activity considered beyond the demand of normal duty. The commendation has been awarded to



naval units that have distinguished themselves through operational achievements or by responding to adversity in an uncommon way.

Winnipeg's commendation comprises three elements: a gold-coloured medallion, a special commemorative flag and a gold-embossed scroll bearing a citation reading, "Her Majesty's Canadian Ship (HMCS) Winnipeg partici-

pated in NATO-led counter-piracy efforts in the Gulf of Aden from March to June 2009. The seamless integration of HMCS Winnipeg into the international task force allowed it to immediately take a lead role in responding to threats to international shipping. The entire ship's company demonstrated outstanding flexibility and dedication that significantly contributed to the international counter-piracy efforts in the region."

During the presentation, Cmdre Lloyd said, "[Winnipeg's commanding officer] Commander [Craig] Baines and his crew demonstrated an exemplary level of professionalism and ought to take great pride when reflecting upon this commendation. Their exploits have been followed closely by their fellow Canadians and their accomplishments have brought positive recognition to the Navy, in addition to a measure of security to strategically important sea lanes in the Indian Ocean region."

HMCS Winnipeg will display the CF Unit Commendation flag for one year, after which it will become the ship's historical artifact. **Source:** CPO 1 Paul Helston, *The Maple Leaf*, 29 July 2009

Book Review

THREE TO A LOAF

GOODSPEED Michael J. Toronto:
Blue Butterfly Publishing, July 2008

Reviewed by

Colonel JP de B Taillon

Military historical fiction has a long and distinguished provenance. The Iliad is arguably the oldest form of the art; but despite its ancient origins, until recently it has been virtually non-existent as a Canadian art form. LCol Michael J Goodspeed's novel *Three to a Loaf* marks a strong and welcome Canadian entrance into this field which has for so long been dominated by British and American writers.

Serious historical fiction can be a useful study for the military professional insofar as it allows for a well developed interpretation of numerous historical events and themes. Goodspeed's book fits precisely in this category as a study of the nature of the First World War, as well as a number of other important supplementary topics. Not only is *Three to a Loaf* professionally instructive, it has the added benefit of being a riveting and believable story, which unfortunately is not always a characteristic of much of this genre.

Three to a Loaf tells the story of Rory Ferrall a young Princess Patricia's Canadian Light Infantry (PPCLI) officer of Anglo-German descent who is wounded and disfigured at Ypres. Ferrall is shipped to a convalescent hospital in Britain where he shouts out in his sleep, but unlike the other military patients on his ward, Ferrall does it in his mother tongue, which is German. This catches the

ear of British Military Intelligence, who desperately need someone with Ferrall's fluency in the German language and intimate knowledge of the culture.

The allies are anxious to find out what the Germans plan to do to break the deadlock on the Western Front, and they have captured a prisoner who just might be instrumental in helping them obtain that information. In 1914, there were twelve million German-Americans.

In August of that year, nearly a thousand German-American men sailed back to the Fatherland to fight (many men from Berlin, Ontario—since renamed Kitchener—did exactly the same thing). Hurriedly trained to impersonate a captured German-American officer, who is believed to be the sole surviving officer of his Landwehr battalion, Ferrall assumes the prisoner's identity and is sent into Germany under the guise of having made a daring escape. In an age where pay books and identity cards didn't have photographs, this ruse is believable, although risky, as a dogged German policeman thinks his story is suspicious (though for other reasons).

The book goes on from this point in considerable detail, but without giving away much of a good read, Goodspeed manages to provide a compelling strategic and a social overview of both sides in the war to end wars.

Goodspeed weaves suspense, moral and personal quandaries and historical detail together in a treatment that has a realistic ring to it nearly a century later. He does this without making his characters 21st century cut-outs.

Goodspeed avoids the common pitfall of making his characters modern day people with modern attitudes. The characters in

Three to a Loaf are creatures of their time. Rory Ferrall is certainly no superman, and equally, his German opponents are not portrayed as detestable villains. The characters are well drawn, and the range of personalities on both sides in this novel will be familiar to anyone who has served in the Canadian Forces. In this respect, the context of *Three to a Loaf* has been carefully researched with original material that Goodspeed has drawn from the PPCLI museum as well as Canadian, British and German archived sources.

This is a novel worthy of study for other reasons. More than just a tale of war and espionage, *Three to a Loaf* is also an account of how the world came to be driven to adopt the 20th century's most destructive ideologies. And this is surely a theme that has a degree of significance for a broad range of today's readers, many of whom are sensitive to the sometimes conflicting demands of security and morality.

In summary, this is a great read and intelligent entertainment. I would recommend it to anyone in the Canadian Forces or anyone who has an interest in military history. It's historically accurate and it has a lot to say about the nature of the military profession and modern war. My biggest criticism of *Three to a Loaf* is that so far there is only one such book. Goodspeed's publisher promises a sequel. I look forward to it.

Canadian Army Journal
Vol. 11.3

Army to upgrade

OROMOCTO, N.B. — The Army will improve or replace its fleets of combat vehicles, providing soldiers with greater protection, mobility and strength on the battlefield.

Calling it “a great day for the Army”, Chief of the Land Staff Lieutenant-General Andrew Leslie, together with federal cabinet ministers, announced the \$5.2 billion vehicle upgrade and acquisition projects July 8 at CFB Gagetown.

The combat fleet renewal encompasses four projects:

The light armoured vehicle (LAV) III Upgrade (LAVUP) project will upgrade 550 vehicles with an option for another 80. The weapons systems will be upgraded, additional armour will be installed and mobility systems such as the power train, suspension, running gear and brakes will be replaced. The upgrade will extend the LAV III life span to 2035.

The Army will acquire 108 close combat vehicles (CCVs) with an option for up to 30 more. The CCV will fill the long-standing gap between the LAV III and the Leopard C2 tank, enabling the infantry to act in close support to the tanks with a well-protected and mobile vehicle that will possess at least a LAV III-level of firepower.

The project director for the CCV, Major Robert Bouchard, said the vehicle will have a high level of off road mobility and “at least the firepower of a LAV III”. There will be an infantry vehicle and another to serve in a forward observation role. The CCV will have state-of-the-art digital communications suites and other electronics. Weighing in at between 30 and 45 tonnes, it will be deployed to theatre by ship or CC-177 Globemaster III.

The Army will also acquire a tactical armoured patrol vehicle (TAPV) to replace the Coyote (the reconnaissance variant in the LAV family) and the RG-31 Nyala personnel carrier, and provide light infantry battalions with armoured utility vehicles. Each of the 200 reconnaissance vehicles will have a crew of four and either a one-person turret or a remote weapon station (RWS). Three hundred infantry vehicles will serve for command and control, and as armoured personnel carriers, and will have crews of three, carry four additional soldiers each and will be fitted with the RWS. The Army will acquire 500 TAPVs with an option for an additional 100.

As part of the Force Mobility Enhancement Project, the Army will buy 13 armoured engineer vehicles (AEVs) and two armoured recovery vehicles (ARVs), with options for additional vehicles of both types. These replacements for the Badger AEV will be built on the Leopard 2 chassis. Their armour will allow them to operate under heavy fire to clear mines and other obstacles for troops or, in the case of the ARV, to recover tanks and other vehicles.

While the projects have been approved, final decisions will not be reached on all specifications for the new vehicles until discussions are completed with potential manufacturers.

Source: Paul Mooney, *The Maple Leaf*, 29 July 2009



New Extra-Light Reconnaissance Vehicle (ELRV)

Source: Unattributed photo from the internet

New Ops Centre Never Sleeps

Canada's Air Force strengthened its operational command and control July 9 with the official opening of the Canadian Combined Aerospace Operations Centre (CAOC).

On the same day, Major-General Yvan Blondin assumed command of 1 Canadian Air Division/Canadian NORAD Region (1 Cdn Air Div/CANR) and the Combined Forces Air Component (CFACC), also in Winnipeg.

The CAOC never sleeps; it is the operational-level focal point for planning, directing and coordinating all Canadian air operations. It is a sharp indicator that Canada's Air Force is transforming and strengthening itself to meet Canada's evolving defence and security requirements. The CAOC is fully interoperable with other NORAD CAOCs, creating a commonality of shared doctrine, processes and procedures.

MGen Blondin has served as Deputy Commander Force Generation for the past two years, overseeing all operational-level force generation at 1 Cdn Air Div. As of July 10, LGen Duval will continue to work closely with MGen Blondin in his new role as Deputy Commander of NORAD in Colorado Springs, Colo.

Source: Karen Christiuk and Capt Holly Brown, *The Maple Leaf*, 29 July 2009

Acquisition of Chinook Helicopters for The Canadian Forces

As part of the Government of Canada's Canada First Defence Strategy, the Department of National Defence is acquiring 15 Canadian F model Chinooks (CH-147F). This positions the Canadian Forces as a first class, modern, flexible force capable of defending Canada and Canadian interests well into the future.

The purchase of the CH-147F Chinooks gives the Canadian Forces a new ability to reach remote locations in a wider range of geographic areas and challenging environments inaccessible by land transport or fixed-wing aircraft. These helicopters are invaluable assets in responding to natural disasters and while deployed anywhere in the world.

The Canadian Forces' commitment to defend Canada and contribute to global peace and security make this type of helicopter a very real need for the men and women of Canada's military, perhaps now more than ever. Delivery of the new Canadian F-model Chinooks scheduled for 2013 and 2014.

The CH-147F helicopters are the long-term solution to the Canadian Forces' medium- to heavy-lift helicopter requirements. Until 2008, when the Canadian Forces obtained used Chinook D-models specifically

for the mission in Afghanistan, Canada had to rely on allied or coalition forces to provide this type of helicopter transport while deployed, or opt for ground transportation, placing them at greater risk of ambushes, land mines and improvised explosive devices.

The new CH-147F helicopters will [also] be used to assist civil authorities in responding to emergencies such as floods, forest fires and earthquakes, helping to keep Canadians safe and secure. Added robust capabilities, which are first and foremost designed to maximize the safety of passengers and crew, will mean that a fleet of 15 aircraft will meet the operational requirements of the Air Force to carry out their missions. These additional capabilities, such as long-range fuel tanks that will more than double the endurance and autonomy of a basic Chinook F-model, will expand the Canadian Forces' ability to operate in remote and isolated areas, and increase their capacity to respond to disasters both at home and abroad. The Boeing CH-147F Chinook aircraft is part of the Government's implementation of its Canada First Defence Strategy. It features a newly designed, modernized airframe, a Rockwell Collins Common Avionics Architecture System cockpit, and BAE Digital Advanced Flight Control System. The advanced

avionics provide improved situational awareness for flight crews with an advanced digital map display and a data transfer system that allows storing of pre-flight and mission data. Improved survivability features include a directional infrared countermeasures system, a laser warning system and updated infrared and radar detection systems.

Source: BG – 09.022 - August 10, 2009,
<http://www.forces.gc.ca/site/news-nouvelles/>

Thank You!

The RUSI VI owes high debts of gratitude to Cec Berezowski who served as Newsletter editor for many years, to Migs Turner who filled this role for the last two editions, to former publisher John Eggenberger, and to Don Booker who continues to post the Newsletter on the Web.

Thank you gentlemen!

The Last Post

Captain (N) Colin Shaw RCN Ret'd.

Died 13 August in Hospice, Victoria, BC.

Colin Shaw was a long time RUSI-VI member. An obituary and funeral details were not yet available at time of publishing.

Ten Years of Putin

This [month] marks the 10th anniversary of Vladimir Putin's assumption of a leadership position at the Kremlin. Much has happened since Putin's appointment as first vice prime minister in August 1999, but Russia's most definitive evolution was from the unstable but semi-democratic days of the 1990s to the statist, authoritarian structure of today.

While it has hardly been clear that Putin would survive Russia's transition from tentative democracy to near-police state, the transformation of Russia itself has always fit with our predictions. Authoritarian government is a geographically hardwired feature of Russia.

Russia's authoritarian structure has its roots in two interlinking features: its size and its lack of geographically defined borders.

Russia is huge. Mind-numbingly huge. Even Americans, whose country is large in its own right, have difficulty absorbing just how large Russia is. Russia spans 11 time zones. Traveling from one end to the other via rail is a seven-day, seven-night journey. Commercial jets needed to refuel when flying the country's length until relatively recently. The country's first transcontinental road became operational only a few years ago. In sum, Russia — to

say nothing of the substantially larger Soviet Union — is roughly double the size of all 50 U.S. states combined.

In being so huge, Russia is condemned to being hugely poor. With the notable exception of the Volga, Russia has no useful rivers that can be used to transport goods — and the Volga, which is frozen most of the year, empties into the commercial dead end of the Caspian Sea. Whereas the Americans and Europeans always could shuttle goods and people cheaply up and down their rivers and use the money this allowed them to save to build armies, purchase goods and/or train workers — and thus become richer still — the Russians had to apply their scarce capital to build the transportation systems necessary to feed their population.

Most Western cities grew on natural transportation nodes, but many Russian cities are purely the result of state planning. St. Petersburg, for example, was built exclusively to serve as a forward position from which to battle Sweden and control the Baltic Sea. Basic industrialization, which swept across Europe and the United States in the 19th century, required rapid, inexpensive transit to make the process economical and dense population centers to serve as cheap pools of labor and concentrated markets.

Russia had neither transit nor population going for it. Large cities require abundant, cheap food. Without efficient transport options, farmers' output will rot before reaching market, preventing them from earning much. State efforts to confiscate farmers' production led to rebellions. Early Russian governments consistently found themselves stuck having to choose between drawing upon already-meager finances to purchase food and subsidize city growth, or spending that money on a security force to terrorize farmers so the food could be confiscated outright. It wasn't until the development of railroads — and the rise of the Soviet Union's iron grip — that the countryside could be both harnessed economically and crushed spiritually with enough regularity to grow and industrialize Russia's cities. But even then, cities were built based on a strategic — not economic — rationale. Magnitogorsk, one of Russia's vast industrial centers, was built east of the Ural Mountains to shield it from German attack.

Russia's obstacles to economic development could be overcome only through state planning and institutional terror. Unsurprisingly, Russia's first real wave of development and industrialization did not occur until Stalin rose to power. The discovery of ample energy reserves in the years since has helped somewhat. But since most of them are literally thou-

sands of miles from any market, the need to construct mammoth infrastructure simply to reach the deposits puts pressure on the country's bottom line.

Russia's size lends itself to an authoritarian system, but the deeper cause for this system is rooted in Russia's lack of geographically defined borders. The best illustration of this requires a brief review of the lessons of the Mongol occupation.

The strength of the Mongols — who once ruled the steppes of Asia, and in time most of what is now Russia (among other vast territories) — lay in their military acumen on horseback. Where the land was open and flat, the Mongol horsemen knew no peer. Russia's populated chunks are as flat as they are large. It possesses no physical barriers that could stop, or even particularly slow, the Mongol's approach and inevitable victory. The forests north of Moscow served as Russia's best defense.

When the Mongol horde arrived at the forests' edge, the cavalymen were forced to dismount if they were to offer combat. Once deprived of their mounts, the Mongol warrior's advantage over the Russian peasant soldier shrank precipitously. And so it was only in Russia's northern forests where some semblance of Russian independence managed to survive during the three centuries of Mongol rule.

The Mongols taught Russians just how horrible invasions — especially successful invasions persisting for generations — could be. The Mongol occupation became indelibly seared into the Russian collective memory, leaving Russians obsessed with national security. Echoes of that terrible memory have surfaced again and again in Russian history, with Napoleon's and Hitler's invasions only serving as two of the most recent. Many Russians view today's steady NATO and EU expansions into the former Soviet territories through this prism, as simply the most recent incarnation of the Mongol terror.

After the Mongol period ended, Russian strategy could be summed up in a single word: expansion. The only recourse to the challenge of size and the lack of internal transportation options — and the lack whatsoever of any meaningful barriers to invasion — was establishing as large a buffer as possible. To this end, massive and poor Russia dedicated its scarce resources to building an army that could push its borders out from its core territory in the search for security.

The complications flowing from such an expansion — like the one achieved during Soviet times — are threefold:

First, the security is incomplete. While many countries have some sort of geographic barrier that grants a degree of safety — Chile has the Andes and the Ata-

cama Desert, the United Kingdom has the English Channel, Italy has the Alps — potential barriers to invasion for Russia are far-flung and incomplete. Russia can advance westward to the Carpathian Mountains, but it remains exposed on the North European Plain and the Bessarabian gap. It can reach the Tien Shan Mountains of Central Asia and the marshes of Siberia, but between mountain and marsh lies an extension of the steppe into China and Mongolia. Short of conquering nearly all Eurasia, there is no way to secure Russia's borders.

Second, the cost of trying to secure its borders is enormously expensive — more massive than any state can sustain in perpetuity. Trying to do so means Russia's already-stressed economic system must support an even longer border, which requires an even larger military. The bigger Russia gets, the poorer it gets, and the more critical it becomes for its scarce resources to be funneled toward state needs — meaning central control becomes more essential.

Third, any buffers Russia conquers are not empty, they are home to non-Russians. And these non-Russians rarely take a shine to the idea of serving as Russia's buffer regions. Keeping these conquered populations quiescent is not a task for the faint of heart. It requires a security force that isn't just large but also able to excel at penetrating resistance groups, gathering information and policing. It thus requires an internal intelligence service

with the primary purpose of keeping multiple conquered peoples in line — whether those people are Latvian or Ukrainian or Chechen or Uzbek — and this intelligence service's size and omnipresence tends to be matched only by its brutality.

Russia is a tough place to rule, and as we've implied, STRATFOR is mildly surprised Putin has lasted. We don't think him incompetent, it's just that life in Russia is dreadfully hard and the Kremlin is a crucible, and leaders often are crushed swiftly. Before Putin took Russia's No. 2 job, former President Boris Yeltsin had gone through no fewer than 10 men — one of them twice — in the position.

But Putin boasted one characteristic that STRATFOR identified 10 long years ago that set him apart. Putin was no bureaucrat or technocrat or politico; he was a KGB agent. And as Putin himself has famously proclaimed, there is no such thing as a former intelligence officer. This allowed him to harness the modern incarnation of the institutions that made Russia not just possible but also stable — the intelligence divisions — and to fuse them into the core of the new regime. Most of the Kremlin's current senior staff, and nearly all Putin's inner circle, were deeply enmeshed in the Soviet security apparatus.

This is hardly a unique coalition of forces in Russian his-

tory. Andropov ran the KGB before taking the reins of the Soviet empire. Stalin was (in) famous for his use of the intelligence apparatus. Lenin almost ran Russia into the ground before his deployment of the Cheka in force arrested the free fall. And the tsars before the Soviet leaders were hardly strangers to the role such services played.

Between economic inefficiency — which has only gotten worse since Soviet times — and wretched demographics, Russia faces a future that if anything is bleaker than its past. It sees itself as a country besieged by enemies without: the West, the Muslim world and China. It also sees itself as a country besieged by enemies within: only about three in four citizens are ethnic Russians, who are much older than the average citizen — and non-Russian birthrates are approximately double that of Russians. Only one institution in Russian history ever has proved capable of resisting such forces, and it is the institution that once again rules the country.

Russia may well stand on the brink of its twilight years. If there is a force that can preserve some version of Russia, it might not be identical to Putin, but it will need to look a great deal like what Putin represents.

Source: Peter Zeihan, http://www.stratfor.com/weekly/20090804_enduring_russian_geographic_challenge, 4 Aug 2009

MARK YOUR CALENDAR

Wednesday, 9 September 2009 Meeting

- ⇒ **SPEAKER: MGen Andre Deschamps, Chief of the Air Staff and LGen designate (1 Oct 2009), current Assistant Chief of the Air Staff.**
- ⇒ **TOPIC: Air Force Outlook 2010**
- ⇒ **PLACE: 5TH (BC) Field Regt, RCA Officers' Mess, Room 312, Bay Street Armory**
- ⇒ **TIME: 1130 FOR 1200 Hrs Luncheon**
- ⇒ **COST: \$20.00 (pay at the door)**
- ⇒ MGen Deschamps has flown airlift operations during the Gulf War, the Yugoslavian conflict of 1999, and humanitarian aid missions in Ethiopia and Somalia. His commands include 436 Tactical Transport Squadron in Trenton, Ontario, Theatre Support Element (TSE) - Camp Mirage - Gulf Region on OP ATHENA and 8 Wing/CFB Trenton and He has also served as J3 Continental Operations, DCDS group and Chief of Staff - Operations, Canadian Expeditionary Force Command and Assistant Chief of the Air Staff in Ottawa.

Wednesday, 14 October 2009 Meeting

- ⇒ **SPEAKER: Lt(N) Chris Nucci - Combat Officer HMCS Winnipeg**
- ⇒ **TOPIC: "Anti-Piracy Operations and Challenges"**
- ⇒ **PLACE: 5th (BC) Field Regt, RCA Officers' Mess, Room 312, Bay Street Armoury**
- ⇒ **TIME: 1130 FOR 1200 Hrs Luncheon**
- ⇒ **COST: \$20.00 (pay at the door)**
- ⇒ A Hamilton, Ontario native, LT (N) CM Nucci joined the Canadian Forces in 1995 as an Armour Officer after graduating from RMC. In 2000, he transferred to the Navy and moved to Victoria, BC where he continues to reside. He earned his bridge watch-keeping ticket aboard HMCS *Vancouver*, sailed as Above Water Warfare Officer in HMCS *Ottawa* and was an instructor at the Naval Officer Training Centre Venture before joining HMCS Winnipeg where he led the team that maintained tactical situational awareness and coordinated with the NATO Commander's staff and other allied ships.

Wednesday, 4 November 2009 Meeting Note Change to *first Wednesday of November* to respect the many Remembrance Day activities taking place on the second Wednesday of the month, November 11.

- ⇒ **SPEAKER: Military Historian Mark Zuehlke**
- ⇒ **TOPIC: "Writing World War II History and Remembrance"**
- ⇒ **PLACE: 5th (BC) Field Regt RCA Officers' Mess, Room 312, Bay Street Armoury**
- ⇒ **TIME: 1130 FOR 1200 Hrs Luncheon**
- ⇒ **COST: \$20.00 (pay at the door)**
- ⇒ Mark Zuehlke is the nationally renowned author of the seven volume "Canadian Battle Series", which documents the Canadian World War II experience and has resulted in his being declared by Jack Granatstein the na-

From the President:

As we begin our new meeting year, we will introduce a new luncheon price: \$20.00. Your Board approved this modest increase due to increased catering charges, the first in some time. We still believe we are getting excellent value at this new price.

I am also pleased to welcome Craig Cotter and Skip Triplett to our Board as Publisher and Editor of this Newsletter, and to thank John Eggenberger, Cec Berezowski and Migs Turner for their work in these roles.**Gene Lake**

The Last Post

Harold (Hal) Gold

September 26, 1929—July 05, 2009.

RUSI VI member Col Harold (Hal) Gold, CD slipped away peacefully on 5 Jul 2009 at the age of 80. Hal joined the RCAF in 1947 and served as a meteorologist, an air traffic control officer, and eventually as Director of Air Regulations and Traffic Services for Canadian Forces. He also served in Russia as Canadian Forces Attache and as Director of the Foreign Liaison Office at NDHQ. His post military life included a diplomatic posting to Germany and, post retirement, heavy volunteerism.

The views expressed by the authors of articles in this newsletter do not necessarily reflect the Views of RUSI VI.