

Class of 65 Newsletter **Bulletin d'Information**—Classe de 65

Number/Numéro 162



October/octobre 2023

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Editor's Corner/Coin du rédacteur

There is a lot to report in this edition so I will skip the usual preface and get right to the meat of the issue.

Jim Carruthers Added to RMC Wall of Honour

Upon entry into the Old Brigade in 2009, the Class of 1963, as their gift to the College, created and donated a Wall of Honour. In September 2018, the Class of 1975 assumed responsibility for the Wall.

This Wall of Honour recognizes Ex-Cadets of the Canadian Military Colleges and others with College numbers for outstanding achievements and contributions to Canada or the world.

Honourees inspire prospective recruits, existing RMC students, RMC graduates, RMC staff and all Canadians to be the best they can be through dedication, hard work, application of their talents and training, and by letting the College's motto, Truth, Duty, Valour, guide their lives.



On 16 September, at a ceremony at the Royal Military College in Kingston, Capt (N) Jim Carruthers along with two other ex-cadets, had a plaque honouring his lifetime achievements unveiled on the College Wall of Honour. I was proud to be asked by Jim's wife, Gail to participate in the unveiling ceremony. Twelve other members of the Class of 65 were in attendance and I know that Gail was very touched and pleased by the support.

This photo shows Gail beside her late husband's plaque.





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Carruthers on Wall of Honour (Continued)

The following is a summary of the citation that won Jim his place on the Wall of Honour.

H6604 Captain (Navy) James Franklin "Jim" Carruthers, CD

1943-2021



Jim Carruthers was born in Drumheller, AB, and spent his youth in neighbouring communities. He was involved in the Scouting movement and developed an early interest in photography that would remain a life-long passion. He left home in 1961 to attend Canadian Services College Royal Roads. From the start he was keenly interested in pursuing electrical engineering and was also involved with the College yearbook and the band. Attending RMC from 1963 to 1965, he maintained his academic trajectory while becoming active with the Institute of Electronics and Electrical Engineers (IEEE) as Vice-President of the RMC student branch.

Carruthers graduated from RMC in 1965 with a bachelor's degree in Electrical Engineering and was commissioned into the RCN as a Sub-Lieutenant. On completion of training, he was assigned to HMCS *Gatineau* to hone his practical engineering skills at sea. Later, after gaining experience with sonar, missile and data systems on HMCS *Terra Nova*, he decided to further his formal education and, in 1971, commenced graduate studies at the Nova Scotia Technical College where he received his PhD in Electrical Engineering.

During a subsequent posting to NDHQ in 1974, combining his technical skills and academic knowledge, he first began to espouse a revolutionary approach to systems integration in warships. After a year on the Canadian Forces Command and Staff Course, he took his visionary concept to the next level and became the driving force and champion behind the development and introduction of the Shipboard Integrated Processing and Data System (SHINPADS). SHINPADS was a distributed digital systems approach to ship integration which provided redundancy and survivability at reduced life-cycle cost and remains a prevailing design used in warships of the RCN and other major navies of the world.

Carruthers retired from the Navy in 1982 and went to work for Norpak Corporation, a small Ottawa-based electronics firm that was on the verge of bankruptcy. He was soon appointed CEO and through hard work and expertise, he managed to dramatically turn around the fortunes of the company. Under his leadership, the enterprise became, and remains (under a different name), a recognized international centre of



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Carruthers (Concluded)

excellence for television closed captioning technology. He left Norpak in 2006 to begin a new life advocating in support of two institutions close to his heart: RMC and the RCN.

Carruthers was a strong supporter of RMC, and the RMC Foundation in particular. In 2001 he gifted a substantial endowment to the Foundation. His generosity and example were instrumental in the RMC Class of '65 becoming one of the most active and generous graduating classes. Through his leadership and active involvement, his Class established three highly successful award programs: the Teaching Excellence Awards at RMC and at RMC Saint-Jean; and the Professor in Leadership Program at RMC. He served as President of the Foundation in 2015/2016.

Generously, Carruthers personally provided funding to the RMC Rowing Club to buy three new boats and annually purchased and presented swords for the top naval cadets in the graduating class. From 2001 to 2012, he provided yearly scholarships for four Reserve Entry Training Plan cadets and funding assistance to new cadets from his hometown of Drumheller. In recognition of his generosity and outstanding support to the military colleges, the RMC Club made him an Honorary Life Member.

Early on, Carruthers recognized that a maritime nation like Canada needed to have an avenue for serious debate of naval issues, to be a recognized source for expert opinion on maritime matters and to be a strong advocate for the RCN. He was personally instrumental in the creation of the Naval Association of Canada (NAC), an organization open to anyone with an interest in maritime issues, and he served as the first President from 2013 to 2017.

He worked tirelessly to establish a firm financial footing for the NAC which led to the launch of the annual Battle of the Atlantic Gala, held at the Canadian War Museum. The legacy of his genius, vision and enterprise continues in today's NAC and has been crucial in helping to educate Canadians on the need for a capable and effective RCN. In 2017 he was awarded the Admirals' Medal; bestowed upon individuals who foster the advancement of maritime/naval affairs in Canada.



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Obituary 6538 Colin Helsby

With sadness and a sense of loss, we announce the passing of Colin Ian Helsby on Monday, August 28, 2023.

Colin lost his wife, Edie Helsby, in August 2019, after 54 years in a loving marriage.

He will be so missed by his son Scott Helsby, his daughter Catharine Helsby, son-in-law Rick Goldsmith and grandchildren Emily and Nicholas Helsby-Goldsmith.

Colin was the youngest of 3 children of Alfred and Molly Helsby. Although Colin's sisters, Rhoda (Harold) and Marie (Stan), passed away a few years ago, he will be missed by his brothers and sisters-in-law, his cousins, nieces and nephews on both sides of the family, and his friends.

Memories of Colin by 6158 Jim Astley

Died August 28th, 2023 at the Perley Rideau Centre

Predeceased by his wife of 54 years Edie in August 2019 and survived by his son Scott, daughter Catharine Helsby, son-in-law Rick Goldsmith, and grandchildren Emily and Nicholas.

Colin's prime motivational focus throughout his adult life was on his dear wife, son and daughter and eventually grandchildren, and secondarily his career as an RCAF pilot and then civil servant.

During Colin's time at RMC he was on the pistol team, partly because he was a good shot and partly as it allowed him to avoid many mandatory physical training activities. He was never a fan of strenuous physical effort. He graduated with a Science degree.

He married Edie, his high school sweetheart, immediately after graduation.



Our class of pilots had two months off post-graduation, as the next available basic jet flying course didn't start until

August. When we arrived at Gimli the married RMC prospective pilots had a housing issue, as they were ineligible for PMQ occupancy (which anyway had a year plus queue). Rather than live in an apartment in Gimli Colin and Tom Barton found "winterized" cottages in Sandy Hook on the shore of Lake Winnipeg 10 miles south. These two and their wives became fast friends for the next several years and beyond.

The CT114 Tutor now flown only by the Snowbirds was brand new then and we were one of the first courses, #6503. Before the Tutor

the basic trainer was the Harvard, which some of us had been introduced to in summer training.



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Memories of Colin (Continued)

We were assigned to "B" Flight, call sign "Bandit" so Gord Diamond created the flight logo, at left, worn on our flight suits and impressed onto decals to be pasted in unexpected places. Gord, with assistance from others, including, I believe, Colin, also converted a jockey statue to look like a Bandit in a flight suit – evidently still in existence today in Moose Jaw. At least Apache, Bandit & Cobra Flights exist



Our instructors were mostly ex-Sabre pilots or CF100 pilots, so we were treated to some amazing war stories. The '50s were the cowboy years of the RCAF and the Sabre had a short range. One of our instructors told of running out of fuel after exuberant mock air fighting against NATO friends and on gliding back to base was told he was number 3 in the flame-out pattern. The accident rate then was extraordinary (following the British maxim "train the way you'll fight") although more pilots died on German highways than in the air.

After graduating from basic jet training with 180 hours on the Tutor in April '66 we started advanced jet flying on the T-33 in early May. After 85 hours on the T-33 we received our pilot wings on Aug 3rd, 1966.

At that time the RCAF was very short on pilots, primarily due to a foolish headquarters decision in 1964 that the force had too many. The outcome was to discharge every 5th pilot in the RCAF. This was so badly mishandled that the Chief Flying Instructor at Penhold, where I was on summer training, was one of them. This destroyed the pilot community's trust in the establishment. When the airlines started hiring the next year pilots left in droves. The net pilot production from Gimli in 1966 (graduates less releases from base) was minus one. This determined our course's near term future. Late in the T-33 course the expected posting message from NDHQ was slow coming and a couple of wags on our course hied off to the met office to use their teletype and create a false posting message. It was posted surreptitiously on the noticeboard and created delight when some of us supposedly were to go to the CF104 or CF101 OTUs. Colin was supposedly to go to CF101s, making him unhappy as he had requested coming back as an instructor.

An unknowing instructor came in and expressed surprise, saying he had heard we were all to be instructors. That put a damper on our spirits, except for Colin. Indeed that was the case as the pilot shortage meant that all members of a course went to the next open Operational Training Unit. The course before ours all went to CF101s, the one after all to CF104s.

After getting our wings on August 3 we were off to Portage La Prairie to become Tutor Instructor Pilots (except Fred Sutherland, T-33 instructor, and Joe Florence -T-33s for Army support out of Rivers). After graduating in late October we were off to CFB Clinton for two weeks of instructional methods training. After watching the Grey Cup game played in -14F in Regina, Colin, Jim Humphrey, Fred Sutherland and I set out in my car intending a non-stop trip to Gimli on the US Thanksgiving weekend into the teeth of a blizzard. The gas stations ran out of power and we ran short of gas so stopped overnight. Entering Manitoba we encountered the storm aftermath: heavy rain had been followed by a flash freeze making roads into curling rinks. Of course we spun on the road but, now all wide awake, were able to muscle the car back up and tip toed up to Gimli.

The consequence was ice covered Gimli runways for the next 3 months so our initiation into flight instructing meant a focus on short field landings as there was no braking after touchdown.

Colin was happy as an instructor. The gang of two plus two stayed comfortable in their little nest in Sandy Hook, emerging for mess functions and shopping trips to Winnipeg.



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Colin (continued)

Towards the end of our instructing tours the looming threat was to be sent to the USA to instruct budding USAF pilots destined for Vietnam. Another case of shortages affecting careers. Many Canadian instructors made that trek.

Colin avoided that fate by a transfer to CF Europe as an Operations Officer first in Lahr, and then when Trudeau downsized our European commitment in 4 Wing Baden-Soellingen. In that job he was responsible for scheduling and despatching CF104 sorties and ready to receive nuclear weapons launch instructions from SHAPE.

Life in Baden was sweet for Canadians in those days, with a tight knit community, untaxed booze and the ability to travel throughout Europe from a central location. One could go to France for dinner or Switzerland for a weekend (only an hour away) or anywhere in continental western Europe in only a day or two. Everyone who was posted there at that time considered it a life-time highlight. As it happened, I rejoined Colin in Ops in the last half of his tour and we and our wives had some great times together.

One anecdote: the Commander 1 CAG had decreed that pilots must achieve "excellent" on the 1.5 mile test. Colin, the non-athlete, squeaked in in time, but had to lay prostate on the sloping hood of my Corvette for 10 minutes.

Colin left Europe before I did, posted after 4 years in Germany to Ottawa 450 Squadron to fly Chinooks carrying grunts or howitzers around army bases to fly the Iroquois from Cold Lake with AETE. When Peggy and I repatriated from Germany he unexpectedly met us at the aircraft in Trenton. It turned out that our common very good friend, Keith Mirau, had been shot down over Syria in a Buffalo, Keith's body came back on the aircraft with us and we were both asked to be pallbearers. That event shook Colin. His daughter recently told me that he changed after that, perhaps explaining why he did not participate in our class endeavours.

(A couple of years later at the Flight Safety Course that event was used as an example. It turned out the military could not assign "Operational" as a cause, as no Superior Commander (MGen) had been willing to certify that peacekeeping flying in a war zone involved risk. Makes me think of the Company level extended firefight in the Medak pocket years later, which was not acknowledged for years.)

During that time he managed a sortie to PEI for some reason, where I was flying the Argus. He came to our PMQ for dinner and afterwards I asked what he would like to drink. He asked me to tell him what I had as of course we would not have the extensive liquor selection normal in Baden. I said "Just tell me what you want". He gave me a beady eye and named his favourite: single malt whisky. As it happened, I had just returned from Lossiemouth and had such a bottle. We proceeded to finish it.

After 4 years he then went on to the Aerospace Systems Course, which was effectively a yearlong course to fit graduates to work in aircraft procurement from an operational perspective. That course was highly sought after by Air Navigators but not so much by pilots who typically just wanted to fly. From there he went to AETE to fly the Iroquois as a support aircraft.

His family started having medical issues, so after two years he managed to get a compassionate posting back to Chinooks in Ottawa.

When the Air Force tried to send him back to the boonies Colin decided his family mattered much more to him and so retired to a civil service job in Ottawa where he served out his government career.



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Colin (Concluded)

He retired happily to the Civil Service living in Orleans, ON caring for Edie, Catharine and Scott. During this time he developed an interest in the Lord of the Rings saga and even starting composing poems in Elvish. Colin may not have been ambitious but there was no question of his intelligence. Catharine questioned, sometimes, if he was happy not flying and asked him once if he regretted it. He said no. He said he loved flying but also loved Edie and working with computers and teaching computer languages.

Movie Review by 6559 Gerry Mueller

I would be very happy to get comments on these movie suggestions and on their topics and would also welcome movie suggestions. Email me at gerry.mueller@uwaterloo.ca and if you think your comment might be worth for others to see copy Mike The Editor jinglemike@rogers.com, who of course can do what Editors do with whatever any of us send!

This month's suggestion/review was one we watched in a series on difficult ethical decisions. Others were *Sophie's Choice*, *12 Angry Men*, and *Time Lapse*, all of which are worth watching. In real life the choice is not always between good and a bad outcomes, it is more likely between terrible and terrible, or if one is lucky, terrible and less terrible.

This movie is based on the trolley problem, first proposed by the moral philosopher Philippa Foot in 1967. Briefly, a runaway trolley (streetcar) is on a track with some number of people on it who will be killed. There is a switch, which someone could pull, and divert the trolley to another track with fewer who'd be killed. The scenarios vary, but someone (you) can throw the switch or not. Surprisingly, research shows a significant percentage of people who would do nothing, forgetting the theologian Harvey Cox's dictum, "Not to decide is to decide."

Eye in the Sky (2015)

Director: Gavin Hood (*Ender's Game*, *A Reasonable Man*, and others)

Writer: Guy Hibbert (*Five Minutes of Heaven*, *A United Kingdom*, and others)

Principal Actors: Dame Helen Mirren, Alan Rickman, Aaron Paul

British Army Col. Katherine Powell (Helen Mirren; her unit is not clear, sharp eyes have noted that her belt is Intelligence Corps, but she has the shoulder flash of the Royal Corps of Signals, both of which would make sense given her task, but she obviously can't be both) is in charge of an international operation that starts out as capture of three terrorists meeting in Nairobi, Kenya. The boots on the ground are Kenyan Special Forces. Her "eye in the sky", through which she is viewing the action is a Reaper drone at 20,000 feet, armed with two Hellfire missiles. The drone pilot is American 2Lt Steve Watts (Aaron Paul) who is flying the drone from Nevada. There are other participants, a face recognition expert in Pearl Harbor, a military lawyer, an ordnance specialist, both in the room with Powell. Observing in a cabinet meeting room in Downing Street are Lt Gen Frank Benson, Deputy Chief of Defence Staff (Alan Rickman), two cabinet ministers, and a young woman under-secretary of state, the last three being there because of the political implications of the action. All these many participants are connected with high speed, high-definition video and audio links, so all are seeing and hearing the same things. The only participant that does not have that luxury is a Kenyan agent in Nairobi, who controls a small camera drone disguised as a beetle, which he flies into house in which the meeting is taking place. The low-definition video feed from that drone is also seen by all the others. The movie action takes place in essentially real time.

The action in Nairobi is in a neighborhood controlled by violent and heavily armed Islamic extremists, in which lives a progressive Muslim couple with a 9 year old daughter, whom they are secretly teaching to read and write, and allow her to play with a hula



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Movie Review (Continued)

hoop and other “forbidden” toys. To help with family income, the mother bakes bread which the girl sells from a small table, very close to the house in which the terrorists are meeting. The video from the Reaper drone and the “beetle” drone quickly make it obvious that the meeting is not a meeting, but the preparation of two suicide bombers, likely targeting two busy shopping centres. For Col. Powell and General Benson the implications are obvious; the mission has changed from “capture” to “kill”. For the political actors, and the military layer advising Powell, it is not as obvious, and what follows is a “passing the buck” up and down the military and political “chain of command” of both Britain and the US.

A scheme to remove the young girl from the kill zone by the agent on the ground buying her bread fails. To force a decision Col. Powell “persuades” the ordnance expert (a Sergeant!) to reduce the lower limit of the girl being killed to below the 45% demanded by the politicians, in effect “putting her thumb on the scale” by concealing that the upper limit is far higher. The girl survives the first Hellfire missile, but when it is obvious that one of the terrorists has survived Col. Powell orders the second missile fired, and the girl is killed.

Great last line, and in this case Alan Rickman’s literally last line in a movie (he died not long after the completion), when the very distraught junior under-secretary of state says that the military just always want to shoot things up tells her he has been at the aftermath of several suicide bombings and “Never tell a soldier that he does not know the cost of war.”

Looking at this purely as a trolley problem, Col. Powell is obviously right, sacrificing one person, and saving dozens if not hundreds in the shopping centres. But the filmmakers too have “thumbs on the scales”, we see one young girl who will die if the switch is pulled and she is presented in a most positive way, as are her parents, We are never shown scenes in the shopping centres, many loving and progressive parents with their lovable children, who will die if the switch is not pulled. But no matter how the information we are given is manipulated, these kinds of problems are never a simple numerical calculus, because we are human. Feelings and emotions, and irrationality always get in the way.

And if you think these kinds of abstract problems are not relevant in the real world and for us as individuals, the trolley problem is very prominent in the design decisions around autonomous vehicles. How comfortable would you be buying a car, knowing that if a decision was needed between hitting a crowd of people killing at least a few, or making a sharp turn and driving off a cliff, killing you? As I wrote above, often the decision is between terrible and less terrible; you decide which is which!

Transition to the New Health Plan

By 6349 Alain Pellerin

In light of the many difficulties being experienced with the transition to the new government health plan provider Alain has passed along the following link to an article by the President of the National Association of Federal Retirees for your information: <https://www.federalretirees.ca/en/news-views/news-listing/october/presidents-update-on-pshcp-transition-to-canada-life>



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Royal Roads Reunion

6633 Jack Harris and 6584 Keith Ambachtsheer passed along the following on a recent reunion of Roadants.

From Jack: Thanks to Keith's persistence, we got to have a mini reunion and a visit to Royal Roads. The Royal Roads visit was even better than I had imagined. I was very impressed with how well we were treated and how the university is evolving.

Thanks to Keith and Virginia for lunch. There were enough leftovers to feed half the homeless in Victoria! Jane and I were delighted to have everyone over, even if it was only for pizza and stuff. The great benefit to smaller gatherings is that we get to actually talk to each other. With a large group you bounce from conversation to conversation and never get to really talk.

Thanks to everyone for "showing up". You never know - perhaps we can do it again in a few years!

From Keith: Hi Jack, greetings from 35K feet on the way back to TO. Really glad we did the RR mini-reunion thing. I too was very impressed by the time and energy the RRU folks put into our Hatley Castle lunch and post-lunch tour of the grounds....with the day ending with Jane's and your hospitality at your cool Oak Bay house. Doug, you will be happy to learn that RR's military heritage is not being abandoned, but integrated in creative visible ways in Hatley Castle and Grant Block.

Who is Responsible by 6533 JG Forbes

Since the Globe and Mail would not publish my letter on this subject, I guess I'll have to paraphrase it on this platform.

People are looking for a saviour to combat climate change. Governments are the usual target for this role. No doubt governments can do some things such as carbon taxes, and incentives for fossil fuel saving things like heat pumps and electric cars. Both approaches have been used by Canadian governments, federal and provincial. Provincial jurisdictions effect only one province at a time, and some provinces are against measures to reduce fossil fuel usage. But it cannot legislate peoples' attitudes. It cannot, for example, prevent you from attending a protest about the need for government action on climate change in your V8 powered SUV or pickup truck.

Industries, particular the oil industry, are often chosen as the ones who must take action. But they will not as long as the demand is there and there are profits to be made.

The truth is the only entities that can really make a difference are individuals. Each individual must take responsibility for their own actions and decisions when it comes to using less fossil fuel use and taking climate change action. Do you really need that gas powered SUV, or can you switch to an electric vehicle? Even my switch to a hybrid has reduced my gas consumption in half for the same type of vehicle. In many places, there are grants for heat pumps. That change has reduced my utility costs considerably. Do I hold myself as some sort of ideal for climate action? Of course not, I still use fossil fuels. But if we all tried, think of the difference we could make. Some would say that there is a lot of electricity produced from fossil fuel; coal, diesel fuel, natural gas. But there are many options for producing sustainable electricity in other ways; hydro, wind and solar are available and growing. Even nu-



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Who is Responsible (Concluded)

nuclear power, despite its down sides, are an option. We just have to make the demand and suppliers will undoubtedly comply.

Will it be easy? Probably not. Is it necessary? Of course, it is. Do we want to leave a dying planet for future generations? Some with me first, short term interests probably don't care. But I think the vast majority of us do care. So, look to yourself as the answer, not to governments or industry. They will do what individuals demand.

Letters

From 6440 Tony Goode: For some reason or other, I missed # 158 in May 2023. When I read it today, I particularly enjoyed the letters section that included "rants" by Gord Forbes and Jack Flanagan.

I fundamentally disagree with Gord about Pierre Poilievre. Just as our former PM, Stephen Harper was denigrated and constantly criticized by the mainstream media (MSM) during his 10 years as PM, as an aloof authoritarian who disregarded any opinions but his own, Pierre Poilievre is being attacked for doing his job as the leader of His Majesty's Loyal Opposition. He has been consistently attacked by the Liberal funded MSM, the CBC Liberal propaganda machine and even more so by the PM who has been strident in his comments about PP. Just after he was elected as Leader of the Conservatives, the PM attacked those who use "buzzwords, dogwhistles and careless attacks that don't add up to a plan for Canadians. Attacking the institutions that make our society fair, safe and free is not responsible leadership", directing these remarks at PP. Given the manifest incompetence of our current Federal Government, it is not surprising that Mr. Poilievre spends a lot of time criticizing the PM, his cabinet and profligate spending that masquerades as government policy. Recent polls suggest that more and more Canadians are warming to Mr. Poilievre despite his hard-edged critique of the current government.

Regarding climate change, I agree wholeheartedly with Jack who stated among other comments that "No, Carbon Dioxide is not the major contributor to the greenhouse effect, water vapor is. Yes, carbon dioxide concentration in the atmosphere has increased, but since CO₂ is plant food, it may be a good thing." Despite the climate change cult's often stated opinion that the science is settled as 97% of all climate scientists agree, the science is definitely not settled; it is never settled as those who still believe the earth is still flat would have us believe. At the heart of the scientific method is a hypothesis that is challenged time and time again, refined, improved, eventually becoming a fact. Like Jack, I agree that a warming atmosphere is overall a positive and that despite the forest fires, warming oceans etc. that the alarmists use as examples that the climate apocalypse is upon us, the world as we know it will not end tomorrow or even next year! The climate has been changing for billions of years and will continue to do so in the future. Nature will adapt as it has always done, and humans will have to adapt as well to the changing climate as we have done for thousands of years. Holland, a nation that is mostly below sea level is a prime example of adaptation that we could all emulate. Rather than committing trillions of dollars to fight climate change, the western world would be better off to devote even a fraction of those astronomical sums to adapting to the situation, particularly in light of China's permitting the equivalent of two new coal powered electrical generating plants each week. See: <https://www.npr.org/2023/03/02/1160441919/china-is-building-six-times-more-new-coal-plants-than-other-countries-report-fin> for details. Any miniscule reduction in CO₂ emissions in the west will be totally subsumed by the amounts going into the atmosphere from China, India and other third world countries. For those of a scientific bent, I recommend the



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Letters (continued)

weekly newsletter published by the Science and Environmental Policy Project at <http://www.sepp.org/the-week-that-was.cfm> that includes articles, commentary and scientific papers on the climate, which challenge the received wisdom on this subject.

From 6391 John Zirnhelt: Thank you for the recent 1965 Bulletin. Although I slipped a couple of years and didn't graduate until 1967, I still identify with my class of entry (CMR 1960) and enjoy following the updates. I plan to attend one of the Ottawa lunches--since Bob Mulvihill passed a few years ago, my contact has grown more feeble. My point in writing is that Issue 161 included an excellent article by Fraser Holman on Sunnybrook Veteran's Centre. I visited the centre once to visit a retired former employee and once to attend the memorial service for Dr John Convey, and I was very impressed by the facilities and services of the Centre. I appreciate the work Fraser is doing as a volunteer, and realize it is something I have often considered. I now live in Sandycove Acres, an "adult lifestyle" retirement village in Innisfil where I am a member of the Veterans' Social Committee, (about 150 members). We are reasonably active sponsoring monthly dances and monthly pub afternoons. (I am a "vet" by virtue of my ten month service in 3 Wing 1962 to 1963). I would like (and hereby formally request permission) to circulate Fraser's article to our members to see if there is any interest in providing some sort of financial or moral support to the Centre, perhaps a small group visit. Aside from our social activity, we do organize a Remembrance Day parade, participate in Canada Day activities and attend events Base Borden.

From 6541 Fraser Holman: I am delighted that you enjoyed my note about the Sunnybrook veterans centre. And I am happy to have it shared with your community in Innisfil. Sunnybrook is a very impressive facility and it is a great pleasure to connect with the veterans as well as the dedicated staff. Not sure if any of them might come from your neck of the woods. Thanks very much for your interest in the veterans centre. Best wishes

Closing Notes

Sorry about the tardiness of this issue, a trait that might run into the next one as well. Janet and I are about to embark on a three week river cruise on the Danube and Rhine and not spending too much time thinking about the Newsletter. However, I hope that won't deter you from flooding my mailbox with articles. I will get to them as soon as possible.



RAF Squadron 29 Beaufighter