

Class of 65 Newsletter

Bulletin d'Information—Classe de 65

Number/Numéro 177



July/juillet 2025

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Editor's Corner/Coin du rédacteur

It seems that my plaintive call for input in the previous edition has stirred some reaction as exemplified by the rather mixed catalogue of topics contained herein. Of equal note is the fact that it prompted input from a couple of classmates who we haven't heard from for a while. Keep those inputs coming!

First, a couple of updates on classmates.

Classmate Updates

In the last edition we reported on the passing of **6609 John Conway**. **Doug Cope** has provided the following additional information:

Thanks for letting us know of the passing of John Conway. He was one of the 1961 Fraser Flight members and is in 'the Book'. You did not know him and not many of us did since he did not last long. His obit says he left Roads after 1 year – not – he left after the minimum 8 weeks. Later he said that 'he did not like what he was becoming at Roads' – a right wing military type? Who knows?

Anyway here is a photo of him that I took in first year outside the Junior Changing Room.



6469 Don Stephenson: I have learned from Don's wife that he is suffering from dementia and no longer able to read. She has asked that he be removed from our distribution list. I am sure that you will all join in extending your sympathy to Don and his family.

This rather blurry photo of Don is cut from a squadron group photo in his recruit year at CMR.





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Our last Hurrah? by 6439 Hugh Spence, *Secretarius in perpetuum*

In September, our RMC Class, the “Class of the Generals”, will be celebrating 60 years since graduation. It’s hard not to wonder aloud: “*Imagine that!*”

The last time we got together for like purposes was in 2015, our 50th, then we had to skip 2020 due to RMC’s quarantine during the Covid scare. Now, given the advancing age of our members, this year’s reunion might be our last, at least as a group, and in that respect perhaps the best for those able to attend. (One might argue that it’ll be hard to beat 2010 when we proudly joined the Old Brigade in respectful but typically non-conformist fashion!)

Much has changed since our first reunions in the 70’s, when I was granted the honour of being the Class Secretary for Life, (mainly because I lived in Kingston at the time.) Do you remember that in those days we rebelled against RMC’s traditionally separate men’s and ladies’ formal mess dinners on Ex-Cadet Weekend? We held our own couples’ dinner instead (the first ever!) and the College/RMC Club/Old Brigade shortly got rid of the old- fashioned, separate his/her mess dinners.

We were a pretty large group of fellas, commingled from Roads, CMR and RMC itself, and melded into a cohesive whole more or less by the end of third year. It is somewhat remarkable and something to be proud of that this assemblage produced three MilCol commandants from our classmates: Tony Goode, Roads; Michel Matte, RMC; and Charlie Emond, both CMR *and* RMC .

The Ex-Cadet Weekend exists no longer as it once was. It is now called the Reunion Weekend and is a day shorter. There is less emphasis on Ex-Cadets, these days referred to as Alumni, likely due to the inclusion of RMC post-grad students who were never cadets. The “lost” day is for cadets to go home on leave, particularly for the Recruits (sorry, First Years). There is little room for special events such as we once had, like a post-Saturday-parade Class luncheon at the Senior Staff Mess.

It’s a picky observation, but don’t be surprised if in your Ex-Cadet blazer and Old Brigade beret you aren’t saluted by a passing cadet even if he or she is in uniform. The salute mark of respect for we OB’s seems to have been dropped within at least the last five years or so. Kind of reflects the apparent slide from a really strict military cadet organization with a gallant history, to a sort of quasi-uni one, where males and females mix and mingle, and wear uniforms and funny hats only on occasion. (Well, that’s an exaggeration, and I am unanimous on that.)



New Old Brigaders 2010 march back from the Arch as a separate squadron, John Hilton commanding, Roger Chiasson standard bearer.



Three ex-Commandants from our Class: Tony Goode, Roads; Michel Matte, RMC; and Charles Emond, CMR *and* RMC



Mike Houghton is inspected by a Third Year for a poor haircut and a wrinkly beret. Three circles?



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Last Hurrah (Concluded)

Anticipated attendance at our reunion this year is about half that at the one 10 years ago, which is really not bad given our various “senior” limitations. The social events now are: the Thursday Legacy Dinner; **Friday Class Meet & Greet at the Marine Museum** (with supper if you’ve registered); and Saturday Old Brigade Dinner. The traditional March to the Arch is moved from Sunday to Saturday and follows the cadet Badging Parade where First Year cadets are presented cap badges to mark their successful completion of the initiation period.

For those who’ve signed up for the 2025 reunion, look forward to seeing you there, in your beret with “Full Monty” 65 insignia, of course.



John Adams receives three boxes of chocolates for best grin on parade

2025 REUNION REMINDERS

Class Meet & Greet – 1800-2100, Marine Museum, 55 Ontario St.; dress comfort casual (tie optional); cash bar (beer, wine, pop) using purchased tickets; complimentary meal for those registered

Name tags – wear one from any previous reunion or other event; stick-on blanks provided.

Class of 65 beret badges – small supply available, surplus for ladies’ brooch use (?)



The author and the editor/publisher do their Old Brigade thing in 2015..



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6359 Sam Reichelson

I'm writing because I feel your frustration with the lack of interesting material for your excellent bulletin (which I've been faithfully reading since Georges Wilson found me here in Greensboro, NC in 2012). Also, I share your unspoken sadness at the passing of so many of the class of '65. (in my case the class of CMR60).

First, a brief intro; I left after my third year at CMR, worked, went back for my BSc. at Sir George in '67, bummed around a bit (some time in Europe), then started as an underwriter with Sun Life of Canada in 1969. In 1973, my wife and I were part of a large group sent by Sun Life to open their US head office in Wellesley, Ma.

I retired in 2008 after working for Sun Life and other companies in Ma., Michigan, New Hampshire, and finally here in NC. We still have family in Montreal, Rawdon, and Toronto, and get back frequently. Our kids (and their gangs) live in New Hampshire and Tampa, Fl.

We're enjoying retirement here, staying active with community theatre (now fewer and fewer parts for us old farts), and our Temple choir. Like yourself and many of your contributors, we've done lots of cruises (our last to the Greek isles was ruined by getting Covid on the 3rd. day). We occasionally think about moving back to Canada, but with my various heart problems, I don't think I could handle the winters - btw; I'm doing great after a double coronary bypass last August.

Even before starting to read your bulletins (as well as the RMC periodicals), we started going through tons of our old photo albums and slides to try and digitalize our best memories. Your current edition piece about the Hawkesbury meeting suddenly reminded me that Barry Thompson was one of the "co-stars" of my pics from our first year CMR summer cruise of '61. To that end, I'm attaching the few relevant pics I have from that summer (also note the pic of my illustrious first year roommate, Alain Pellerin). Mike, I hope my writing might inspire others to contribute and help keep your "journal of our lives" going.

Sam Reichelson.





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6359 Sam Reichelson (concluded)

An interesting footnote; I took that last grainy pic of a submarine (with an old Kodak Brownie) while on quarterdeck watch on the Cap-de-La-Madelaine. The sub is the USS Nautilus, and we were in Chesapeake Bay. It was far astern of us and at first it looked like a buoy. When I saw it getting nearer and reported it to the bridge, I heard a surprised response - they hadn't seen it. The Nautilus speeded up and passed us and that's when I snapped it.

Sam: Great to hear from you. Stay in touch. I hope other classmates who have not done so might provide similar updates.

6396 Rod McKinnon

Regarding your request for more Bumpf & Info to pad out the Newsletter, I am setting out below, a brief note on one of the things I have been doing for the past 5 years to justify my consumption of rations and spirits.

WHAT'S NEWS?

I lead spring and fall seminars of 4 weekly classes each, dealing with current events under the above captioned heading. The courses are sponsored by the South Delta Elder College which services the two Suburban Vancouver Villages of Ladner and Tsawwassen. The sessions are about 2 hours long and involve 12 to 15 seniors (male & female) seated in a horseshoe arrangement. Each week I pick about a half dozen topics of an international, national, and/or local flavor, and we spend 10 to 30 minutes on any given topic.

To get things started, I do an opening spiel for about 5 to 10 minutes on each topic, and then throw it open to the class to comment on, question, or criticize the topic/subject matter. Each person has a card with their first name facing outwards on the desk in front of them, and I can thus cause every person to participate, by directing questions at anyone who is sitting back and not speaking. I rely heavily on the Economist, Time Magazine, Macleans Magazine, the Vancouver Sun and the National Post, as well as the Delta Optimist, for topics to discuss, and I try and avoid Trump and US Politics, since that is dealt with ad nauseum by the TV News and the MSM. The Classes are very popular, and we generally fill up quickly, then have a waiting list at the semi annual registration sessions, sponsored by the Elder College, which is a duly registered Provincial Society. Our motto is "Growth through Learning".

Between What's News?, serving on our Strata Council, belonging to the Local Canadian Legion, and playing golf with an ever declining level of skill, I manage to stay one step ahead of dementia and Useless Old Fartedness. Like you folks in Ottawa and Montreal, I do spend time with other elderly ExCadets, lunching, drinking beer and reminiscing about the Good Old Days.



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With Reference to Recent Media Reports on Canadian Military Procurement by 6158 Jim Astley

DND absolutely loathes the Industrial Benefits policy. It believes, wrongly I think, that it reduces DND's ability to pick its favourite US sourced systems. Academics have posited that the policy does increase costs in general and this is likely true, but this is not always the case. Also, at least 30% of money spent in Canada makes its way back into government coffers.

A current example of procurement malfeasance is the replacement for the CPF.

The original CPF resulted in a world class combat system development organization in Montreal, yet the CPF was delivered on time and on budget. The combat system was organized around SHINPADS, a leading edge network, computing, and display station system originated by DMCS under research contracts. (Under the guidance of one Jim Carruthers) .

By contrast, the CPF replacement has ballooned through post-contract award substitution of the Canadian-Netherlands state of the art main search radar by the Star Wars'y USN AEGIS system. A knock on effect is replacement of the central computer system, originally to have been the CMS330 derivative of SHINPADS and already under development in Montreal, with the US export controlled AEGIS from New Jersey. Even the USN would not put the latter on its destroyers due to extra weight and large integration costs. Sure enough, the future Canadian combat ship has grown in cost, development time and weight to the point the hull has had to be redesigned.

There was a time (1960s-1980s) when Canada had a coherent local content military procurement policy. One result: the CF104 procurement resulted in Canadian production of its inertial navigation system from the Toronto subsidiary of the maker (Litton Systems), accompanied by a promise that Toronto could compete as a 2nd source in the US. The result: 4,000 jobs and above 50% market share of the US mil market, plus thousands more units sold to airlines. When that focus disappeared, corporate politics whittled away that division and all 4,000 jobs disappeared.

Another example: the CP140 and Canadian Patrol Frigate procurements resulted in a computer manufacturing plant in Winnipeg (Sperry, now Paramax). Again, after the focus was lost, the corporate manufacturing VP steadily redirected work from Winnipeg to Minneapolis. When told that the Winnipeg plant did not have enough volume (surprise!) Winnipeg sought and won a \$40M civil contract. Nevertheless, the VP moved the contract to Minneapolis and closed what had been the corporation's lowest cost manufacturing plant.

At one time, Leigh Instruments in Carleton place dominated the world market for flight data recorders. After corporate takeovers moving ownership 1st to Britain and then the US, accompanied by cash and product stripping, no longer.

There are many more such examples.

By contrast, the US still favours its own. The sonar system on the 900+USN Sea Hawks is the Flash, made by Thales France. In order for it to be used in the US it had to be sourced through Raytheon, adding \$1M per ship set to the cost.

I came to know this primarily due to lived experience from my time in industry. Remembered presentations from suppliers over decades, doing engineering on the Canadian Patrol Frigate, CP-140, attending corporate meetings as a director etc. The Leigh Instruments story I knew as LtCol (ret) Frank Driscoll was CEO at the time of its takeover and had been my boss in Greenwood. We kept in touch.



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Canadian Military Procurement (Concluded)

“Presentations from suppliers” covers a lot of ground. I was Paramax’s deputy chief engineer on the original New Shipborne Aircraft project based on the EH101 so met people from most of the avionics companies bidding. Got further exposure in the UK as our company was trying to gain a foothold on the Nimrod replacement project until Chrétien did his thing.

By the way, that time comes with a terrorism footnote. I was in London, UK for several meetings. During the last one, the IRA bombed Heathrow (with little effect). The next day I flew to Brussels to give a presentation to a NATO maritime committee and during the presentation the IRA bombed Heathrow again. I flew back to London the next day, then the day after I took a train day trip to Southampton to listen to an Italian EW supplier make his pitch to me. The IRA bombed Heathrow a third time during that day. The very next day I flew back to Canada.

Then as Lockheed’s Chief Engineer for the Maritime Helicopter Project proposal, when prospective suppliers for major systems came to town I generally knew at least one of the presenters from across NA, UK, France, Germany, Italy and even Israel. The EH101, which was the obvious choice of helicopter, was politically radioactive due to Chrétien’s cancellation of it in 1993. My company teamed with NHI to offer the NH90, a technologically advanced (composite fuselage, 1st helicopter anywhere to certify fly-by-wire flight controls) marvel that was unfortunately smaller in cabin size than the Sea King. The original procurement documents specified “off the shelf” using a definition that included the EH101 and NH90 but not the yet to be delivered S-92. DND torqued all the evaluations to let Sikorsky win with the result that the contracted delivery year of 2008 slipped to 2018.

I even went to Tel Aviv in mid December 2000 to talk to prospective team members. That was a trip! My company’s in-country host was once the Air Force commander at the Entebbe raid in 1966. Even after so long, he was clearly held in reverence in Israel. Security precautions were tight. Entry to the Tel Aviv Hilton included a guard inspecting the underside of vehicles with a mirror. At a major Israeli defence company in the desert there was not only the mirror procedure, but it was carried out between two gates, only one of which was open at a time. At Christmas my wife and I were watching the news about the Intifada and they had a scene of a bus massacre. I exclaimed that I recognized the intersection!

Thanks Jim. A thought provoking expose that I hope generates some response.



NH90



Are We Over Regulated By 6533 Gord Forbes

I'm reminder of the old saying, "Don't throw the baby out with the bathwater." Now we seem to be trying to do that very thing.

We are consistently hearing the cry that there are too many regulations, too much red tape, too many laws. The plea is usually from the business community who want more unfettered ability to enhance their business. The oil and gas lobbies are particularly adept at this. It's one of the reasons that we have so few environmental laws and regulations (believe it or not). We now have our governments advocating and legislating the same thing.

But there is another side to this argument. If we examine these laws and regulations, we can usually find that there is a reason these were put in place in the first place. The original laws now called the Criminal Code were based on the biblical ten commandments. They have been updated to their present form to account for newer criminal activity. Laws against fraud were undoubtedly developed to counter people and institutions carrying out such things. As fraudsters became more sophisticated, so the laws had to be amended to deal with this growth. The Indian Act, plus the requirement to involve the indigenous peoples which some governments want to override for "growth" (read exploitation), was designed, even in its current flawed approach, to protect that indigenous population from just the type of things that are now being promoted.

As for environmental laws and regulations, they go back to before there was any thought of climate change. The need for clean water and air was the initial requirement. Anyone who visited Hamilton or Pittsburgh in the 1950s would understand that. Because of regulations and public interest, both Hamilton Harbour water and Pittsburgh air have now been cleaned up. We did the same thing while forestalling the demise of the ozone layer. We now pretty well take these laws and regulations for granted. The current requirement is to reduce greenhouse gas emissions to limit climate change. Climate change is largely caused by the refining and burning of fossil fuels, and this is where the current need for environmental laws is needed. So, it becomes a question of wanting profit in the short term or leaving a legacy of a stable environment for future generations. Where do you think those who want to get rid of these laws and regulations stand?

So, let's not throw the baby (environment, lands, people) out with the bathwater (laws and regulations).

Gord: Thanks, as always, for your interesting and thought provoking blogs



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Closing Notes

I am very grateful to contributors old and new. It is much more gratifying to work with this when there are is something meaningful to report.

Three people responded to my “Identify the Ship” challenge and unfortunately no one won the grand prize, although I must confess the choice of vessel was a bit unfair since it was not Canadian, did not display a pennant number, and was very much, a personal choice.

She was HMS Amethyst, a Royal Navy Sloop (Frigate) which, in 1949 made an heroic and daring dash down the Yangtse River to escape Communist Forces taking over China. As a young boy living in England at the time, the event made a great impression and remained the principal reason that I chose a naval career some 11 years later. A movie was made of the event.

The following is another ship with some personal connection and probably equally obscure as HMS Amethyst. Anyone get an idea of her identity?



If anyone else has something they would like to include for “Spotters Corner”, please don’t hesitate to send it along.