

Class of 65 Newsletter

Bulletin d'Information—Classe de 65

Issue/Numéro 99



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Disclaimer: This Newsletter is produced for members of the RMC Class of 1965 and is based primarily on inputs from members of the Class of 65. It is not an official publication of the Royal Military College nor does it purport to represent the views or opinions of all members of the Class. Unfortunately, the Editorial staff lacks the linguistic skills to produce a bilingual version. Items are published in the official language in which they are received.

Editor's Corner/Coin du rédacteur

It's been a while since the last edition and I'm pleased to note that this one has a pretty full plate, with a couple of major articles from **Emie Cable** and **Terry Colfer**. But first, a number of miscellaneous items. On a personal note, I had knee replacement surgery at the end of October and I'd like to thank those classmates who shared their own experiences with the same ordeal. I can say that my post-surgery seemed to follow their reports—a couple of days of considerable discomfort and pain that have gradually given way, through a fairly rigorous physio program, to increasing mobility and a lot less discomfort. One month in, I can get around without a walking aid quite well—all that seems to remain is to get a bit more bending flexibility; stairs are still a bit of a challenge.

We reported on the winner of the Class-sponsored Teaching Excellence Award in the last issue. **Bill Oliver**, editor of e-veritas, has provided the following description of the award ceremony that was attended by a number of Class of 65 members — **Cale, Adams, Houghton, Spence, Emond, Arnold, Walker and Mueller**.





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TEA 2016 by Bill Oliver

Professor Kurt Schobel of the Department of Management and Economics, winner of the 2016 Class of 1965 Teaching Excellence Award, gave an inspiring, enjoyable and informative lecture last Monday, 24 Oct at Currie Hall.

The title of the Talk was “Does $2+2=4$? The top 7 reasons everyone should take accounting”. This lecture is funded by the Class of 1965 through the Foundation.

A large contingent from the Class of '65 was joined by the Commandant, BGen Sean Friday and the Principal, Dr Harry Kowal who filled the role of Master of Ceremony for an ailing Dr Phil Bates.

The well attended event also included his family, friends, golfing buddies, colleagues, students and other staff from the college.

The content, style and delivery from the RMC Class of 1989 graduate kept everyone focused on the subject and by the end, much wiser in regards to keeping an eye on their own personal finances.

It was obvious to those of us in attendance that, Professor Schobel, has passion and outstanding knowledge of the subject. Talking casually with some of his Officer Cadet students at the post lecture social; it was indeed apparent that they hold him in high regard for his honesty and his attentiveness to their needs. All agreed that he is 'strict' but reasonable and fair.

Clearly a deserving choice for the 2016 Class of 1965 Teaching Excellence Award.

6513 John Bart Awards Dinner, 15 Oct 16

In 2000, the late 6513 John Bart, Class of 1965 visited the Royal Military College on his 35th Reunion to watch the obstacle course and was impressed with the teamwork amongst the Cadets. Thus he decided to create an endowment with two awards named the **6513 Captain John Bart Leadership Award**, and the **6513 Captain John Bart Teamwork Award**.

The 6513 John Bart Teamwork Award is presented to the winning flight of the obstacle course and includes a private dinner with **Mrs. Mary Bart**, the Commandant and other senior staff members, as well as a personal memento to each Cadet recognizing their accomplishment. A donation is presented to the Commandant on behalf of the winning team for his use in Leadership development activities for the Cadet Wing.

The John Bart Leadership Award is presented to a first year cadet in each flight, other than the winning flight, who demonstrates the highest level of leadership during the College's Obstacle Course Competition. A cash prize of \$2500 is provided to the recipients. The winners are encouraged to apply the cash prize to any activity, event or organization that contributes to his/her further education or development as a leader; supports a College organization such as a SQN, Flight, Club, Team, or research/project group; contributes to any other purpose within the objects of the RMC Foundation, or otherwise advances his/her well-being.



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2016 John Bart Awards (continued)

The following is a picture of the 2016 Award Winners with Mary Bart and the Commandant, BGen. Friday



Preserve Canada's Strategic Surveillance Capability By BGen. (Ret'd) R.D. Daly & Col. (Ret'd) E. Cable

The following article, jointly produced by classmate 6601 Ernie Cable, appeared in the Autumn 2016 edition of Starshell, the Naval Association of Canada magazine. Ernie provided his permission to reproduce it here. The article itself is an executive summary of a paper provided to the Defence Review Committee.

Background:

Canada's geography has insulated our nation from conflicts on our soil; however, our geography also represents a massive three-ocean frontier consisting of the world's longest coastline and a massive Arctic archipelago to defend. For the past 65 years, Canada has maintained a credible maritime surveillance capability, which has significantly extended our awareness of domestic and military activities beyond our shores and has safeguarded our sovereignty.

Canada acquired a fleet of 33 Argus maritime surveillance aircraft in the late-1950s to conduct anti-submarine (ASW) patrols over the Atlantic and Pacific with periodic sovereignty forays to the Arctic. Designed and built in Canada by Canadair (now Bombardier) the Argus was the most capable ASW aircraft of its era. In the early 1980s, the obsolete Argus fleet was replaced by 18 CP-140 Aurora



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Preserve Canada's Strategic Surveillance Capability (Continued)

ASW patrol aircraft and three CP-140A Arcturus Arctic and Maritime Surveillance Aircraft. However, Canada's surveillance capability has now been reduced to an alarming level. Canada has already disposed of two Arcturus and turned the third into a permanent maintenance trainer; and is in the process of updating and extending the life of only 14 of the 18 Auroras with the intention to operate only ten aircraft in a rotatable pool of 14 to achieve a life expectancy to 2030 at a reduced pace of operations. Four Auroras are to be scrapped.

During **RIMPAC 2015**, a multi-national exercise in the Pacific, the US Navy publicly stated that the systems in the updated Aurora are performing at a level they hope to attain with their new P-8 Poseidon surveillance aircraft in ten years. During the current **Operation Impact** in Syria and Iraq, the updated Aurora is acknowledged as one of the most successful and capable ASW and Intelligence Surveillance and Reconnaissance (ISR) aircraft in the world.

The Need:

Fleet sizing studies for the Aurora procurement indicated that 24 aircraft were required to deal with the two-ocean sub-surface threat posed by the Warsaw Pact nations and their satellites. The government unilaterally reduced the number of aircraft to 18 Auroras without a commensurate reduction in tasking. The current fleet of 14 updated and life-extended Auroras to produce 10 Auroras for operations is insufficient to fulfill the surveillance requirements for a country with the world's longest coastline and largest Arctic Archipelago. In addition to the two ocean commitment, global warming has expanded the requirement for Arctic ISR to monitor shipping activity, search and rescue, communications relay and ASW. There is also a growing need to provide ISR support for international expeditionary missions such as Libya, Syria and Iraq. Despite this increased demand for overland and maritime surveillance, the RCAF is being forced to scrap the remaining four Auroras because of budget and associated manning constraints.

Operations in Libya, Syria and Iraq have demonstrated the requirement for persistent surveillance with a stand-off weapons capability. The RCAF and Canadian industry have the capability to modify and equip the Auroras to carry any weapon currently certified on the US Navy's P-3C aircraft, including air-to-ground stand-off weapons. An Aurora stand-off, ground attack weapons capability would provide an alternative to the contentious use of armed unmanned air vehicles (UAV) against fleeing targets for the foreseeable future. Moreover, with the increasing use of surveillance UAVs, the Aurora's communication and data management systems can be readily configured as an airborne UAV controller to provide line-of-sight, operator control of UAVs in theatre.

The Opportunity:

There is an urgent requirement to allocate incremental funding to the RCAF to take advantage of the narrowing window of opportunity to update and life-extend the four Auroras currently to be scrapped. This will restore the Aurora fleet to its original size of 18 aircraft. A decision is urgent because Lockheed-Martin will likely close the wing and horizontal tail production line necessary to life-extend the four remaining Auroras if there are no follow-on orders. Also, restoring the fleet to 18 aircraft will require additional RCAF manning and funding to operate the last four Auroras. As an alternative to acquiring armed UAVs, a modification program, already implemented by the



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Preserve Canada's Strategic Surveillance

Capability (Conclusion)

US Navy, should be considered to provide the Aurora a stand-off ground attack. Any future program to acquire surveillance UAVs should include the modification to the Aurora software to provide line-of-sight software control of in-theatre UAVs.

The enhanced life expectancy of the updated Aurora will enable operations to at least 2030 when the Aurora will require replacement. The Boeing P-8 Poseidon surveillance aircraft would be a viable replacement candidate. However, liaison with industry is recommended to assess if a maritime version of the Bombardier C-Series airline could be a home-grown option in much the same manner as Canadair developed the Argus from the Bristol Britannia airliner.

Conclusion:

The Government of Canada is rightly concerned about the opening up of the Arctic due to global warming. A full fleet of 18 updated and life-extended Auroras would provide an extensive capability to meet that requirement in the near term with minimal investment. It would also provide a viable counter to the ever growing submarine threat in the Atlantic and Pacific.

Canadian defence industry innovation and partnership with the Government of Canada has delivered a state-of-the-art alternative to the more expensive Boeing P-8. The Aurora update solution is sufficiently scalable and flexible to garner the attention of foreign governments, particularly with the Canadian capability to life-extend hundreds of foreign P-3C aircraft as part of a systems upgrade. This represents an immediate export opportunity, which could create and maintain high paying jobs in Canada.

Modifying the Auroras to carry air-to-ground stand-off weapons and to provide a near-term solution to the debate over the acquisition and use of weapon-capable UAVs capability.

Recommendations:

- It is recommended that update and life extension modifications be completed on all 18 Aurora aircraft before the window of opportunity closes.
- It is recommended that RCAF manpower and associated funding be increased to restore the Aurora fleet to its full 18 aircraft capability.
- It is strongly recommended that planning be initiated now to replace the 18 aircraft Aurora fleet by 2030 with a fully ASW/ISR capable aircraft with sufficient range and endurance to meet Canadian strategic (sub-surface and overland) surveillance requirements. Such planning should consider the possible development of a maritime version of the Bombardier C-Series airliner in the same manner that Canadair developed the Argus from the Bristol Britannia airliner.



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Middle East Maritime Musings (Part 1) by 6523 Terry Colfer

The following is an article written by Terry Colfer for the Naval Association of Canada (NAC) that he has generously agreed to share with us. Unfortunately, my limited computer skills were unable to transfer the pictures he included into this format. In lieu, I have included a couple of generic photos to fill the void. In view of the length of the article, I have divided it into two sections with Part 2 to follow in the next edition of this newsletter.

Introduction

First off ... full disclosure and brief background! Even though I'm a NAC-Ottawa member in good standing, I have absolutely no naval service experience. This will probably become obvious if you decide to read any further. I was a grunt, dog face, ground-pounder or whatever. My uniform was a khaki colour. I never even got to wear the army green. Having left the military in 1969, for better or for worse, I missed most of the "unification initiatives".

As a member of the ROTP from 1960-65, I attended McGill and Royal Military College. After graduating, the following four years in the army were exciting and included paratrooping out of "perfectly serviceable" RCAF aircraft and a year of duty in the Gaza Strip cut a bit short by the Six-Day War in 1967.

In 1969 I wrote the Foreign Service exam and joined Foreign Affairs. Following postings in Europe, Africa, USA, Australia and Ottawa, it appeared that I might never return to the Middle East in a professional role again. However, it is difficult to project the wisdom and strategic vision of the government career management folks, as most of you probably know. This was reinforced in 1996 when I was appointed Canadian Ambassador to Kuwait and Qatar (resident in Kuwait) and returned to the burning sands. Three years later my tour ended in Kuwait but I remained in the same rough neighbourhood with a posting as Ambassador to Iran.

In response to a request to jot down some 'maritime memories' from my Kuwait days for this publication, below I briefly focus on two adventures that took place during that period. One involved the RCN and the other the USN. Perhaps there may be some inaccuracies or technical shortcomings in my reminiscing, but please keep in mind that this all took place almost two decades ago. So, I am well past my 'best before' date and, of course, this naval perception is through the eyes of a landlubber.

HMCS *Regina*

In early 1997 during my second year in Kuwait, I received a copy of a message advising that HMCS *Regina* had sailed from Esquimalt to join a USN carrier battle group that was exercising off San Diego. This was in preparation for duty in the Persian Gulf. *Regina* was to be part of Operation *Prevention*, a Canadian naval deployment scheduled from February to August.

The aim of this operation was to support the UN Multi-National Maritime Interception Force (MMIF) in the Persian Gulf. The force's primary job was to monitor shipping in the Gulf and ensure compliance with various UN Security Council resolutions concerning the import and export of Iraqi commodities, especially oil. The commanding officer of *Regina* was Commander Tyrone Pile.



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Middle East Maritime Musings (Part 1) (continued)



HMCS Regina

There was limited involvement by the embassy during the months following that message, but towards the end of her deployment *Regina* was scheduled to make a port call to Kuwait. This visit was billed as a major event for the Canadian community that numbered several thousand in Kuwait City.

As an aside, it was difficult to count the actual number of expat Canadians in country as not all would register with the embassy. But, during a crisis such as when Saddam was targeting Kuwait with Scud missiles (as later in the 1998 Operation *Desert Fox*) and evacuation was being considered, the number of resident Canadians on the Embassy roster multiplied quickly. While not confirmed, it was rumoured that some Canadians residing abroad wished to remain invisible to the embassy perhaps due to their personal income tax interests or other reasons.

During the port visit, *Regina* and the embassy worked in lock step as a proud Canadian team promoting and defending Canadian interests in the region. The ship itself served as a platform for varied initiatives. For example, we hosted a large reception on board for the Canadian community, as well as smaller more select gatherings for influential Kuwaiti and other contacts for Canadian families where parents and children could visit the ship, enjoy some refreshment and interact with crew members. These and other gatherings served to raise the morale of both the embassy staff and the Canadian community in Kuwait. Importantly, this visit demonstrated to the Kuwaitis the sound commitment of Canada to the security of the region and promoted our commercial, political and other interests. Cdr Pile and his crew fully appreciated and supported the leveraging of such visits for Canada. Both the embassy and *Regina* were on the same page.

Indeed, *Regina* represented a floating piece of Canadian real estate and the crew all served as Canadian ambassadors.

A personal highlight of this ship visit was an invitation for me to join *Regina* as she completed her Gulf deployment and set sail for Muscat, Oman, en route to Australia. I disembarked in



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Middle East Maritime Musings (Part 1) (continued)

Muscat. This mission marked the end of *Regina's* 1997 tour of duty in the Gulf. While en route to Muscat, the ship spent a few days monitoring and enforcing the UN resolutions regarding the import/export of Iraqi goods.

The most common ploy to end-run the contraband rules was for the smuggling ships loaded with Iraqi oil or other prohibited products to set sail out of Umm Qasr in southern Iraq. Then the vessels would hug the Iranian coastline and at a suitable time, normally under cover of darkness, sneak south across the Persian Gulf to Dubai. On arrival, the goods would be sold in short order. Bahrain, Kuwait, Saudi, Oman and Qatar prevented these smuggling merchant vessels from using their coastal waters but the Iranian navy normally turned a blind eye.

Reversing the process, smuggling also took place from Dubai into southern Iraq.

Naval vessels operating under the MMIF rules had the legal authority to stop and search ships in the Persian Gulf. In the sector of the Gulf where *Regina* was operating, the USS *Independence* aircraft carrier battlegroup was the local coordinator. Normally interceptions were accomplished by two warships acting in tandem with sailors from one of the ships conducting the boarding operation if such was necessary. Ships were routinely stopped and queried as to their destination and cargo. If suspicious, then the ships were boarded and the cargo was inspected. Accordingly, Iraq was denied critical parts for its war machine and oil exports were almost completely shut down, thus denying Iraq the foreign exchange that it needed so badly.

Regina worked very closely with the USN Fifth Fleet during these operations and was held in particularly high esteem by the US Navy. In fact, in my conversation with a USN admiral a few months later he made a point of praising the important role that *Regina* had played and he hoped for similar cooperative arrangements with RCN ships in the future. This info was passed to Ottawa.

Immediately following that demanding anti-smuggling mission in the Gulf, I witnessed *Regina* facing yet another challenge. Navigating the Strait of Hormuz by night proved to be an experience that would validate the overall skills and abilities of the ship and her crew. Sailing through such a volatile and hostile checkpoint successfully tested all systems on board.

During my stay on board I had free reign of the ship to explore, speak, observe or whatever. The various systems including communications, maintenance, operations, and weapons were particularly intriguing. I was especially fascinated with the activities on the bridge and the crucial role of the captain. Of course, he/she is the leader of the entire vessel which in this case included about 250 souls. It was apparent that the captain needed to be proficient in running just about every aspect of the vessel including operations and maintenance. In fact, how he/she led the crew as the captain would be crucial to the outcome of the mission. In my humble view, Cdr. Pyle consistently did a first-class job.



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Middle East Maritime Musings (Part 1) (conclusion)

It is appreciated that the helicopter is one of the key weapons systems deployed in the *Halifax* class and that it was envisaged for use primarily to seek out and destroy enemy submarines. While the submarine threat may have diminished, there was a CH-124 Sea King on board the *Regina*. Considering that these helicopters were introduced in 1963 there were maintenance “challenges” during this deployment. No doubt there still are. Nevertheless, it was remarkable to note the extraordinary advantage that the capabilities of a reliable helicopter on board would provide for so many different types of missions. This was especially true during stop and search challenges.

In retrospect, I cannot help but recall so many fond memories and interesting interactions with the crew while on board. Several examples follow.

The night view of the Persian Gulf sky was spectacular. It presented a parade of planets, the moon, the Milky Way, different constellations and aurora displays. Stargazing was amazing (if there was time).

While understanding that the food experience on board ship can vary depending on the type of ship and where one is sailing, the meals on board *Regina* were excellent. Of course, institutional food might not always taste like a home-cooked meal but I had a chance to eat in the different messes and the food for all crew members was nutritious and tasty. Replenishment took place regularly and I heard no complaints from the crew.

I recall chatting with a few of the crew members about the difficulty of being separated from family and loved ones when away from home on long deployments. Keeping in touch was obviously important. With today’s technology using cell, text, email and so on it should be easier than during the pre-internet era. Nevertheless, time from family can take big slices away from those key formative periods of growing children for instance. This can strain relationships. One petty officer noted that the worst part of a long separation took place on the actual departure day. The following day you begin to look forward to returning. While there may be no easy solution, most sailors (both male and female) seem to make it work somehow ... probably with considerable compromises on both sides.

Following the exhilarating experience of *Regina*’s 1997 visit I forwarded a comprehensive report of my few days on board, the port visit and other associated issues to my Ottawa masters at Fort Pearson. A main recommendation stressed that DND and Foreign Affairs (Global Affairs; or whatever is the current name tag) should work closely together and attempt to increase the number of port visits abroad. It was emphasized that leveraging such visits with the local embassy to promote our overall geopolitical interests would pay valuable dividends for Canada.



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Closing Notes

Special thanks to Ernie and Terry for their interesting contributions, and to those class members that found the time to attend the TRA lecture. I think you will all agree that it is important to have a visible class representation at this annual recognition of this class-sponsored event.

My wife and I, along with three of the other Gatineau Five couples—Spence, Carruthers and Houliston, attended the annual Ottawa RMC Club Branch dinner, held once again at the International Culinary School of Algonquin College. For those of you living in the National Capital Region who have not attended one of these dinners, I strongly recommend it—the food is excellent; the price is reasonable; and, it is a good opportunity to mix with colleagues from a variety of graduating classes.

Until next time—keep those articles rolling in—nothing is too trivial to print, except perhaps Bob Walker's alphabetology theory!