



DISPATCHES

THE ROYAL UNITED SERVICES INSTITUTE OF NOVA SCOTIA

Edition 04/2012

RUSI (NS) PROGRAM

Day, Date	Time	Location	Remarks
Wed May 09	1200 - 1400	Cambridge Military Library	Distinguished Speaker Series – Comd LFAA
Thurs 21 Jun	1830 for 1900	Ashburn Golf Club	Annual mixed dining-in honoring LCdr Murray Knowles. Guests welcome.
		No planned events for July and August.	Happy Holidays
Wednesdays	1200-1330	Distinguished Speaker Series continue	September 19 th and October 17 th .

Change in the Ashburn Dining-In Date – 21 June

Due to a number of conflicts, it has become necessary to change the date of our annual mixed dining-in at Ashburn Golf and Country Club. We will now hold this event on **Thursday, June 21st**. Note that guests are most welcome to join us. Please mark your calendars. Timing is 1830 for serving at 1900 hrs. This year, we will be honoring Lieutenant Commander Murray Knowles. The tribute to him will be made by Commander Len Canfield.

We are holding the cost once again to \$40 per person. **Reservations are required** and cheques are to be sent in advance of this event. The Ashburn Golf Club Buffet includes your choice of three salads, two entrees, one potato, one vegetable, rolls, three desserts, coffee and tea. Our choices this year are:

Salads: Romaine hearts with Caesar vinaigrette, bacon and parmesan cheese

Spinach salad with goat cheese, oven-dried tomatoes, or

Grilled vegetable and woodland mushroom salad with fresh herbs

Entrees: Grilled breast of chicken with field mushrooms and caramelized soubise ragout, or

Poached side of Atlantic salmon with ginger-scallion cream and curry-braised onion

Sides: Roasted miniature red potatoes, and

Fresh green beans and baby carrots

Desserts: Baked fresh apple crisp

Strawberry and lemon curd shortcake

Pecan caramel cheesecake

For reservations and further information, contact your secretary, Murray Lee at 462-7169. Mail your cheques to: Secretary RUSI, 137 Portland Hills Drive, Dartmouth NS B2W 6L7.

SAC and the F-35

The Security Affairs Committee intends to develop position papers on the F-35 (requirements, capabilities, alternatives, etc.). Any of the membership who are interested in contributing, even if just a single fact, are requested to email the chair of the SAC, Colin Darlington, at CAHD@hfx.eastlink.ca. Please indicate your expertise and/or experience (e.g., fighter pilot, major capital project).



Annual RCMP Evening a Total Success

Wednesday, April 18th saw the members of RUSI NS gathered at “H” Division for our annual visit to the “H” Division Sergeant’s Mess. The evening was hosted by the RCMP board representative, Inspector Greg Laturnus on behalf of the CO. The guest speaker for the evening was Chief Superintendent Marion Lamothe, OIC Air Services, who spoke to us on the RCMP Air Services and operations from its formation 75 years ago to the present day.



Chief Superintendent Marion Lamothe, left, OIC RCMP Air Services at the April general meeting of the Royal United Services Institute of NS, hosted by RCMP 'H' Division. He is shown with Dan Tanner, President of RUSI and Michael Kelly, RUSI Heritage Committee unveiling a painting of the Silver Dart commemorating the first controlled powered flight in the British Empire at Baddeck, NS in February 2009. RUSI commissioned this painting of the historic flight by Nova Scotia artist Azor Vienneau.

It is intended that the painting will be presented to the RCMP for the opening of their new headquarters in Burnside to commemorate the 75th anniversary of the RCMP Air Services later on this fall.

Military Arctic traffic increases

By [ERIC TALMADGE The Associated Press](#)

Eyes cast northward as ice cap melts

To the world's military leaders, the debate over climate change is long over. They are preparing for a new kind of Cold War in the Arctic, anticipating that rising temperatures there will open up a trove of resources, long-dreamed-of sea lanes and a slew of potential conflicts.

By Arctic standards, the region is already buzzing with military activity, and experts believe that will increase significantly in the years ahead. Last month, Norway wrapped up one of the largest Arctic manoeuvres ever — Exercise Cold Response — with 16,300 troops from 14 countries training on the ice for everything from high intensity warfare to terror threats. Attesting to the harsh conditions, five Norwegian troops were killed when their C-130 Hercules aircraft crashed near the summit of Kebnekaise, Sweden's highest mountain.

The U.S., Canada and Denmark held major exercises two months ago, and in an unprecedented move, the military chiefs of the eight main Arctic powers — Canada, the U.S., Russia, Iceland, Denmark, Sweden, Norway and Finland — gathered at a Canadian military base last week to specifically discuss regional security issues.

None of this means a shooting war is likely at the North Pole any time soon. But as the number of workers and ships increase in the

high North to exploit oil and gas reserves, so will the need for policing, border patrols and — if push comes to shove — military muscle to enforce rival claims.

The U.S. Geological Survey estimates that 13 per cent of the world's undiscovered oil and 30 per cent of its untapped natural gas is in the Arctic. Shipping lanes could be regularly open across the Arctic by 2030 as rising temperatures continue to melt the sea ice, according to a National Research Council analysis commissioned by the U.S. navy last year.

What countries should do about climate change remains a heated political debate. But that has not stopped north-looking militaries from moving ahead with strategies that assume current trends will continue.

Russia, Canada and the United States have the biggest stakes in the Arctic. With its military budget stretched thin by Iraq, Afghanistan and more pressing issues elsewhere, the United States has been something of a reluctant northern power, though its nuclear-powered submarine fleet, which can navigate for months underwater and below the ice cap, remains second to none.

Russia — one-third of which lies within the Arctic Circle — has been the most aggressive in establishing itself as the emerging region's superpower.

This subject of military interest in the north is very topical. Of interest, our SAC has just produced a position paper entitled "Forward Operating Location Nanisivik — Halifax's Gateway to Canada's Arctic". Ken Hanson developed this paper for the RUSI SAC and it will be published this

summer in the CDAI magazine "On Track". Once published, we will post the paper on our web site.

Report: Ottawa cut deal with chopper firm over delays

By [MURRAY BREWSTER The Canadian Press](#)



In the above photo, a Canadian military Sikorsky CH-148 Cyclone conducts test flights with HMCS Montreal in Halifax harbour on Thursday, April 1, 2010.

OTTAWA — The Harper government agreed to go easy on the maker of the air force's long-delayed maritime helicopters after winning a series of economic concessions, new documents reveal.

The saga involving the CH-148 Cyclones serves a cautionary tale for taxpayers in the raging debate over the F-35 stealth fighter, says a defence expert.

In exchange for not receiving fully capable and operational helicopters on time in 2010, the Public Works and Defence departments managed to wring

\$110 million in extra industrial and economic promises out of U.S.-based Sikorsky Aircraft Corp., says a briefing note prepared for Defence Minister Peter MacKay.

It also won concessions from the manufacturer on the cost of operating the helicopter, an extension to the long-term maintenance contract and a vague promise to "restructure liquidated damages," which were the result of Sikorsky's failure to deliver aircraft on time.

The documents, dated June 2010, were released just recently to The Canadian Press under access-to-information laws.

The \$5.7-billion program, which has been beset by cost-overruns and delays, has been the subject of intense criticism by the auditor general, similar to the much more expensive F-35 fighter program.

Philippe Lagasse, an assistant professor of public and international affairs at the University of Ottawa, says the Cyclone is a civilian helicopter that's being battle-hardened for the military and has had a lot of development glitches, much like the F-35, which is being built from scratch.

"Be careful when you are buying a developmental aircraft. I think that's the simplest lesson here."

"And that goes for any piece of military kit. Until it's flying in the air, or sailing at sea, you don't know how long it's going to take."

Also, like the stealth fighter deal, Lagasse said the Conservatives have been eager to keep the Cyclones off the public radar, dodging questions in the House of Commons from critics.

"It speaks to a general attitude about not admitting difficulties publicly with some of these procurements and not being more forthright," he said.

Sikorsky was originally supposed to deliver its first chopper in 2008 under an agreement signed with Paul Martin's Liberal government.

The whole fleet of 28 was mandated to be on the flight line by end of last year.

When it became clear that schedule wasn't going to be met, the Harper government worked out a deal with Sikorsky to provide a handful of scaled-down aircraft, which would be retrofitted later.

In October 2009, the company said it would miss its deadline and pushed the delivery of a final version of the aircraft and its all-important mission software to January 2012, and even that date wasn't met.

The Royal Canadian Air Force is expected to receive only five more test aircraft this year, in addition to the one that's already been delivered to 12 Wing Shearwater.

The repeated delays saw the federal government and Sikorsky face off in arbitration, where the company filed a \$100-million claim saying requests to tinker with the specifications were the reason for the holdup.

The latest delay opens the door to as much as \$80 million in contract penalties, which defence officials say will be recouped later down the road.

Lagasse said he has some sympathy for the air force in that their original choice to replace the

Sea Kings — the EH-101s — were cancelled almost 20 years ago by Jean Chretien's Liberal government, and after an open competition. The decision to go with the Cyclone has the feel of compromise. The entire contract has been a headache for defence officials.

Aside from the two contract amendments over delays, the department was forced last year to hand back \$250 million in unspent funds related to the Cyclones.

The cash had been authorized in previous budgets to pay for the aircraft that still haven't been delivered.

DND to cut costs by merging command of domestic, overseas Canadian Forces

The Canadian Forces will merge the separate military commands that direct missions overseas and operations at home in a bid to cut headquarters overhead now that the military is refocusing after wars in Afghanistan and Libya.

In a major restructuring of the forces' command, Defence Minister Peter MacKay has ordered that the headquarters of two senior generals be trimmed, as field operations at home and abroad are merged under one Canadian Joint Operations Command, according to a Defence Department source.

The shakeup will undo a pet project of former forces chief General Rick Hillier, who created

a series of new operational commands in an effort to focus the forces on their missions, rather than on the institutions of army, navy and air force. But it also created a new layer of three-star generals' headquarters in Ottawa.

"Hillier's baby made sense when there was Afghanistan and this high operational tempo," said one defence official familiar with the plans.

Now that major combat operations have ended and the troops' activities are largely in Canada, the Defence Department faces a new peacetime challenge: to restructure in a time of belt-tightening. Mr. MacKay has ordered consolidation, the official said: "It's going to be phased in over the coming months."

Three existing commands will be merged: CEFCON, the expeditionary command which directs overseas operations like the Afghanistan mission or the Libya air strikes; CANADA COMMAND, in charge of domestic defence and all North American operations such as navy drug interdiction patrols; and CANOSCOM, the logistics command responsible for getting ammunition and supplies to troops in the field.

Each of those three commands not only has a senior general in charge, but a separate headquarters in Ottawa to run it. The merger is aimed at slicing about 25 per cent of the "overhead" for each command, although it is not yet clear how many staff jobs, military or civilian, will be cut.

The command that oversees the special forces, CANSOFCOM, which reports directly to the Chief

of the Defence Staff, General Walt Natynczyk, will remain outside the newly merged Joint Operations Command, a source indicated.

The restructuring of major operational commands, called "force employers" in military parlance, does not directly affect the service branches – the Royal Canadian Navy, the Canadian Army, and the Royal Canadian Air Force – whose job is to train and equip forces. It's when they are put into active missions that troops and units come under the purview of the operations commands.

In a sense, Mr. MacKay's new model will streamline a doubling-up of command headquarters that Gen. Hillier created in his 2006 effort to crack the military's institutional mentality and make it focus on missions. He created three new major operational commands under two- or three-star generals, but did not reduce the existing three-star headquarters for the army, navy and air force.

Last year, the high-ranking general tasked with recommending ways for the military to "transform," Lieutenant-General Andrew Leslie, recommended a consolidation of those operational staffs in a wide-ranging report that called for the Defence Department to cut deeply into its administrative costs and staffs in Ottawa.

But Mr. MacKay's decision to move ahead with a major restructuring of operations commands could face resistance among some in the military, with many now accustomed to a command structure that has taken them through two wars and a high tempo of domestic operations for things such as the 2010 Olympics.

When Gen. Hillier created the new commands, they were in effect a scaled-down match of the way the U.S. military carved up the world into various commands. Canada Command had the same turf in North America as the U.S. Northern Command, making it easy for the commands to co-ordinate operations. But with overseas operations now pared down – the biggest is the 950-strong training mission in Afghanistan – that match-up has been deemed less essential.

The Defence Department faces more reorganization in the coming year, with 1,000 employees already told their jobs are being reorganized or eliminated. Mr. MacKay's move to shake up operational commands is the first major indication of reorganization of the forces' structure to meet the squeeze.

Is now the time for RUSI to speak out?

How do we in RUSI NS feel about the myriad of command structure reorganizations which seem to be taking place every few years? Some examples of brilliant thoughts: there was Army 2000; the Canada First policy; the CDS Transformation; the General Leslie study, and now amalgamation of three commands which are barely six years old. We seem to be caught in a revolving door of ideas which never solve our defence needs.

What about equipment requirements? Tanks, no tanks,



Striker, no Striker, ADATS no ADATS, submarines or no submarines, single engine vs twin engine fighters but to mention a few of the larger headaches for the planners at NDHQ.

Perhaps now is time for the Canadian government to get serious about the mission and roles of the Canadian Forces. We cannot restructure or re-equip every time there is a new mission - wherever it may be.

At the last Executive meeting, it was suggested that RUSI should look into recommending to the government that Canada table an up to date White Paper on Defence in parliament as soon as possible - a clearly defined document for the government to guide DND and DFAIT in this fast changing world. Your views would be welcomed.

Canadian Combat Sniper Record Broken

A British Army soldier by the name of Corporal Craig Harrison, of the Household Cavalry, set a new record for the longest shot in combat. Twice Cpl Harrison fired two shots at Taliban machine gunners in Afghanistan. They were confirmed via GPS to be 8,120 feet from Cpl Harrison's position. That is more than a mile and a half. To make it even more astounding, the range was almost 3,000 feet beyond what is considered the effective range of the weapon. At that range the bullet takes around 3 seconds to reach the target.

The previous record was set in 2002 for a sniper kill at 7,972 feet. That shot was made by Canadian Corporal Rob Furlong, of the Princess Patricia's Canadian Light Infantry, who was using a .50 BMG McMillan TAC-50 rifle. Cpl Harrison accomplished his successes with a L115 A3 rifle. The weapon used .338 Lapua Magnum cartridges. The Canadian records were fired with .50 MG rounds.

The L115A3 is a bolt action, detachable magazine-fed, precision rifle. But it doesn't come cheap. News reports put the rifle at around \$25,000! But if you put it in the right hands it can hit a sized target from 4500 feet. More importantly, even at extreme range, the bullet retains its power, hitting with more force than a .44 Magnum at 25 feet.

"It was just unlucky for the Taliban that conditions were so good and we could see them so clearly. We saw two insurgents running through a courtyard, one in a black dishdasha, and one in green. They came forward carrying a PKM machine gun, set it up and opened fire on our commander's wagon. My first round hit the machine gunner in the stomach and killed him outright. The second insurgent grabbed the weapon and turned as my second shot hit him in the side, He went down too. They were both dead."

Cpl. Harrison had a memorable tour of duty, making the two impossible shots, having a bullet deflect off his own helmet, and surviving an IED blast that broke both his arms. He is reportedly healing well and has returned to duty.

Vanity Licence Plates

One of our members sent in an email which suggested we look at a web site from Broadview SK. The site details Vehicle Vanity Plates which are digitally printed in photo-quality full colour on a standard 6 inch by 12 inch aluminum licence plate which attaches to the front of your vehicle.

The suggestion made was that if there was enough interest, we could obtain plates with the RUSI NS crest and colours of the Institute. The advertised cost of the plates currently available is \$35.00.

Have a look at the web site:
www.dlmvp.com/index.html.

If you think this would be a worthwhile undertaking for RUSI, let us know. We will be discussing this issue at our next Board meeting which takes place on June 20th.

Next Edition of Dispatches

This edition of Dispatches is the last one to be published prior to the summer break.

Note that the only event planned for June is our annual mixed dining-in at Ashburn.

The next edition of Dispatches will be available to you the last week of August in time to announce the fall schedule.

Have an enjoyable summer everyone.....