

The Military Institute of Windsor

Major F.A. Tilston, VC. Armoury
4007 Sandwich Street, Windsor, ON N9C 1C3

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Communiqué



PRESIDENT'S MESSAGE

Our Annual Garden Party held on June 12th at Beach Grove was a great success. I was honoured on behalf of the MIW Executive Committee, to present Capt. Alison Amos with a Life Membership in recognition of her many years of outstanding leadership of the MIW. Special thanks to Cdr. Walt Pastorius for once again hosting us at Beach Grove and especially to Capt. Beth Dykeman and the Windsor Regiment Band for the fine military music that we all enjoyed.

We are planning to have a “Welcome Back BBQ” at the Canadian Historical Aircraft Association Hangar at the Windsor Airport in September. Mark your calendars now and plan to attend – Wednesday September 14th, starting at 1600 hrs. The guest speaker will be LCol. Ron Holden. Further details will be in the September issue of the Communiqué.

I hope everyone is enjoying this outstanding summer weather. Looking forward to seeing you at our upcoming activities.

LCol Jim McGhie

MARK YOUR CALENDAR

****Note: No Breakfast on 5 Aug.**

1. NEXT MONTHLY BREAKFAST: Since the August Breakfast has already been held, the next Friday Breakfast will be on 2 Sep (more info on page 2).
2. E & K SCOTS – DIEPPE MEMORIAL SERVICE: 19 Aug (see page 5)
3. BATTLE OF BRITAIN CEREMONY: 11 Sep in Jackson Park
4. WELCOME BACK BBQ: 14 SEP at the Cdn Historical Aircraft Association's Hangar
5. E & K SCOTS BI-ANNUAL REUNION: 14-16 Oct at Maj F.A. Tilston VC Armoury (page 6)
6. WINDSOR REGIMENT REUNION: 21-22 Oct at the Maj F.A. Tilston VC Armoury (pages 7 - 8)
7. COMMISSIONING OF USS DETROIT: 22 Oct

LOOK FOR UPDATES ON THE ABOVE EVENTS IN THE SEPT COMMUNIQUÉ.

MILITARY INSTITUTE OF WINDSOR EXECUTIVE 2016-2017

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PROGRAM CMTE: Lt(N) Wintermute, LCol Brause, J. Tomlinson, LTC Gabelsberger

MILITARY INSTITUTE OF WINDSOR'S **FIRST FRIDAY OF THE MONTH BREAKFAST**

*****2 SEP 2016**

Note: In case you missed it, the 6 Aug Breakfast had to be held earlier, on 22 Jul because the Restaurant Owners would be on vacation for 3 weeks.

JOIN THE GROUP AROUND 0800 - 0815 HRS

At the iDine IN Family Restaurant, at the iSleep Inn Motel

2763 Howard Avenue

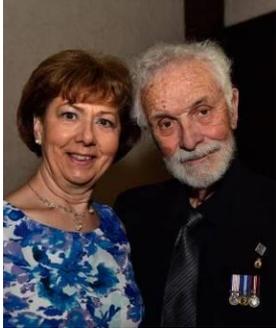
519-997-0551





MIW ANNUAL GARDEN PARTY AT BEACH GROVE GOLF & COUNTRY CLUB 12 Jun 2016

Photos By Ed Goodfellow



MIW GARDEN PARTY (CONT'D)

Photos Courtesy of Dr. Catherine McGhie and C/E Jeff Amos





IN MEMORIAM

Our condolences go out to LCol Jim McGhie and his family, on the passing of Jim's sister, Eileen Frayn. She passed away on 3 Jul after a lengthy illness.

THE ESSEX AND KENT SCOTTISH REGIMENT



DIEPPE RAID MEMORIAL SERVICE



19 AUGUST 2016
At 1300 Hrs.

**IN DIEPPE GARDENS,
78 Riverside Drive West, Windsor**

THE ESSEX AND KENT SCOTTISH



Bi-annual Reunion 2016

October 14 - 16, 2016
at **Tilston Armoury**
4006 Sandwich Street, Windsor
AND
Ansell Armoury
280 Bloomfield Road, Chatham

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Our Regiment has over 223 years of service to celebrate including 62 years as The Essex and Kent Scottish on 1 October 2016



*Celebrating service to our communities and Canada every day including the War of 1812, The Great War, World War II, the Former Yugoslavia and Afghanistan.*

All Serving, Former and Friends of The Regiment and guests are cordially invited to attend the Reunion weekend in October. *Come for the friendship, stories and remember when...*

More details, including a registration form, will be sent out in June but in the meantime save the dates and make plans to attend. Events will be held in WINDSOR and CHATHAM.

This reunion weekend is being organized jointly by the unit and the regimental association.

The registration fee for the Saturday banquet and a reunion souvenir is expected to be similar to previous reunions at approximately \$60 per person.

Other events may have a small charge.

Special hotel rates at hotels will be announced in the next notice.

*Semper Paratus*

### Friday, October 14

#### WINDSOR

Informal Meet & Greet  
(small charge)

\*

Pipes & Drums play

### Saturday, October 15

#### WINDSOR

Association Meeting

\*

Lunch (small charge)

\*

Change of RSM Parade

Annual CO/RSM/PM  
Inspection

\*

Banquet with  
Pipes & Drums and Windsor  
Regiment Band

### Sunday, October 16

#### CHATHAM

Trot with the Troops

Family Day

Remembrance Service

### CONTACT

Pat Coughlin at 519-965-9497

[coughlin@xplomet.com](mailto:coughlin@xplomet.com)

Doug Pfeifer at 519-818-6016

[dbpfeifer@gmail.com](mailto:dbpfeifer@gmail.com)

**THIS IS THE FIRST OF TWO NOTICES**

Thanks to Col John Celestino for the following information. Pg 7

# **The Windsor Regiment (RCAC) 80<sup>th</sup> Anniversary and Reunion**



**The Honorary Colonel and Commanding Officer of  
The Windsor Regiment (RCAC)  
cordially invite you and your guest(s)  
to join the Regiment in celebrating its  
80<sup>th</sup> Anniversary and Reunion 21 and 22 October 2016**

**Guest of Honour  
Colonel Georges Rousseau  
Colonel-Commandant  
the Royal Canadian Armoured Corps**

**Registration: 1800-2000 Friday, 21 October 2016  
Front Foyer Major F.A. Tilston, VC Armoury**

**Tariff: \$85 per person  
Cheques only payable in advance to:  
The Windsor Regiment Association  
4007 Sandwich Street  
Windsor, Ontario  
N9C 1C3**

**RSVP NLT 30 September 2016 and questions to  
Colonel (Ret'd) John Celestino  
[jpfcelestino@gmail.com](mailto:jpfcelestino@gmail.com) or 519-972-1553**

**The Windsor Regiment (RCAC)**  
**80<sup>th</sup> Anniversary and Reunion 21 – 22 October 2016**

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**Outline of Events**

Friday 21 October 2016

Registration 1800 – 2000 hrs Tilston Armoury

Meet & Greet and BBQ 1800 – 2400 hrs+ Open Messes

Dress: Mess Appropriate

Saturday 22 October 2016

Assemble at Armoury 1200 hrs for transportation to Freedom Way

Freedom of the City Parade 1300 -1400 hrs City Hall Square

Formal Photo of the Regimental Family

Parade through downtown Windsor to the Chimczuk Museum

Museum Visit of Windsor Regiment displays

Return to Armoury and Open Messes 1600 hrs

Dress: DEU/Blues and Greys with medals

Formal dinner and dance 1900 – 2400 hrs+ at Central Park Athletic Complex

Final Farewells

Dress: Mess Kit/Formal with miniatures

**Hotel Room Block Booking Information**

A block of rooms has been reserved at Caesars Windsor. The discounted room rate is \$149 plus HST per night.

Please call the Reservations Department at [1-800-991-8888](tel:1-800-991-8888) before September 21<sup>st</sup> to receive the discounted room rate. Please quote the group code SWR1021 and group name Windsor Regiment Association 80<sup>th</sup> Reunion.

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**CANADA D'EH 5K RUN 2016**



Newest MIW Member, LCol Andy Stewart ran the 5 km run in Amherstburg on Canada Day. Would you believe that he ran the course in dress uniform? Way to Go!



# BATTLE OF ATLANTIC COMMEMORATIVE CEREMONY

WINDSOR, 1 MAY 2016

Photos are Courtesy of Ed Goodfellow



**Thanks to CWO (Ret) Karen Barnes for passing on the following information from Margo Barnet.**

*"Please see below and try to support the Windsor Veterans Memorial Services Committee if you can. They do so much for our veterans as I'm sure you are aware."* Karen



## **FUNDRAISING EVENT**

**For The  
WINDSOR VETERANS MEMORIAL SERVICES COMMITTEE**

**PASTA DINNERS  
EVERY WEDNESDAY IN AUGUST  
4-7:30 p.m. (approx.)**

**LOCATION: Riverside Sportsmen's Club  
10835 Riverside Drive East, Windsor**

**COST: \$9.00 (WVMSC receives \$5.00 on each meal)**

**50/50 TICKETS  
Weekly with a Winner drawn each Wednesday**

**RAFFLE TICKETS: (3 For \$5.00)**

**Towards the following prizes that will be drawn on the last Wed. in Aug.**

1st Prize - Gift Basket - Valued at \$125.00

2nd Draw - 16 x 20 inch framed portrait of the B-17 Yankee Lady - Valued at \$65.00

3rd Draw - \$50.00 Lottery Tree - Value could be "Priceless".

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*Please tell your family and friends to come out on the dates below and partake of the good food and camaraderie and in doing so help support our Committee. Fundraiser Dates: Aug 3,10,17,24 and 31 (Raffle Draw)*

*See you there!*

*Margo*

## The Canadian who changed the course of WWII



By Marc Montgomery 15 July, 2016

from [www.rcinet.ca](http://www.rcinet.ca)

*Flight Lt. Charley Fox leaning on the wing of his Spitfire with its 20mm cannon  
Photo Credit: Dept National Defence PL-29263*



Since January (1944) the German defences in Normandy had been under the command of Generalfeldmarschall Erwin Rommel, a senior officer not only idolized in Germany, but even highly respected by the Allies. Unlike most of the German High Command, Rommel was well aware of the Allies abilities to recover from attacks, and of their ability to control the air war, which he knew was a critical element.

Also unlike most of the High Command, he also knew that Allies must be defeated on the beaches, which differed from the accepted German plan to counter-attack once the Allies had established a beachhead. Rommel, with his experience in North Africa knew that if the Allies were able to establish a foothold in Normandy, Germany could not win the war.

In July, with the feeling that Germany would eventually lose, he nonetheless was dedicated to fighting as best as he could with his resources. However, it appears he had also begun sounding out other senior officers about their views on continuing the war, apparently with an idea of negotiating a secret peace with the Allied commander, General Montgomery.

In the early evening of July 17, the “Desert Fox” was heading back to his headquarters after meeting with the commander of the 1<sup>st</sup> SS Panzer Corps, Sepp Dietrich and being assured that the tank commander Dietrich would follow him in whatever he was planning, even against Hitler’s own orders. Both knew that the Allies basically now ruled the skies over that part of Normandy and Dietrich suggested that Rommel take the back roads and use a small and less conspicuous Kubelwagen. Rommel ignored the idea and left in his large open Horch staff car.



Unlike many officers, he liked to sit up front. Had he been in the back, he might not have suffered the severe head injuries from the crash which ended his war, and which changed the course of the Normandy campaign which continued without the leadership of one of Germany’s best leaders. It was early evening when the car was travelling quickly down a road near Ste Foy de Montgomery when spotted by a Canadian Spitfire pilot

of RCAF 412 Squadron. Charley Fox peeled off and with his wingman turned in low sweeping dive to come up behind the staff car and firing a burst from his 20mm cannon. The car was struck and drove off the road.

***“I spotted a large black car travelling at high speed along a road with trees on either side. It was coming towards us, on my left, at about 11 o’clock. I maintained steady, level flight until the vehicle passed us at 9 o’clock. I then began a curving, diving attack to my left, with my number two following to watch my tail. The other two aircraft maintained their height, keeping an eye out for enemy activity. I started firing at approximately 300 yards, and hit the staff car, causing it to crash. At the time, I had no idea who it was...just a large black open car...gleaming in the sun without any camouflage, which was unusual.”***

Fox did not know who it was, but the shots fatally wounded the driver, and Rommel suffered severe injury from the crash that ended his war. The Americans quickly claimed it was one of their P-47 pilots who hit Rommel’s car, but Germans clearly said it was a Spitfire. Close examination of flight logs show only Fox’s group was in the air at the right time and place.

# The Canadian who changed the course of WW II (cont'd) Pg 12



Flight Lt. Charley Fox, DFC and Bar, CD - His actions changed the course of the war in Europe, but he was always of mixed emotions about the attack. By taking one of Germany's best tactical senior commanders out of the war, he changed the course of the war and thus may have greatly helped the Allied cause. However, on the other hand he and historians have often wondered exactly what Rommel was planning in relation to Hitler, and a peace with the Allies. Thus Charley wondered that if he hadn't shot at Rommel, would the officer have managed to end the war early?

In any case the German plot and bomb attack against Hitler took place on July 20, and Rommel's name came up in interrogation. Although likely not a party to the attack he was blamed as a conspirator and was offered to commit suicide to protect his family from retribution, which he did in October. As an aside, Charley Fox may have taken part in what was the last combat air patrol, or at least one of the very last patrols.

On May 4<sup>th</sup>, 1945 a message was read in the 126 Wing officers mess: *"From 83 Group Headquarters to all units – all hostilities on the second front will cease at 0800 hours – tomorrow, May 5th, 1945."*

Charley Fox continued his connection with flying right into his later years and passed away in 2008.

## **BATTLE OF THE ATLANTIC COMMEMORATIVE DINNER 30 APRIL 2016 AT HMCS HUNTER**



# The 2<sup>nd</sup> Annual Windsor Regiment Golf Classic Pg 13

## 16 May 2016

Thanks to Ed Goodfellow for the following photos.



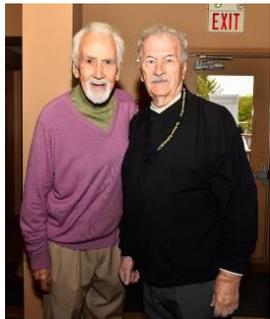
Host: HCol Don Hearn, Owner of Sutton Creek Golf Course



| Player No. | Player No. | Player No. | Player No. |
|------------|------------|------------|------------|
| 1          | 11         | 21         | 31         |
| 2          | 12         | 22         | 32         |
| 3          | 13         | 23         | 33         |
| 4          | 14         | 24         | 34         |
| 5          | 15         | 25         | 35         |
| 6          | 16         | 26         | 36         |
| 7          | 17         | 27         | 37         |
| 8          | 18         | 28         | 38         |
| 9          | 19         | 29         | 39         |
| 10         | 20         | 30         | 40         |
| 41         | 51         | 61         | 71         |
| 42         | 52         | 62         | 72         |
| 43         | 53         | 63         | 73         |
| 44         | 54         | 64         | 74         |
| 45         | 55         | 65         | 75         |
| 46         | 56         | 66         | 76         |
| 47         | 57         | 67         | 77         |
| 48         | 58         | 68         | 78         |
| 49         | 59         | 69         | 79         |
| 50         | 60         | 70         | 80         |
| 81         | 91         | 101        | 111        |
| 82         | 92         | 102        | 112        |
| 83         | 93         | 103        | 113        |
| 84         | 94         | 104        | 114        |
| 85         | 95         | 105        | 115        |
| 86         | 96         | 106        | 116        |
| 87         | 97         | 107        | 117        |
| 88         | 98         | 108        | 118        |
| 89         | 99         | 109        | 119        |
| 90         | 110        | 120        | 130        |



# The Windsor Regiment Golf Classic (Cont'd) Pg 14



# The Afghan Mission: Canada's military is willing to learn, but has it done so? Pg 15



BY: [STEVE SAIDEMAN](#)

July 21, 2016

Paterson Chair in Int'l Affairs at the Norman Paterson School of International Affairs

**In the lead up to the Canadian government's defence review, Steve Saideman lists three lessons learned in Afghanistan: honesty should trump optimism; sometimes we must admit when more resources are needed; and a war cannot be won with force alone.**

Like most modern militaries, the Canadian Armed Forces consider themselves to be a learning organization. The risks are too high to not engage in extensive efforts to learn from past and on-going operations—people will die and missions may fail.

While researching *Adapting in the Dust: Lessons Learned from Canada's War in Afghanistan*, I found that, of all of the parts of the Canadian political system, the CAF adapted the best, as they systematically engaged in lesson-learning exercises and as their leadership continually sought out expertise from within and beyond the military.

Indeed, not only do they learn lessons, but they share them. This distinguishes the CAF from the non-military decision makers – in 2011, the Harper government commissioned a report on lessons learned and then subsequently buried it. It is not just academics who cannot read it; the report has not been circulated within the government. A key step in lesson learning is dissemination, but the previous government apparently was afraid to admit mistakes.

Perhaps one reason why the CAF can learn is that the organization's officers understand that it is not so special. One of the challenges in Canada during the time of the war in Afghanistan was that many actors focused on the Canadian experience and kept forgetting that the war was an allied effort. The CAF was aware at all times that what they were doing was not that different from what the British and Danes were doing in Helmand, what the Dutch and Australians were doing in Uruzgan, what the Americans were doing all over the place, and on and on. By constantly comparing and drawing upon the experiences of other countries engaged in the same effort, the CAF could figure out what they were doing well and what they could do better.

One challenge that the CAF could not overcome was how to be positive about the mission without setting unrealistic expectations. The Canadian military is much like its brothers and sisters in arms elsewhere: they are a can-do outfit. When asked to do something, they say yes and tend not to complain about it. Officers would come back from each deployment and tell everyone how well the Canadians were doing, and how well the war effort was going. Yet Afghanistan remained a deeply problematic place, and the mission was, alas, deeply flawed.

This relentless optimism might have been good for morale within the CAF, but it created a credibility gap between the CAF and the political world. We kept hearing how great things were going, and then we would watch the news and see that Afghanistan's progress was slow and fragile at best. In future missions, the leadership of the CAF is going to have to talk plainer to the politicians and to the public about the challenges they face.

This leads to the second big challenge: how to respond when asked to do something on the cheap. The biggest problem for the CAF in Kandahar was that they were always too small and under-equipped for the task they faced. When Paul Martin authorized General Rick Hillier to plan the mission, he provided a strict limit on how much it would cost. This forced Hillier into making a variety of difficult tradeoffs. The small size of the force meant that the CAF could not complete the counter-insurgency strategy of clear/hold/build as they did not have enough troops to hold territory that had been cleared until the Americans showed up late in the game.

## The Afghan Mission (Cont'd)

Pg 16

The limited envelope also meant that Canada could not bring along helicopters, and thus became dependent on the allies to provide transport. While the U.S. and UK were very dependable for medical airlift, they did not have enough spare capacity to always transport the Canadians. This meant more convoys on Afghan roads seeded with landmines (improvised explosive devices, or IEDs) and, as a result, more Canadian casualties. Of course, the CAF will salute and say yes when ordered to deploy, but their leadership will need to learn how to advocate within channels for more resources when given risky tasks. This is not easy, but is a key lesson to learn.

Finally, the CAF, like the rest of Canada and the rest of our allies and partners, must learn about the limited utility of force. Canada and the rest of NATO could not kill their way to victory. To win these conflicts, the key battlegrounds are inherently political: who governs, how do they govern, on whose behalf, and so on. The job for the CAF and their allies was to provide as much security as possible while the politicians “fixed” the system and provided governance. This required reliable local allies, which are almost always in scarce supply (they naturally have their own agendas). It also requires the civilians at home to figure out how to do the political and development side of state-building. The results thus far of the most recent wars suggest we have not figured that out.

So, we all need to learn some humility. There is only so much we can do, which might mean saying no when asked to do the impossible.

## China unveils what it says is the world's largest amphibious aircraft



David Pugliese, Ottawa Citizen

Published on: July 25, 2016

An official news agency is reporting that China has unveiled the world's largest amphibious aircraft. The plane is going to be used for maritime missions and forest fire fighting. Other news agencies are reporting the plane is “one of the world's largest amphibious”....citing previous aircraft that have been built (The famous Hughes aircraft, the Spruce Goose, had a wingspan of 98 m and length of 67 m).

The Xinhua News Agency said the AG600 rolled off a production line in Zhuhai in southern China on Saturday. It measures 37 meters (121 feet) in length with a wingspan of 39 meters (128 feet).



The report cites Chinese state aircraft maker, the Aviation Industry Corporation of China, as saying the plane is nearly as big as a Boeing 737.

As well as being able to take off and land like an ordinary plane, Xinhua reports the AG600 can also take off and land from stretches of water that are at least 1,500 meters long and 2.5 meters deep.

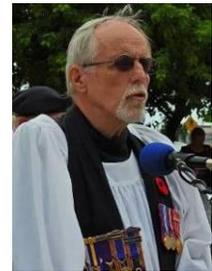
The original design specification claims it can collect 12 tonnes of water in 20 seconds, and transport up to 370 tonnes of water on a single tank of fuel, said the state news agency.

According to AVIC, the AG600 will mainly target the Chinese domestic market. Seventeen intent orders have been placed so far.

# WINDSOR VETERANS MEMORIAL SERVICE 5 JUN 2016

Local veterans who passed away during the past year were recognized at Windsor's downtown Cenotaph in City Hall Square. A Memorial Dinner organized by the WVMSC followed the service.

*(Photos are Courtesy of Ed Goodfellow)*



## Canada's new \$14.1M fixed-wing drones are runway free Pg 18

### No runway? No problem: A look at the new unmanned RQ-21A Blackjack system



By Brett Ruskin, CBC News Jul 15, 2016



**The Blackjack fixed-wing unmanned aircraft system is built to operate without relying on a runway.**

The Department of National Defence (DND) has purchased five new unmanned aircraft designed to take off, surveil an airspace and land without needing a runway.

It's an easy task for a helicopter, but tougher for a fixed-wing plane. For overhead surveillance, fixed-wing planes can usually fly higher, farther and remain airborne longer than their helicopter cousins.

But most planes need long, straight, flat spaces for both takeoff and landing, and runways are not always located where military officials need them.

The RQ-21A Blackjack is an unmanned system that uses a launcher and cable retrieval system.

The Canadian government has purchased one system, which includes five of the aircraft, from the United States Navy for \$14.1 million, according to documents posted online earlier this week.

Earlier this year, Canada's top soldier and Chief of the Defence Staff Gen. Jonathan Vance stirred up controversy by saying the country needed weaponized drones.

The Blackjack drone is designed for surveillance purposes only, with its promotional material stating it offers "imagers, communication and signals intelligence capabilities and other tools to help give the warfighter a look ahead in all operational environments."

The aircraft can remain airborne for up to 16 hours, flying at an altitude of up to 5,900 metres, with a top speed of 166 km/h. The drone can carry up to 17 kg of equipment, including sensors, cameras and communication devices.

The system will be used primarily by the Canadian Army based out of CFB Gagetown in New Brunswick, according to a statement from DND officials.

The unmanned aerial system was designed and built by Insitu, a subsidiary of Boeing.