



# RCSU CENTRAL MESSENGER

16 June 2020

Issue 4



**Virtual Annual Inspection of 608 RCACS**

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# COMMAND TEAM CORNER

## LCol Barry Leonard and CWO Gilles Godbout

RCSU Central Team:

What a month it's been! Thanks to your support and commitment we have a near full complement of adult and cadet staff ready to tackle the challenging and rewarding work laid out over this summer's campaign plan. The RCWO and I participated in two separate "live stream" Ask-Me-Anything sessions (in both French and English) where you had the opportunity to voice your concerns and ask your questions to the regional command team. Most importantly, our corps and squadrons are demonstrating their creativity and adaptability through the incredible virtual annual ceremonial reviews underway this month. CWO Godbout and I have attended many and will continue to attend many more in the near future, and what we've seen to date has been nothing short of sensational. From virtual bands, online trivia challenges, promotions, awards, left none for want to ensure people were recognized for their year's accomplishments. Thank-you for your continued dedication and your commitment. Your accomplishments and achievements are what inspire us all.

As we move into the summer period I would like to remind everyone to stay connected with one another, and to remain vigilant to not become a vector for the spread of COVID-19. The numbers are getting better, but we could easily end up repeating what we just went through if we're not sensible with our interactions with others.

CWO Godbout and I hope you enjoy this edition of our Regional Newsletter; the team really has put 110% into its production, and into ensuring it provides valuable and interesting information for all our personnel, staff, cadets, and volunteers alike. We want to thank you for your determination and for helping build strong and passionate leaders for Canada's Future.

Stay safe, stay connected, stay engaged!



## WRITING TO OUR VETERANS

By Lt Holly Andrews, 246 RCACS

Amidst COVID-19 social distancing constraints, corps / squadrons across the region have taken the old adage to heart: "Necessity is the Mother of Invention." As we have all adapted to this new world, cadets have come up with innovative ways to stay connected with each other and with their community. At 246 Canadian Progress Squadron, located in the heart of Toronto, we are proud to say that our community includes the Sunnybrook Veterans Centre. As such, 246 Canadian Progress Air Cadets started a letter writing campaign to the Veterans at the Sunnybrook Veterans Centre.

Missing our regular visits to the veterans during the parade year, the cadets took the initiative to recreate some of those valuable experiences by starting a letter

writing campaign. The cadets themselves know what it's like missing their comrades during the climate of this pandemic. WO2 Adele Crete-Laurence a warrant officer at the Squadron pointed out how crucial it is to keep the veterans in mind during these unprecedented times. The letters provided a way for them to not only reach out to our veterans, but also to reiterate their heartfelt thanks for the sacrifices these brave men and women have made.

If you Corps/Sqn is interested in sending letters to veterans you can mail the to;

Sunnybrook Veterans Centre  
Attn: Vivian Ng  
2075 Bayview Ave  
Toronto, Ontario M4N 3M5

# LEADERSHIP 101

By Maj Lee Wendell, RCSU Central COS

In the last two articles we looked at what leadership means to you along with the Leader-Follower relationship. Take a minute and review the Leadership definition and then read on. Here I will reveal five basic styles with the following four in the next article. These styles are not exclusive of each other, nor are they exclusive of the other four to be discussed in article 4. The styles here are Coaching, Authoritative, Autocratic, Bureaucratic and Democratic. We will discuss these styles based on performance and effectiveness, a typical measure of a leader.

When you consider Coaching, we know what a coach is and does. A coach is very goal oriented but also considers development of subordinates as part of that goal. You may not know that the style lends itself to particular circumstances, such as when new members of the team arrive. Consider new cadets to the unit. They need a great amount of your time to learn the ropes. You are coaching the new cadet in his role in the unit. Your demeanour is rather supportive in this situation.

An authoritative leader exerts his power, control and authority through position. The Chief Warrant Officer (CWO) of a unit is promoted based on time and performance – rather results oriented. The position of CWO carries a certain air or authority and nobody objects to commands on the parade square. They are a bit set in their ways but are accepting of subordinate and peer input based on their experience and rank level. A Flight Sergeant may be more accepting to constructive criticism on his parade voice than a CWO. It does happen.

The Autocratic style is similar to Authoritative but they take limited or no input from peers and subordinates. Think of a King or Queen, ruling through feeling or impulse based on their limited or restricted knowledge of their surroundings. This style does have its purpose but is limited in its effectiveness. Do you know any Autocratic leaders? Some dictators come to mind.

Consider now the Bureaucratic and Democratic style. They are similar but there are subtle differences in their manner of conduct. Bureaucratic is just that, several layers of policy, meetings to decide outcomes and courses of action, etc. Bureaucratic style leaders are typically middle-managers at larger corporation (HQs) and seek to perform Higher HQ directives. The Democratic style encourages a group-think style of control. Consider government and watch the process to pass a bill. Favour is sought and votes collected for direction. Democratic styles are typically seen in unit committees (Canteen, Safety, etc).

Next time, I will introduce the final four styles that are a bit more involved and interrelated. From there I will move to Leadership principles and philosophy, and how the styles are involved.

As always, send me your questions or leadership challenges. I'll respond with my take and/or we can discuss as a group. Email me at: [Lee.Wendell@forces.gc.ca](mailto:Lee.Wendell@forces.gc.ca) or [Lee.wendell@cadets.gc.ca](mailto:Lee.wendell@cadets.gc.ca)

## Navy Recipe for Macaroni & Cheese

By LCdr Rodney Turcotte, Area OIC NOA

In these times of seclusion it's always important to have a few recipes tucked away for comfort food, or for feeding the cadet unit on your next weekend exercise. Here's a favorite recipe courtesy of the THE ROYAL CANADIAN NAVY RECIPE MANUAL - OLD NAVAL RECIPES

### Method:

1. Cook the macaroni according to the General Method. Drain Well.
2. Make a cream sauce.
3. When cooked, add the grated cheese and stir
4. Add the cooked macaroni.
5. Pour into greased baking pans.
6. Cover with buttered crumbs.
7. Brown in a slow oven (300 - 325 F)

Measure	Unit	Ingredient	Lbs
5	Qt.	Macaroni	6
1 1/2	Pts.	Butter	1
1 1/2	Pts.	Flour	1
2 1/2	BSp.	Salt	
3	Gals	Milk	30
1 1/2	Gals	Cheese	6
1	Gals.	Crumbs	3

### Notes:

1. Macaroni and cheese may be served with out baking in the oven, in which case the buttered crumbs are omitted.
2. Spaghetti may be substituted for macaroni.
3. If old cheese is used, reduce the quantity to (3) lbs.

**Yield:** 100, 10 - oz. Servings.

### Reference:

BRCN 3102, the RCN Recipe Manual, 1948. (CFP 225)

# An Air Cadets Dream

By Capt Linda Fogen Madsen, ZTO Thunder Bay West & Capt Joan Mallyon, CO 906 RCACS

Most youth who join Air Cadets have dreams of one day becoming a pilot. For many, those dreams are achieved by either obtaining a glider or power license through the program. For others, that's just the start of their dreams, as it was for one cadet, Warrant Officer First Class (WO1) Benjamin Wright.

WO1 Wright joined Air Cadets in the fall of 2013, with 906 Machin Squadron, in Vermilion Bay, Ontario. It didn't take him long to start participating in optional training, becoming a member of the unit's biathlon team & competing in the winter of 2014. As many do for their first summer, he was selected and attended the General Training course at Cadet Training Center Trenton.

His already growing interest in aviation was sparked, motivating him to take the path that would lead him to his goals: Basic Aviation Technology & Aerospace,



Advanced Aerospace, & Advanced Aviation Technology-Airport Operations. He applied, was accepted and achieved his Glider Pilot License at Gimli Cadet Flight Training Center (CFTC) in 2018, then finally the Power Pilot License the following summer at Mountainview CFTC in 2019.

Many cadets are extremely proud of those accomplishments and move onto the next phase of their cadet and personal lives. WO1 Wright? He wants more!

So he applied and has been accepted for the Pilot Officer/Bachelor's of Science program at Royal Military College in St. Jean, QC, starting in July 2020, where he will continue to chase his flying dreams.

From a small, rural squadron to one of our country's elite military and educational facilities shows that if you have the will, determination and passion to follow your dreams, you can do anything.

Congratulations WO1 Wright! We know that you will continue to make 906 Machin Squadron & Northern Ontario Area (NOA) proud! Bravo Zulu!

## CIC Citizen Scholarship A Friendly Reminder

The CIC Citizen Scholarship Trust is a registered charity established in 1984. The aim is to award scholarship funds to members of the CIC from Central Region who are pursuing post-secondary education. Each year, at least 1 (with a potential for additional) scholarship(s) in the amount of \$ 1500.00 will be awarded.

Eligibility for the scholarship is limited to currently serving Cadet Instructor Cadra (CIC) Officers pursuing their first post-secondary degree or diploma at an accredited university or college.

A fully completed application package must be received at Regional Cadet Instructoir School (Central) no later than 30 June each year.

A selection board meets early each summer to assess the applications and award the scholarships. Once the winners have been selected and notified, the funds are then disbursed directly to the applicable institution.

See the attached application form that contains a checklist regarding details and deadlines.



# Royal Canadian Navy

## History

By PO1 Troy Purdy, J3 Trg Supp Coord COA

The history of the RCN goes back to 1910, when the naval force was created as the Naval Service of Canada and renamed a year later by King George V. The RCN has played a role in World War 1, Battle of the Atlantic, and World War 2, and was a part of NATO's force buildup during the Cold War. In 1968, the RCN was amalgamated with the Canadian Army and the Royal Canadian Air Force to form what is today the unified Canadian Armed Forces. The naval force was known as Maritime Command until 2011, then it was renamed the RCN once again.

On 29 March 1909, the House of Commons George Foster introduced a resolution calling for the establishment of a Canadian Naval Service. The resolution was not successful; however, on 12 January 1910, the government took resolution and introduced it as the Naval Service Bill. After third reading, the bill received royal assent on 4 May 1910, becoming the Naval Service Act which created a Department of the Naval Service under the Minister of Marine and Fisheries, who also became the Minister of the Naval Service. The act called for:

- a permanent force
- a reserve (to be called up in emergency)
- a volunteer reserve (to be called up in emergency)
- the establishment of a naval college

To form the nucleus of its new navy, and to train Canadians for the country's planned fleet of five cruisers and six destroyers, Canada acquired two ships from Great Britain. The cruiser HMCS Rainbow was the first ship commissioned into Canada's navy on 4 August 1910, at Portsmouth, England. She arrived at Esquimalt on 7 November 1910, and carried out fishery patrols and training duties on Canada's west coast. Another Royal Navy cruiser, Niobe, became the second ship commissioned into the Canadian navy on 6 September 1910, at Devonport in England and arrived at Halifax, Nova Scotia, on 21 October 1910.



A volunteer reserve came into being in May 1914 as the Royal Naval Canadian Volunteer Reserve (RNCVR). Its initial establishment was 1,200 men, and it was divided into three distinct geographic areas: (1) Atlantic, (2) Pacific, and (3) Lake (representing inland areas). During the First World War, it would expand considerably, and also establish an "Overseas Division" specifically for service with the Royal Navy.



Immediately before the First World War, the premier of BC, in a fit of public spirit, purchased two submarines (CC-1 and CC-2) from a shipyard in Washington. The submarines had been built for the Chilean Navy but the purchase had fallen through. On 7 August 1914, the Government of Canada purchased the boats from the Government of British Columbia, and they were commissioned into the RCN.

In 1960, on its golden anniversary, the RCN had boasted a fleet of some 50 warships (the carrier, 14 St. Laurent-class destroyer-escorts with another six under construction, 23 converted wartime destroyers and frigates, and 10 minesweepers) crewed by 21,500 sailors. By 1970, other than the ageing St. Laurents, the navy had only an operational support ship and three Oberon-class training submarines acquired in the mid-1960s, plus the

expectation of four new gas turbine-powered helicopter-carrying destroyers (the Iroquois class) and two more operational support ships (the Protector class) for fewer than 10,000 sailors. By the mid-1970s, Maritime Command had re-organized into the semblance of a naval staff. But with these reduced forces constituting the fleet for

what would be the last two decades of the Cold War, it was to oversee a navy that actively exercised with its alliance partners, but as an increasingly marginal element, even within its anti-submarine speciality.

The fall of the Berlin Wall in 1989 coincided with the long-deferred fleet renewal that included 12 Halifax-class frigates in various stages of building, a major mid-life upgrade for the four Iroquois-class destroyers, and 12 maritime coastal-defence vessels planned to revive a mine-clearing capability for the naval reserve. However, the cancellation of a program for 10-12 nuclear-powered submarines signaled the probability of yet another period of retrenchment.

In a completely unexpected course of events, Iraq invaded Kuwait in August 1990, and Canada found itself, yet again, at war and with a navy well placed to respond. The navy's operational focus shifted from North Atlantic open-ocean anti-submarine warfare to maritime security operations in the hot, humid and confined waters of southwest Asia, where it maintained a presence for the ensuing quarter century.

The two years following the terror attacks of 11 September 2001 witnessed a particularly active pace of operations — greater than the Korean War — in which 17 Canadian warships (every major vessel except two in long refit) served off southwest Asia. A succession of Canadian commodores also held the prestigious command of the coalition fleet in the Arabian Sea in support of international forces in Afghanistan. Now into its second century, the RCN finds itself embarking upon another postwar period of fleet renewal in uncertain budgetary times. The government of Prime Minister Stephen Harper announced in September 2014 that the Iroquois- and Protecteur-class warships would end service in 2015 and the building of two new support and six Arctic offshore patrol vessels.



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## Tall Ship Deployment

By PO2 Indiana Coffin, 104 Brilliant RCSCC

During the week of March 9-13, PO2 Indiana Coffin of 104 Brilliant Sea Cadet Corps, had the opportunity to travel to Victoria, British Columbia to sail with SALTS on a tall ship. Indiana was one of 57 sea cadets from across Canada to be selected for this deployment. PO2 Coffin had the opportunity to take part in at-sea training and practice many of the skills she has been learning at her corps. “I like seeing the ocean from the top of the shrouds.” she said, “This deployment gave me the opportunity to see parts of Canada I would never have gotten to see.” While on the Pacific Swift Tallship, Indiana had the chance to meet new people from across Canada, practice chartworking by mapping coordinates and learn how to tend to the ship by cleaning and sailing. As a part of the sea cadets, Indiana has had the opportunity to sail on smaller boats such as ECHO's and C420's. She has earned her Cansail level 3 qualifications through training camps at HMCS Ontario in Kingston. Being able to train on a tall ship is an experience she would not get locally. “The difference between sailing on a C420 compared to the tall ship is incomparable. One thing I know for sure is there are a lot less capsizes on a tall ship than there are on a 420.” While there was a lot of work to be done on board the vessel, including being on night watch, the cadets got to have some fun in their free time. They got to explore Russell Island, as well as go swimming in the Pacific Ocean. Indiana hopes that in the future more opportunities like this come along as she would like to spend the rest of her days on the ocean. “In the future I would like a job on the water or just a job outside. It's my happy place, it's where I like to be.”



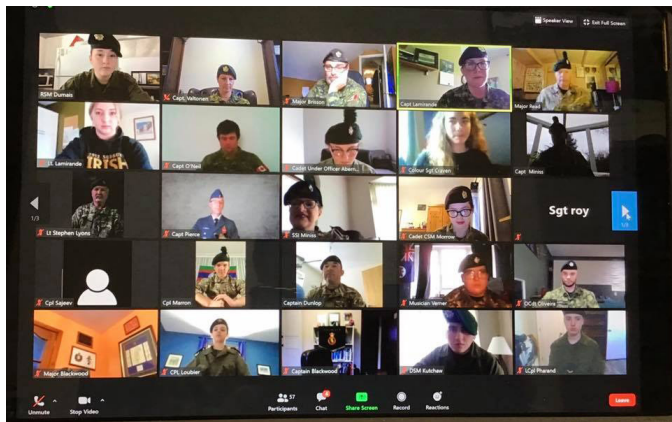
SALTS has offered tall ship adventures off the coast of British Columbia since 1974

# Cadets Overcome Pandemic and Distance to Mark D-Day Landing

By CWO Audrey Dumais, RSM 2912 Sudbury Irish RCACC & MWO Koby Kutchaw, DSM 2912 Sudbury Irish RCACC

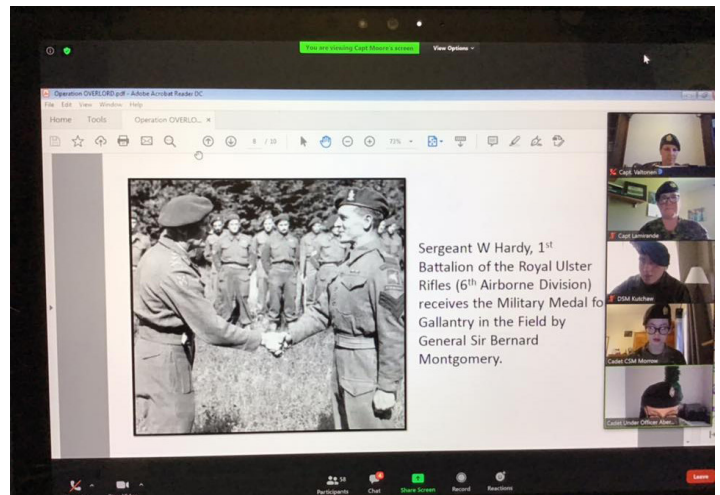
June 6th, 1944 was a sunny Tuesday in coastal France. For over 156 000 Allied Forces who stormed the beaches of Normandy that day, and later for the Allied countries around the globe, June 6th became known as D-Day.

D-Day turned the tide of World War II in Nazi-held Europe and on Saturday, June 6th, 2020, on the 76th anniversary of D-Day, 85 cadets and staff from 2912 Sudbury Irish Royal Canadian Army Cadet Corps (RCACC), Canada, and the 1st Northern Ireland (NI) Battalion Army Cadet Force, United Kingdom, who continue to train during the COVID-19 pandemic, joined forces through virtual technology for an historic 2-hour event marking the D-Day anniversary.



The brain child of Captain (Capt) Lamirande, 2912 Sudbury Irish RCACC Commanding Officer, and Capt Miniss, 1st NI Battalion Army Cadet Force Training Officer, the video conference was hosted by 2912 RCACC. The afternoon started with an opening address and welcome followed by Last Post, 2 minutes of silence and Reveille played by the 1st (NI) BnACF Bugler. MWO Kutchaw, Drill Sergeant Major, 2912 Sudbury Irish RCACC, provided a Canadian perspective on D-Day telling the story of the 3rd Canadian division from D-Day to the Falsies Pocket. A second presentation by CSM Carrie Morrow, Cadet Company Sergeant Major, Royal Logistics Corps, and Cadet Under Officer Paige Abernethy, Royal Irish, told the Royal Irish's point of view of D-Day highlighting the many soldiers who won awards from the Royal Irish Regiment, as well as, explaining the history of the Irish-American Made Higgins boat.

After the presentations, RSM Dumais created an online quiz for both cadets and staff. Congratulations to Musician Verner for achieving the top mark and 100% on the quiz!



Later in the afternoon, the cadets were placed into break-out groups divided by Star Levels. Led by both staff and senior cadets, they identified the differences between the Canadian Cadet Program and the British Army Cadet Force. The afternoon concluded with closing remarks and a lament, piped out by WO Stiller, 2912 Sudbury Irish RCACC.

The fast-forming friendships between Northern Ireland and Canadian cadets inspired them to create a pen pal network; an interactive and easy way to create long-lasting relationships between 2912 Sudbury Irish RCACC and the 1st NI Battalion Army Cadet Force.



**Wishing everyone a happy pride month**



Ontario Cadets



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