

# THE/LE BULLETIN



## Message from the President

By Stuart Beaton, President OMMC

As this year winds down, a lot of things have been accomplished to keep OMMC viable. We had a very successful course in Kingston, we have received our Certificate of Continuance under the new regulations of the Canada Not-for-profit Corporations Act, and are current with the Charities Directorate. The executive have just spent three days in Ottawa making preparations for the 2015 Course being held in June during the week of the 14th. Details will follow as plans are firmed up. Please try and keep this time open so you may be able to attend. With the coming holiday period, I wish you and your families a safe and healthy relaxed period.

Stuart

## A Project of Remembrance: OP Nomad Recovery in Lake Muskoka

By Kevin Windsor, National Air Force Museum of Canada

In early 1939, the French Armée de l'Air ordered 93 Northrop A-17 from the US Army Air Force. The Aircraft were to be refinished by the Douglas Aircraft Company and sent to France. With the fall of France in June 1940, the French Government could not take delivery of the aircraft. Great Britain and Canada agreed to purchase the aircraft with Britain purchasing 61, and Canada purchasing 32. They were named the Northrop Nomad Mk I. The first aircraft were delivered to the Royal Canadian Air Force on the 10th of August 1940 with the remainder arriving over the next 15 days. By the 26th of August, the RCAF received new trainers for the British Commonwealth Air Training Plan (BCATP).

The BCATP Agreement, negotiated between McKenzie King and Chamberlin during the onset of the Second World War was signed in December 1939 by Canada, Britain, Australia and New Zealand and committed Canada to the ambitious task of training aircrew for the allied forces. Nearly half of the pilots, navigators, bomb aimers, air gunners, wireless operators and flight engineers employed in all the Commonwealth air forces during the war were trained under the BCATP.

On the 12th of December 1940, Leading Aircraftsman Theodore Bates was part of a "Wings Parade" at No. 1 Service Flying Training School at RCAF Station Camp Borden. He proudly received his wings and placed them in his breast pocket, did up the button to protect both it and a letter he had received. What no one at the Wings Parade would realise until later that day was that LAC Clayton Hopton and Nomad #3503 were missing. The following morning 50 aircraft were to head out and look for Hopton. Ted Bates had received a "48", or a two day pass to leave the base when the news came that a search party was being formed. Always willing to lend a hand, the clarinet player, and now pilot, offered to help and jumped into the aircraft flown by Flight Lieutenant Peter Campbell of the Royal Air Force to act as an observer. Through high winds, little visibility and driving snow the aircraft took off north east to look around the Muskokas and Little Norway. Joining in searching that area was Nomad #3512 flown by Sergeant Lionel Francis with LAC William Gosling observing.

Somewhere in the blinding snow that day Nomad #3521 and Nomad #3512 clipped wings and crashed into Lake Muskoka. The two aircraft and the four airmen were listed as missing and a search began for the searchers. A few days later the body of LAC Hopton was found near a town named Everett about 13 km south-west of Borden. Efforts continued to find Nomads 3512 and 3521 but to no avail. However, in January 1941, Nomad 3512 was located in Lake Muskoka and LAC Gosling's body was recovered. It was later that June that the body of Sergeant Francis was recovered.

In July 2010, after nearly 70 years underwater, Nomad 3521 was located by the Ontario Provincial Police's Underwater Search and Recovery Unit in Lake Muskoka. In October 2012, the Royal Canadian Navy's (RCN) Fleet Diving Unit (Atlantic), with the assistance of the Ontario Provincial Police's Underwater Search and Recovery Unit, were able to locate and recover remains of the two airmen.

On the 10th of September, an introductory meeting took place between the Royal Canadian Navy, Fleet Dive Unit (Atlantic), 8 Air Maintenance Squadron, the Aerospace and Telecommunication Engineering Support Squadron's Recovery and Salvage Support Services, the Directorate of History and Heritage, 8 Wing Environment, the Directorate of Flight Safety, 8 Wing and 1 Canadian Air Division Public Affairs, and the National Air Force Museum of Canada. This meeting set the stage for Operation Nomad Recovery.

## 3

By the middle of October the final preparation for Operation Nomad Recovery had finished and the 28 person team was ready to travel to Lake Muskoka. By the 23rd of October the Composite Dive Team from CFB Shearwater departed from Halifax and the next day the RASS team departed from CFB Trenton to rendezvous in Gravenhurst. By the 25th of October the entire team was assembled and ready to work.



The morning of the 27th was bright and sunny and good things were expected for the lifting of the first piece. The Dive team had selected the engine to lift and had rigged straps around the cowling and the front cockpit section. During the first pull the straps had come off and the dive team had to go down and re-connect. Finally, by lunch time the first piece was coming out of the water. The team was dismayed to see that instead of the engine and cowling, it was just the cowling that had come up from the water. The engine was completely submerged in the mud on the lake bed and stuck. Losing daylight, the team pressed on to lift piece number two, the starboard wing. What a glorious site to see the wing come out of the water and on to the barge. Evidence of the mid-air collision and horrific crash were noticeable as soon as it was out of the water. Once it was down on the barge, cleaning began to take place, including on one of the .303 calibre machine guns that was found in the wing. The lifting was finished for the day, and the barge and its historic contents were placed in a bay for the night.



The next day was a fine day for Lake Muskoka. The weather was cold and a hint of rain was in the air. It was also the day that all of the media outlets were invited to the lake for a look. The starboard landing gear was quickly raised and placed on the deck and the media boat was onsite promptly at 1300 hours. The dive team had rigged the tail section to raise next and everything was on schedule. When it was pulled from the water, the tail spun a full 180 degrees for the media, as if to say, "Please take my picture!" it was, indeed, the star of the show! Once on the barge, the pieces had to transit back to Milford Bay and there was an hour and a half to begin an initial assessment on the tail section. Under the mud and lake sludge you could faintly see "3521". Immediately, cleaning on that, and by the time we landed, it was readable for all to see. Transport of all of the pieces went to Port Carling, where a local business man, Ron Brent, graciously donated the use of his shop for housing and cleaning.

By the 31st of October the port wing and fuselage were rigged and ready to lift and by noon with just under 2000 people following the project live on Facebook, Instagram and Twitter, the port wing was on the deck. One hour later, the main fuselage was safely on board and we began the trip back to the landing. The next two days were spent cleaning up the main fuselage and finishing up the crating of the tail and wings. Members of the Port Carling Detachment of the Township of Muskoka Lakes Fire Department and other local citizens generously donated their time and talent to creating frames for the wings and crating up the delicate tail section of the aircraft.



The last piece to rise was the engine. The Fleet Dive Unit and the RASS team was adamant that they were not going to leave any piece behind, and with several hours of dive time, a lot of patience and a bit of luck, the engine that was completely buried in the muck of Lake Muskoka arrived onto the barge and on its way back to Port Carling.

Now with all of the pieces on the surface, packed and ready to go, it was time for the RCAF, RCN and the National Air Force Museum of Canada to celebrate and remember. On the 3rd of November, at the Pride of Muskoka Marina, all partners, stakeholders, levels of Government, and the people of Gravenhurst, Bracebridge, and Port Carling came together to remember.

We remembered the horrific crash of December 1940. We remembered Flight Lieutenant Peter Campbell and Leading Aircraftsman Ted Bates. We remembered those of the British Commonwealth Air Training Plan, and all those who have served before us and continue to serve. The Museum then committed itself to remembrance by accepting the aircraft of behalf of all Canadians to teach the next generation about the sacrifices of the Second World War. Then in the early hours of the 4th of November, Northrop Nomad 3521 made the long journey to its new home at 8 Wing Trenton and the National Air Force Museum of Canada.

By the end of the operation, after 11 days and close to 4,000 personnel hours, the crew was tired, but elated. It was END OP, and it was mission accomplished.

The Museum would like to thank all who took part in the operation. From Logistical Support, Public Affairs of the Museum, Wing and 1CAD, and Image Techs for the behind the scenes work to keep things going and in the eye of the public. To the RASS team, and the Composite Dive Team FDU (Atlantic). Their long hours and gruelling schedule was tough, and they were the backbone of the OP. To Enviro, and DFS, your knowledge was a valued part of the operation and key to our success. To Laurel from DHH – Casualty, your expertise is *nullis secundus*! Finally to Major Kennedy and Captain Campbell - you two were the glue that held this together. Your commitment to this OP was exceptional. Lastly, to F/L Campbell and LAC Bates - you were not forgotten, you have topped the wind-swept heights with easy grace, and now can put out your hand and touch the face of God.



Photographs of LAC Bates and F/L Campbell, posted on the barge during the recovery.

## The RCA Museum and the First Year of WWI

By Kathleen Christensen, Royal Canadian Artillery Museum



Serving Gunner in WWI gunner reproduction uniform during opening of 'The Great War'

On August 4, 2014, The RCA Museum opened its first WWI temporary exhibit entitled 'The Great War: 1914-1915'. The opening was attended by over 125 service members and the general public.

An interactive exhibit with audio visual training films, recruitment booth and reproduction uniforms and training tent, it examines the outbreak of the First World War and its effects on Canada with a focus on how soldiers were recruited and trained as well as their first experiences in battle.

Also included are artifacts under the care of The RCA Museum from Province of Manitoba from the archeology dig that the Museum participated in 2013 with Brandon University at the site of Camp Hughes, Western Canada's training camp during WWI.

School programmes for students has also been planned to complement the exhibit. From the outbreak of war, recruitment, training, and the first gas attack at Ypres, the student will participate in an immersive experience of citizen to soldier. This includes signing their own attestation paper, trying on reproduction uniforms and kit and learning about the training as a new WWI recruit would have experienced at Camp Hughes. Just as many Canadians at their first battles, the students will try on reproduction gas masks and watch a period training video on how they were used.



Exhibit of Camp Hughes archeology artifacts and photographs of Brandon University students at the 2013 dig.

The exhibit commemorates not only the centennial of the start of the war, but also the centennial of Princess Patricia's Canadian Light Infantry in 2014. It will be open until June 2015 and is the first of four exhibits planned to commemorate Canadians' experiences in WWI. The next exhibit is scheduled for July 2016 and will examine the mechanization of warfare during WWI and the anniversary of the Battle of the Somme. This will include a WWI Ammunition truck built in 1916, currently under restoration.



First Display at the entrance of 'The Great War' exhibit



Soldiers from RHQ assisting with the set up of reproduction tent

## Remembrance 2014 at The Royal Canadian Regiment Museum

Submitted by Dr Georgiana Stanciu, Curator at The RCR Museum at Wolseley Barracks

On November 11, we remember our grandfathers, brothers, mothers and sisters, neighbours ... heroes, Canada's Veterans. This is The RCR Museum's special time of the year and in 2014 it is even more so due to unique programs that were developed for youth, veterans or general public. Community participation, intergenerational exchanges, and engagement with The RCR large family across the country are the best ways to characterize our special programming for Remembrance 2014.



### Remembrance Mural

The Art Club from London's Oakridge Secondary School was invited to create a Remembrance Mural, subsequently located in the reception area. This creation of acrylic on paper uses poppy motifs. The students have done an excellent job at gently depicting the texture of the flower, with firm brush strokes combining red, orange and yellow. The greenery splendidly highlights the bright poppies that shadow an artistic style in vogue during the 1910s-1920s (or Art Nouveau). In other words, during the period that surrounds the outbreak and the end of the First of World War. Portraits of soldiers who lost their lives during the First World War are shown on this mural; among them, a place of honour was given to the two heroes that were killed in October 2014, in St Jean-sur-Richelieu and Ottawa respectively.



Top: From left to right: Cadet WO Jake Nielson (museum co-op student), Gunner Ben Kennedy (former Royal Marine serving throughout the Second World War across the globe), Maj (Ret'd) Gord Joice, RCAF and Capt (Ret'd) Sheridan Atkinson (serving with the RCR during Italy campaign in 1943 – 1944).

Bottom: Students signing the mural.

Everyone visiting the museum since 28 Oct 2014 is invited to express their thoughts and leave a memento (signature, poppy, special dedication, etc.). School children, volunteers, general public have embraced this initiative and writings on the Remembrance Mural at The RCR Museum are adding up constantly. Very special guests took the time to honour our mural: Capt. (Ret'd) Sheridan Atkinson who fought in Italy Campaign in 1943 and Gunner Ben Kennedy, in service with the Royal Marines around the globe throughout the Second World War. Thank you and congratulations to the young artists from Oakridge Secondary School.

### We Will Remember Them: A Project for Youth at The Royal Canadian Regiment Museum

A Remembrance related activity kit was developed and sent to teachers of several elementary schools in London. The students are able to craft a poppy wreath and subsequently are invited to the museum to meet special guests – serving members, past and current, the majority of them belonging to the larger RCR community. A timely installation of skype technology allowed for current members of the service to join us virtually. They are currently stationed at Garrison Petawawa, and serve with 1st Battalion, The RCR and 3rd Battalion, the RCR.



During the 90 minute program, students and Veterans observe together a service specific to the Remembrance ceremonial. It is very instructional for the students that can now go back to their schools and share the experience with their peers. The ceremony is followed by a Q&A, lively dialogue and many personal and unique stories. A brief tour of the museum is also scheduled; simultaneously students have an opportunity to try on pieces of equipment, such as gas masks, bullet-proof vests, helmets, and service uniforms.



Credit for designing this excellent program must be given to our Visitor Services and Education Coordinator, Ms Jane Morphew, who diligently connected the dots to make it happen. We also acknowledge the Royal Canadian Legion, Branch 533 of London, Ontario - their financial support allowed for the program to be implemented. Last, but not least, our appreciation is extended to all special guests who found time in their busy schedule to come, attend the service and then speak to the students.

Top: The beginning of the service, O Canada. From left to right: WO Charles Graham (The RCR), Maj (Ret'd) John O'Quinn, Capt (Ret'd) Cliff Collison. Bottom: A tour of the museum on the Great War theme. Volunteer Education Facilitator, Barb Menill and WO Charles Graham accompany the students

### Remembrance Day

Every year, museum staff and volunteers look forward to honouring all serving members on Remembrance Day. It is so moving to see people's silent contemplation of the noble sacrifices that the soldiers have made and continue to make. On 11 November, the museum is always open on extended hours, until 20:00. Staff and volunteers observe the Remembrance Service held at 10:45am by 4th Battalion, The Royal Canadian Regiment at The RCR Cenotaph situated in the Parade Square (Wolseley Barracks, London, ON).

Following the service, all guests are invited to visit the museum and experience special programs scheduled for the day, including: local artist, Bonnie Richardson, shows her pieces inspired by the WWI battle fields in Europe; local military collector Michael O'Leary is sharing his vast knowledge of the Great War soldiers, Bill Findley Education Centre is offering a living-history project with demos of authentic uniforms, and The RCR re-enactors of the Great War Society are presenting some of the infantry weapons used during the First World War. Veterans will join us throughout the afternoon until the museum closure.



Top: Cenotaph at Wolseley Barracks. Bottom: Placing a poppy under the Flanders Fields Cross for The RCR casualties during the Battle of Mont Sorrel (Belgium), June 2 to 16, 1916. The Cross is one of the treasured artefacts, transferred to the museum in 1930.

## THE EDITOR ASKS...

What is the strangest object in your collection?



*From Sandra Johnson-Penney, Canadian Military Engineers Museum:*

It is the last known sample of moonshine made at CFS Alert in 1966. The RCE Heating and Refrigeration and Electrical Generation Technicians ran Crystal Mountain White Lightening operation out of the furnace rooms and generator shed in the 1960s. All of their potent product was “Guaranteed One Week Old”. The bottle on the left is their “marketing” bottle with custom mimeographed label. The medicine bottle on the right holds 300 ml of its former contents that smell strongly of ethanol with an essence of tinned peaches.

*From Steve Knechtel, The Dominion Ordnance Museum*

A Basket, carrier, [2 50 rd. belts in drums], for MG 34 /MG 42 machine guns. Marked WA 43 on carrier body. WA is the German ordnance code for Hasag, Hugo Schneider AG in Leipzig, '43' the year of production. The drums are secured in the carrier by a metal top strap which has 2 “felt” pads that keep the drums from moving. “Felt” is in quotes because it's not standard felt...it's compressed wads of human hair. Leipzig was not far from Buchenwald and Hasag was the the 3rd. greatest user of KZ slave labour and it's by-products. So there you have it; the reason why we fought that war in a nutshell, so to speak.

*From Gary Bazowsky, Ontario Regiment Museum:*

It is a kaultrube or caltrop as some call it. It was a four spike device when scattered on roads or fields always had a spike pointed upwards. Since animals were used extensively in WW I for moving supplies it caused very severe damage to the horse or mule when stepped on. Not to mention what it did to a soldier when he fell on it.



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