



Van Arty Assoc and RUSI Van Members News July 15, 2014

Wednesday Lunches

The Mess dress requirements for Wednesday lunches is Business Casual. Business casual can best be described as our 'summer dress'. Minimum requirement is an open neck button up shirt with dress pants or slacks (no blue jeans, pls), Ladies is the equivalent. Of course we never discourage the wearing of jackets and ties. Guests are always welcome.

Lunches continue through the summer. We always take a short break over the Christmas period, otherwise they keep going, except when Mrs Lum decides to take a holiday or if the Mess or Armoury are shut down for military requirements.

RUSI Co-sponsors WW 1 Series at Vancouver Public Library

Mark your calendars.

RUSI Vancouver, in collaboration with the Vancouver Public Library, will co-sponsor a series of four presentations to commemorate the centenary of the beginning of the First World War at the VPL Central Branch on West Georgia and Homer in Vancouver. The involvement of RUSI Vancouver in the VPL series is part of RUSI's community engagement initiative.

The first is on Wednesday, July 30th with a presentation by RUSI member and author Robert MacKay. His presentation will deal with his first published novel *Soldier of the Horse* that tells the story of his father's time in Lord Strathcona's Horse (Royal Canadians), part of the Canadian Cavalry Brigade in WW1. Robert MacKay's and subsequent presentations are free and are held in the Alice MacKay Room at the Central Branch from 7:00 to 8:30 pm and will be facilitated by RUSI President Cam Cathcart.

Robert MacKay attended UBC and spent 13 years in the Canadian Navy with service in destroyers and submarines. He later taught school and practised law. In 2008 Robert visited Moreuil, France where the "Straths" had their finest hour. He says the landscape is largely unchanged but the scars of battle from 100 years ago remain on the land. Robert MacKay has a new novel coming out this September called *Terror on the Alert*, set in a Canadian submarine during the Cuban missile crisis. His new book ties in with the 100th anniversary of submarines in Canada.

Earlier on July 30th, the theme for *Soldier of the Horse* is set when the movie "War Horse" is shown for free, at 1:30 pm in the Alice MacKay Room. Directed by Steven Spielberg, the movie was first shown in late 2011. Set in rural England and in Europe during the First World War, it is the story of the friendship between a horse named Joey, and a farm boy named Albert.

Hard times forces the horse to be sold to the British Army for use in cavalry charges against the enemy, much like those experienced by Robert MacKay's father. "War Horse" is described as "one the great stories of friendship and war" through the odyssey of Joey, the war horse.

- The next RUSI-VPL presentation will be on Tuesday, September 16th featuring *From the West Coast to the Western Front* a new book co-authored by Mark Forsythe and Greg Dickson.
- On Tuesday, October 7th Keith Maxwell, Vice President of RUSI and a military historian, will provide a presentation on the topic of *Canada and the First World War*.
- The final RUSI sponsored presentation will be on Monday, November 3rd. It will feature Dr. James Wood, from the University of BC Okanagan. His subject is "*British Columbia and the Great War*".

In addition RUSI, in cooperation with various Regimental museums in Vancouver, will organize and install First World War memorabilia displays at three separate Vancouver Public Library branches. These are Kensington, Terry Salman (Hillcrest) and Kerrisdale. The exhibits will be installed at these branches from October 15 to November 15.

Kennard said he, Roger Pawlowski and Roland Stevens were using side-scan sonar to survey the lake bottom when they discovered the plane wreck on June 27. Sonar images show the plane's nose and vertical stabilizers are missing, but otherwise the aircraft remains mostly intact. The team was surprised when the sonar found the wreck farther from shore than what the witnesses indicated, Kennard said. "All of sudden, 'ho, what's that?' he said. "Then you see the sonar image of the plane, then you say 'wow.'" The wreck still belongs to the Air Force, which didn't have an immediate comment on the discovery.

Canadiana: Putting Canadian History Online

MARIE-DANIELLE SMITH July 4, 2014



Papers from Colonel John By's estate are among the six million images already available online.

Chris Mikula / Ottawa Citizen

The shelves are literally groaning under the weight of cartloads of microfilm at Canadiana, an organization working to create a massive digital library of Canadian history. Established in 1978, the organization was involved in creating the same cartloads of microfilm images of documents from Library and Archives Canada. Since the early 2000s, it has kept pace with new technology, continuing its partnership with the library by digitizing documents and the already-created microfilms. For its 'Early

Canadiana' project, consisting mostly of published documents, more than 250,000 pages per year are being digitized. More collections are searchable on the Canadiana Discovery Portal.

The Heritage project, which is putting images of the microfilms online, reached 15 million digitized pages in April out of a total of 60 million that it hopes to digitize in the next few years. More than six million of these images are already available and searchable on a free public website. Some of these include papers from Colonel John By's estate, records from the Central Experimental Farm and the notebooks of Canadian poet Archibald Lampman. Listed but not yet available are Barbara Ann Scott's "black scrapbook" and letterbooks from the superintending engineer of the Rideau Canal. Workers are "gobbling up the stuff as fast as they can get their hands on it," said spokesman Daniel Velarde of the digitization process. "People think it's like scanning a piece of paper," he said of the digitization process. "It's important to remember preservation is a process, not an event. It's not a one-time thing where you scan something and it's preserved. Digital storage is no less perishable than print." There are ways to ensure digital storage is more sustainable, like housing servers in separate locations and keeping multiple copies of all files.

The real challenge lies in creating metadata for the collections: descriptive information that allows users to search the collections with specific terms and find what they are looking for. It's one thing to do this with monographs, periodicals and documents that are typewritten. Software can be used to analyze the text and create a digital version automatically. But with most of the microfilm, pages are hand-written. "You're really going in blind," said Velarde. He said crowdsourcing transcription is one of the only ways to go about it. This can be done in partnership with people in research institutions who read and type out manuscripts, or commercial transcriptions that the organization would have to pay for. Once their work is done people will be able to access an enormous library of historical documents encompassing five themes: Aboriginal history, military history, landmark papers of prominent Canadians, government documents and genealogical information. "The sheer scale is kind of mind-boggling," said Velarde. "The value really lies in the whole." For example, someone interested in Canadian military history will be able to access all kinds of materials: war diaries, government documents, registrars, militia lists, army registration documents, periodicals, gazettes, coverage of military operations, literature and poems about the war.

Aside from Library and Archives Canada, the non-profit organization partners with many universities, the Canadian Library Association, the Canadian Association of Research Libraries and Industry Canada on its various projects.

66 Year old Wreck of US Air Force plane found in Lake Ontario

Plane crashed in 1952 after crew bailed out when one engine failed.

THE ASSOCIATED PRESS JULY 8, 2014 06:56 AM

OSWEGO, N.Y. - The wreck of a US Air Force twin-engine plane that crashed into Lake Ontario more than 60 years ago has been found in deep water off upstate New York, a team of underwater explorers said Tuesday. The Beach Aircraft C-45 flew for miles (kilometres) on its

own after its three-man crew and two civilian passengers bailed out when one of the engines failed during a flight over central New York in 1952. The aircraft flew on automatic pilot for more than an hour before it crashed into the lake northwest of Oswego, on the lake's southern shore 35 miles (56 kilometres) north of Syracuse.



This June 27, 2014 underwater photo shows the wreck of a U.S. Air Force C-45 that crashed into Lake Ontario in deep water off the coast of Oswego N.Y., more than 60 years ago. (AP / Roger Pawlowski)

A trio of explorers from the Rochester area said they located the nearly intact plane in more than 150 feet (45 metres) of water while searching for historic shipwrecks on the lake's eastern end on June 27. One of the searchers, Jim Kennard, said the C-45 was on a routine flight on Sept. 11, 1952, from Bedford, Massachusetts, to Griffiss Air Force Base in Rome, New York, when the left engine began failing about 50 miles (80 kilometres) from its destination. As the plane started to lose altitude, the pilot believed it would soon crash and ordered the other two Air Force officers on board and the two civilians to parachute from the aircraft at 2,500 feet (760 metres). Before bailing out, the pilot set the auto pilot on a course that would steer the plane clear of inhabited areas. All five landed safely. The lightened plane gained altitude and changed course, heading out over open water. Witnesses reported seeing it crash into the lake about a mile (two kilometres) off Oswego. Two days of searches by Coast Guard ships and Air Force planes turned up no sign of wreckage.

Kennard said he, Roger Pawlowski and Roland Stevens were using side-scan sonar to survey the lake bottom when they discovered the plane wreck on June 27. Sonar images show the plane's nose and vertical stabilizers are missing, but otherwise the aircraft remains mostly intact. The team was surprised when the sonar found the wreck farther from shore than what the witnesses indicated, Kennard said. "All of sudden, 'ho, what's that?' he said. "Then you see the sonar image of the plane, then you say 'wow.'" The wreck still belongs to the Air Force, which didn't have an immediate comment on the discovery.

War graves: First World War archive goes online

Families will now find it easier to find details of relatives who died in the two world wars

8 JUL 2014



The Commonwealth War Graves Commission, has completed a five-year project to digitise more than 300,000 documents relating to those who died in the two world wars. Updated online archives, launched yesterday to coincide with the centenary of the First World War, will make it easier for people to find information about family members and loved ones who died during the two world

wars.

"The documents are a window into the past, and the incredible work carried out after the First World War to ensure those who died would not be forgotten," the commission's archivist and records manager Andrew Fetherson told *The Scotsman*. Unlike other websites, the Commonwealth War Graves Commission does not charge users for accessing the information.

The organisation has also launched a new microsite, *Discover 14-18*, which will help people locate and visit the memorial sites more easily. The extensive archives include the details of the 1.7 million men and women from Commonwealth forces who lost their lives in both world wars. Information on the 67,000 civilians who died as a result of enemy action during the Second World War is also available. People can search for information using a surname, date, war, rank, regiment, awards, service number, or any combination of those criteria. Users will be able to discover where the person was buried or commemorated, details of personal headstone inscriptions, date of death and some documents may even reveal details of their final journey to the grave and details of their next-of-kin. "It is this direct link back to a muddy field or a hastily dug grave, in any one of the hundreds of different battlefields and theatres of war that made up the First World War that imbue these records with meaning, authenticity and a sense of history", Fetherson said. .

Passing the torch at RCA Museum

Marc George is proud of the work done by the staff under his direction at the RCA Museum. After eight years as director, George is retiring on Aug 29

CFB SHILO — After eight years at the helm of one of the country's finest military museums, Marc George is passing the baton in the never-ending marathon to preserve and protect some of our nation's most important artifacts.

George is humbled by the role he has played preserving the past. "These artifacts are touchstones of Canadian culture and there is a sense of overwhelming responsibility that these items are in your care," he says, standing in a building used to store relics from wars past.

"We do our utmost to look after them." Some of the vehicles, planes and guns — tattered and banged up, with paint peeling off — that line the building appear as though they have come here to die. In truth, it is the exact opposite. It is in this shed where they go to be reborn.



George stands between two gun carriages — one that carried Queen Victoria through the streets of London on her funeral day, the other that carried Capt. Nichola Goddard, the first Canadian female soldier killed during combat in Afghanistan in 2006.

Most museum visitors, who marvel at the 50,000 square feet of the Royal Canadian Artillery Museum, never get to see this aspect of what

George and his team do. George is a walking history book as he shows off some of the museum's treasures; the words "This is the only one left in the world" roll off his tongue with some frequency as he moves about.

Stopping in front of a Diamond T lorry truck with a caravan mounted on the back, George explains that the quarters belonged to Gen. Harry Crerar. The caravan is where Crerar — Canada's leading field commander in the Second World War — would meet with the likes of Winston Churchill, Bernard Montgomery and Dwight Eisenhower to discuss strategy. "For me, it's like time travel," George says. "The magic of museums is that it's your perspective. Once you stand in front of this, it's yours forever and it's yours in a way that is unique to you." If we're all connected by seven degrees of separation, standing in front of vehicles that were driven by soldiers during battle is like being a half-step removed, he says. Peering over the

windshield of another vehicle into the driver's seat, George says, "The only thing missing is him (the soldier). It's why I think this place is wonderful." He stops in front of several other artifacts, as tidbits of information continue to flow.



A Second World War White Scout Car with a white star — a symbol of Allied forces— placed crooked on the hood by Canadian soldiers so they wouldn't be mistaken as American,

Like the time George Blackburn, who served in Second World War and wrote "The Guns of Normandy," rode in the museum's restored White Scout Car just weeks prior to his sudden passing. It was the first time he had been in such a vehicle since the war, George says. It's the same car that creates a flurry of discussion any time it is loaned out to parades. George says when the car goes out in public, he is always met by a group of irritated Americans. Their displeasure comes from the decal on the car, or, at least, in its application. A crooked white star adorns the hood of the vehicle, a symbol of the Allied forces in the war. George says

Americans are offended that the star isn't placed straight on the hood, perpendicular with the bumper. "During the war, the Canadians would put the stars on crooked because they didn't want to be mistaken as Americans. It's something that I really like and any time you see a crooked star in old photos, it is almost 100 per cent certain a Canadian vehicle."

Exiting the building, George hops in his vehicle and takes the five-minute trip back to the museum. On the way, he passes another outdoor compound and shed that he has managed to negotiate a deal with the owner to store more vehicles and crates of artifacts. On the ride, he talks about how integral the staff has been to the evolution of the museum. He's adamant they are thanked for all of their tireless work, which often goes unnoticed, that they have contributed to the museum's success. Back at the museum, George strolls past more than 30 military guns that have long since gone silent, but whose stories live on in the country's largest outdoor artillery exhibit. The guns sit on concrete pads and feature an informative plaque, another of George's success stories. Off the ground and on the pads, the guns and vehicles will essentially last forever with a little tender love and care, he says.

Inside the museum, he points to some of the items he is most proud of, while children, on a local school tour, buzz back and forth reading about the past. George is proud of so many of the exhibits, in particular the Manitoba Gallery, which documents the province's military history. But his crowning achievement isn't a tank, gun or artifact on display or in storage. Instead, it's a simple piece of paper that states the museum's designation. Earlier this year, it was awarded the highest level designation for a Canadian museum. Of the more than 70 Canadian Forces museums scattered across the county, the RCA Museum is one of only four with the moniker. "I think the museum is in a good place now," George says. It was part of a process that step-by-step — through projects such as air climate control, lighting specifications and new insulation and siding, to name a few — will make George's job one of the most sought-after in the country when he retires on Aug. 29.

With a 25-year military career behind him and close to another decade at the museum, George plans to write a book about the First World War. He believes his experience as a gunner can offer a unique perspective into the country's most deadly war. George, who has been involved in several war documentaries with local filmmaker Graham Street, knows the transition won't be easy, but he also leaves with no regrets. "If given the chance, I'd do it all again," George says, standing in the heart of the museum that in so many ways he has ensured will endure long after his story is written.

Who is it? Last Week: From Bob Spring, one of our Museum workers - The triangular patch would, for me, identify the gunners as being from the 46th LAA Bty RCA doing a demo shoot in 1943 before going to Kiska. (It was the only Canadian Artillery on Kiska other than the 24th Field RCA). The 46th had been transferred to the Greenlight Force from 9 LAA Regt on 15 June, 1943, (9 officers and 261 OR's). It left for Adak in the Aleutians on 15 July. The helmets here were US issue, which the Canadian contingent in the joint Canadian/US Operations Cottage and Greenlight for Kiska



wore with other US issue ordnance. The helmets were in use when training for Kiska on Vancouver Island (mainly, Nanaimo and Courtenay), by the 13th Canadian Infantry Brigade and the patch which was green (I have one my father wore) was the 6th Div. patch and to my knowledge the only Div patch (at least then), that was diamond shaped. (Later in the War, the multi-sector coloured round Pacific Force patch came out for our volunteer force for fighting in the Pacific, but that force never got away as the war against Japan of course ended a few months following the war in Europe). When the Kiska Force was ready to go north for Kiska, the "Kiska" patch (which was the American patch), was worn on the uniforms of all troops going to Kiska, it being the famous round, blue, black and silver patch depicting the bowie knife at the centre. The location is not known. It could be Locarno or Spanish Banks Beach or at French Creek, north of Parksville on Vancouver Island, where the Bty did much of its training.

This Week Although we now enjoy the culinary delights of Mrs Lum, she is but the latest in a long line of gastronomic masters and mistresses who have tickled our palates over the years. However, not all names have been recorded. The original of this week's photo has the names of the subjects written below the image. Unfortunately, the museum copy did not include all of the original and this version has been cropped to save space. We can guess the date as 1962, given that some of that date is visible on the copy, and that LCol Garrett was CO of the Regiment from 1959 to 1962. Next to him is the Wines Officer, then Lt Bailey, later CO from 1972 to 73. As well, we can see on the left Maj Eckford, who was PMC at the time.



What the Museum would like to know is the family names of "Mike", "Don" and "Chef". Do any of you recall these, or was too much port consumed at mess dinners back then. Bonus points will be awarded for naming the little piggy.

Answers can be sent to the editor, or to the author, John Redmond (johnd._redmond@telus.net).

From the 'Punitary'

Before stating their commando mission, the soldiers were debriefed.

Murphy's other Laws

Success is the result of behaviour that completely contradicts the usual expectations about the behaviour of a successful person.

Quotable Quotes

Love your neighbor, but don't tear down your fence. *Unknown*