

# THE/LE BULLETIN



## From the Course Director

The world has been turned upside down by the pandemic. It is a very different world than we faced 6 months ago, or even a week ago. It seems everything changes daily.

In response to the pandemic, the Board of Directors made the difficult decision to cancel annual course for 2020. The decision was based on several factors, including the average age of the membership, the closed environment offered by the residence and air travel, and direction received by DND.

At the same time, the Board discussed the location of the 2021 course. I am very pleased to announce that the 2021 course will be held at Mount Allison University, in Sackville, New Brunswick. The host will be The Canadian Military Engineers Museum in Gagetown. This decision was made to take advantage of the course planning already in place. Mt. Allison is a short 30-minute drive from Moncton airport and has all the amenities we could hope for. We hope to have course dates very shortly. The program is looking very strong, with a good mix of subjects and activities. Site visits will include Gagetown, the NB Military Museum and Fort Beauséjour.

I want to recognize the efforts of Sandra Johnson-Penney and Michelle Bissonnette, who have taken on the responsibility of local arrangements. The amount of planning could not have been done as quickly and easily without them!

On behalf of the Board of Directors, I wish you all the very best. Stay safe and remember - practice social distancing!

Anne Lindsay-MacLeod  
OMMC Vice President  
Course Director 2021

## Du directeur de cours

Le monde a été bouleversé par la pandémie. C'est un monde très différent de celui auquel nous étions confronté il y a 6 mois, voire une semaine. Il semble que tout change quotidiennement.

En réponse à la pandémie, votre conseil d'administration a pris la décision difficile d'annuler le cours annuel pour 2020. La décision était basée sur plusieurs facteurs, dont l'âge moyen des membres, l'environnement fermé offert par la résidence et les instructions reçues du MDN.

En même temps, le Conseil a discuté la location du cours 2021. Je suis très heureux d'annoncer que le cours 2021 aura lieu à l'Université Mount Allison, à Sackville, au Nouveau-Brunswick. L'hôte sera le Musée canadien du génie militaire à Gagetown. Cette décision a été prise pour profiter de la planification des cours déjà en place. Mt. Allison est à 30 minutes en voiture de l'aéroport de Moncton et possède toutes les commodités que nous pourrions espérer. Nous espérons avoir des dates de cours très prochainement. Le programme semble très solide, avec un bon mélange de sujets et d'activités. Les visites sur place comprendront Gagetown, le Musée militaire du Nouveau-Brunswick et Fort Beauséjour.

Je tiens à remercier les efforts de Sandra Johnson-Penney et Michelle Bissonnette, qui ont assumé la responsabilité des arrangements locaux. Sans eux, la planification n'aurait pas été aussi rapide et facile!

Au nom du conseil d'administration, je vous souhaite tout le meilleur. Restez en sécurité et souvenez-vous - pratiquez la distance sociale!

Anne Lindsay-MacLeod  
Vice-présidente de l'OMMC  
Directeur de cours 2021

## Course Planning: OMMC 2020 and Beyond

By Léon Chamois, OMMC President

The difficult decision to cancel this year's course has allowed us to put into effect a new administrative and logistical way of planning our courses. In the past, we would decide on a destination and then start the planning process in late fall for a course taking place the following spring. This way of doing things worked for a long time but last year's decision to go to Quebec City exposed a few weaknesses in this method.

The first weakness is that we assume that we can hold the course somewhere without really knowing if we can afford to, which links us to the second weakness, our low attendance fees. Our Quebec City planning really brought home the fact that big cities are expensive, sometimes really expensive. We have been charging the same attendance fees for a few years now and they have not kept up with inflation, especially big city inflation.

Keeping this in mind we have instituted a two-year planning cycle and a modest increase in attendance fees. Planning two years ahead will give us more time to fully recce a proposed site and allow us to make our choice based on reality, not forcing us to try to bend reality to suit our choice. We will announce the fee increases well in advance of the 2021 course. We will discuss our fee increases with all our stake holders. The increases will be reasonable and you will be able to budget for them. We don't want to scare anybody away but we have to be more practical about such things.

One of the biggest advantages of a two-year planning cycle is that it reduces the stress on our host museum and allows them a lot more room to negotiate with local suppliers and providers. Negotiating contracts for rooms and catering is easier 18 months away than 6 months. We can get better service and prices when we are not forced to compete with others who have not waited as long as we usually did. Our contacts in British Columbia have already started planning for 2022.

Please send us any ideas you might have about how you think our courses should be held in the future. All e-mail addresses of current Board members are found on the last page of The Bulletin.

Imagine how much more educational and entertaining our historical quiz will be when I've had 2 years to prepare.



Quebec City

## Planification de cours: OMMC 2020 et au-delà

Par Léon Chamois, Président de l'OMMC

La décision difficile d'annuler le cours de cette année nous a permis de mettre en œuvre une nouvelle façon administrative et logistique de planifier nos cours. Dans le passé, nous décidions d'une destination et entamions ensuite le processus de planification à la fin de l'automne pour un cours ayant lieu au printemps suivant. Cette façon de faire fonctionnait depuis longtemps, mais la décision de l'an dernier d'aller à Québec a révélé quelques faiblesses dans cette méthode.

La première faiblesse est que nous supposions que nous pouvions tenir le cap quelque part sans vraiment savoir si nous pouvions nous le permettre, ce qui nous relie à la deuxième faiblesse, nos faibles frais de présence. Notre planification à Québec nous a vraiment fait comprendre que les grandes villes sont chères, parfois très chères. Nous facturons les mêmes frais de présence depuis quelques années et ils n'ont pas suivi l'inflation, en particulier l'inflation des grandes villes.

Dans cet esprit, nous avons instauré un cycle de planification de 2 ans et une modeste augmentation des frais de présence. Planifier deux ans à l'avance nous donnera plus de temps pour reconnaître pleinement un site proposé et nous permettra de faire notre choix en fonction de la réalité, sans nous obliger à essayer de plier la réalité à notre choix. Nous annoncerons les augmentations de frais bien avant le cours 2021. Nous discuterons de nos augmentations de frais avec tous nos intervenants. Les augmentations seront raisonnables et vous pourriez les budgétiser. Nous ne voulons effrayer personne, mais nous devons être plus pratiques à ce sujet.

L'un des plus grands avantages d'un cycle de planification de 2 ans est qu'il réduit le stress de notre musée hôte et leur laisse beaucoup plus de place pour négocier avec les fournisseurs et prestataires locaux. La négociation de contrats de chambres et de restauration est plus facile de 18 mois d'avance que 6 mois. Nous pouvons obtenir de meilleurs services et prix lorsque nous ne sommes pas obligés de rivaliser avec d'autres qui n'ont pas attendu aussi longtemps qu'était notre d'habitude. Nos contacts en Colombie-Britannique ont déjà commencé à planifier pour 2022.

Veuillez nous faire part de vos idées sur la façon dont vous pensez que nos cours devraient être organisés à l'avenir. Toutes les adresses électroniques des membres actuels du Conseil se trouvent à la dernière page du Bulletin.

Imaginez à quel point notre quiz historique sera plus éducatif et amusant lorsque j'aurai eu 2 ans à le préparer.



La Ville de Québec



## OMMC 2021 Course Details

By Anne Lindsay-MacLeod, OMMC Vice President and 2021 Course Director

Mt. Allison is a stunning venue and rated as one of the top universities in the country. It also has a museum studies program! Restaurants and pubs are a short walk away, and the dining hall, residence and lecture hall are adjacent to one another, making running to a lecture that much easier!



Course activities will begin with the Breakfast Meet and Greet, the Course Quiz and then we swing into the Annual Meeting. The course will conclude as always with the formal dinner. We're introducing concurrent sessions and a keynote speaker for the first time. Topics will range from community curation, museum safety, the preservation of photographs and regimental colours, TMS, developing interpretive costuming, and the use of museums as teaching aids. Michel Litalien will join us for the DHH presentation, and we expect to hear from our friends at NPF and DSCO. Participants will have the opportunity to visit the trade show, and of course take part the very competitive annual OMMC Quiz! As mentioned earlier, site visits will include Gagetown, NB Military Museums and Fort Beausejour. We also have the opportunity of visiting the University's art gallery.

Accommodation is residence standard, but rooms at Mt. Allison have bar fridges, Smart TVs, and microwaves (bring popcorn). Rooms include single with ensuite, two bedrooms with ensuite and double rooms (for couples) with ensuite. There are also fully barrier-free rooms. Towels, bedding, shampoo and conditioner is supplied, and irons and ironing boards can be signed out at the front desk.

Most meals will take place in the dining hall - an all you can eat experience with 15 food stations with one station reserved for those with food allergies – gluten-free, vegetarian/vegan, halal and kosher are routine for them.

The formal dinner will occur at Tweedie Hall at the University. Tweedie Hall contains an Alex Colville mural – Alex was a Mt. Allison alum.

For those fitness gurus, there is a small exercise area in the residence and a fitness facility with pool, dance/yoga studio with access using a day pass or week pass.

More details will be made available as we get closer to the course dates. I hope you will consider going us for a great week of learning, networking and camaraderie. If you have any questions, please feel free to contact me. I can be reached at 403-990-9976 or [annie.lindsay50@yahoo.ca](mailto:annie.lindsay50@yahoo.ca).



The Canadian Military Engineers Museum, Gagetown, will celebrate their 65th anniversary in 2021.  
Photo credit: CME Museum/Sandra Johnson-Penney.

## New Exhibit at Commemorates Black Military History

By Jim Doherty, Niagara Military Museum



Kathy Doherty with life size James Grant

The Niagara Military Museum is proud to announce the opening of their new exhibit, 'Black Military History of Niagara'. The exhibit opened on Saturday February 29, 2020, and will remain on view as a permanent exhibit.

The Niagara Military Museum embarked on a collaborative effort with Pastor Lois Dix, Nathaniel Dett Chapel and Wilma Morrison to create a military history exhibit featuring black servicemen and women of the Niagara Peninsula.

The British Methodist Episcopal (BME) Church was established in 1814. Renamed the Nathaniel Dett Memorial Chapel, it is a designated National Historic Site on the Underground Railroad and is located on property donated by freedom-seeker Oliver Pernell in Niagara Falls. The Peer Street church is where many former slaves congregated after fleeing the United States via Niagara's Underground Railroad. Wilma Morrison's efforts saved the church in Niagara Falls from the wrecker's ball in the '90s.

Wilma Morrison is dedicated to preserving Black history and heritage. Wilma is also the recipient of many community honours including the Lieutenant-Governor's Ontario Heritage Award, the Niagara Falls Arts & Culture Wall of Fame, and the Hamilton Black History Committee Award of Merit. In 2011, she received the Order of Ontario, the highest official honour the province can bestow.

Black soldiers have played a major role in Canada's military history for over 200 years! Richard Pierpoint served with Butlers Rangers in the American Revolutionary War and again in the War of 1812 with Captain Runchey's Coloured Corps who later constructed Fort Mississauga and kept peace during the building of the Welland Canal. Freedom seekers, like William Chandler of Fort Erie, returned to the United States to fight in the Civil War.

In WWI, 600 blacks joined the No. 2 Construction Battalion – the first black Canadian military unit. The exhibit features 22 locals from this unit. The Military Service Act passed in 1917 forced Blacks, who were previously rejected, to go to war. One exception was St. Catharine's James Grant who was awarded the Military Medal for bravery in the field.

Charles Waterman became the first black paratrooper in Canada signing up in Toronto. Not long afterward, Canada would have three other Black paratroopers: Cleland Henson, Loyst Kelly and Clarence Lapierre.

PO Junius Lyman Edward Hakan from St. Catharines was a unique pilot who flew with British ace Johnnie Johnson (including flying as an element leader in his flight at Dieppe) and his design for a navigation aid caught the attention of the British Air Ministry.

Twin sisters, Connie and Kathleen Brown served in the Army and Air Force. Rev. Clifford Johnson of the BME Church had four sons serving in WWII.

The exhibit features the achievements of servicemen and women from south western Ontario. The dedicated service of African Canadian veterans is remembered and celebrated as a proud tradition of Black military history.

Further information is available by contacting the Niagara Military Museum at 905-358-1949 or via email [niamilmuseum@gmail.com](mailto:niamilmuseum@gmail.com).

## The Disaster of Dakota 930

By OCdt Rebecca Karelse, RCAF History and Heritage

*Because They Tried (1973) 440 Sqn (authors unknown)*

*"They flew through storms. Through night. Through day.*

*To help someone, it was their way.*

*To live. To die. And now on tundra. Frozen. Cold.*

*There lies the wreckage of those so bold.*

*Who ventured forth at the faintest plea. To give themselves. To you. To me. To give themselves across this land."*

The tragedy of Dakota 930 began two days prior to its crash on 2 November, 1971. A civilian SAR tech named Manley Showalter had been forced to make an emergency landing because of typically bad weather, near Paulatuk on an island in Darnley Bay. He was an experienced pilot, with ten years of experience, and so was not seriously concerned when he had to land and wait for help. It took two days for his signal to be picked up.

At 440 Squadron, then based out of Winnipeg, the Dakota 930, flown by Captain Stan Gitzel, was loaded up to fly in supplies to Showalter until a helicopter could fly in to bring him out, or he could refuel his aircraft and fly out on his own.

Though the skies were filled with dark thick clouds, Captain Gitzel and his eight-man crew flew out from the DEW Line Station at Cape Perry. They easily located the downed plane, and Captain Gitzel found a hole in the cloud cover from which to begin a circular decent. It was a routine maneuver; the cargo doors opened, and the supplies for the downed pilot were dropped. It was then that something tragic occurred. The Dakota stalled and went into a sickening spin from which it could not recover. The plane careened into the frozen tundra, in full view of Manley Showalter. The plane exploded upon impact; oily black smoke and twisted metal obscuring Showalter's view. So horrific the crash, there was no chance for him to save any on-board.

Showalter was so affected by witnessing the crash, he was unable to fly anymore, instead becoming a driver for General Ramsey Withers, who said that he gave many years of devoted service.

Unique to other crashes, the Dakota 930 crash left debris in a region so remote, that there has never been a memorial service held at the crash site, nor are there images of the area today. However, the people of Yellowknife were so moved by the sacrifices of the eight men aboard, that they had three streets named after the tragedy – Dakota, Albatross, and Gitzel. At the centre of Dakota Court they erected a monument dedicated to the sacrifices of those eight men; which reads in part:

*In memory of aircraft Commander and crew of Canadian Armed Forces Dakota Aircraft Number 12930 who gave their lives while on a search and rescue mission at 69° 13.5' North Latitude 121° 21.5' West Longitude on the 2nd day of November, 1971.*

The monument carries the name of all eight members that were killed in the crash: Captain S. Gitzel, Captain P. Hodges, Captain C. Healey, Captain L. Cooper, Lieutenant D. Smart, Sergeant Jr. Lemieux, Corporal W. Platt, and Corporal R Vooden.

Each of the men left behind parents, wives, and many of them had children – Lt. David Smart had a daughter who was only three months old. These men flew into remote areas, in difficult conditions every day to courageously provide help to those who needed it most. They died so that others might live. As the poem written in their honour says, "So let's remember why they died. Because they tried, because they tried in some small way, to help someone that fatal day."



## Dévoilement de l'exposition actualisée consacrée à Daniel J. MacDonald

Par Sara Richard, Direction générale de la commémoration, Anciens Combattants Canada

Le 19 décembre 2019, une activité a été organisée à Charlottetown dans l'atrium de l'édifice Daniel J. MacDonald (DJM), l'Administration centrale d'Ancien Combattants Canada, afin de rendre hommage à un homme qui a laissé un héritage durable. Daniel J. MacDonald était non seulement politicien, mais aussi vétéran de la Seconde Guerre mondiale, fermier et membre actif de sa collectivité. Originaire de Bothwell, Î. P. É., il s'est enrôlé dans les Prince Edward Island Highlanders en 1940 et, plus tard, fut transféré dans les Cape Breton Highlanders. Il a servi pendant la campagne d'Italie et, il y a 75 ans, le 21 décembre 1944, fut gravement blessé pendant la bataille de la rivière Senio; on dut lui amputer le bras gauche et la presque totalité de la jambe gauche.

Plein de détermination, M. MacDonald ne voulait pas devenir victime de ses circonstances; malgré ses blessures, il a réussi à vivre une vie extraordinaire. C'est d'ailleurs en tant que député de l'Assemblée législative de l'Î. P. É. qu'il commença à défendre les droits de sa communauté, puis en tant que député fédéral et, finalement, à défendre les droits d'autres vétérans en tant que ministre des Anciens Combattants. Daniel J. MacDonald a également encouragé le déménagement de l'Administration centrale d'Anciens Combattants Canada (ACC) à l'Î. P. É., mais il est malheureusement décédé avant l'achèvement du projet.

Des membres de la famille de Daniel J. MacDonald, des amis proches et de nombreux membres de sa collectivité d'Eastern Kings étaient présents aux côtés de l'honorable Lawrence MacAulay (ministre des Anciens Combattants), du sous-ministre Walter Natynczyk, du sous-ministre adjoint Steven Harris, de l'honorable Steven Myers (ministre des Transports, de l'Infrastructure et de l'Énergie de l'Î. P. É.), ainsi que des employés d'ACC pour dévoiler la nouvelle exposition en l'honneur de l'héritage qu'il a laissé. Lors du dévoilement, le ministre MacAulay, le ministre Myers et John Brehaut, ancien assistant de Daniel J. MacDonald et représentant de la famille MacDonald, ont tous prononcé quelques mots. Maureen Trainor, employée d'ACC et candidate au prix musical de l'Î. P. É., a chanté la chanson *Mother I Thank You For The Bible You Gave Me*, chanson interprétée par Pauline (Peters) MacDonald à la cérémonie de retour de M. MacDonald en 1945; ce dernier a épousé Pauline l'année suivante. Un autre employé talentueux d'ACC, Clint MacFarlane, a aussi interprété sa chanson originale *Hey Mister*.

La nouvelle exposition comprend le sifflet militaire, le certificat de libération et l'uniforme de Daniel J. MacDonald ainsi que d'autres artéfacts prêtés généreusement par la famille MacDonald.

Des photos de l'exposition originale et nouvelle sont sur la page suivante.



L'honorable Lawrence MacAulay, ministre des Anciens Combattants, Daniel S. MacDonald et Gail MacIsaac dévoilant officiellement la nouvelle exposition.

## Unveiling of the Newly Restored Daniel J. MacDonald Display

By Sara Richard, Commemoration Division, Veterans Affairs Canada



The original Daniel J. MacDonald exhibit

On 19 December 2019, an event was held in the atrium of the Daniel J. MacDonald building in Charlottetown, headquarters of Veterans Affairs Canada, to honour, remember and celebrate a man who left a lasting legacy. Daniel J. MacDonald was not only a politician, but also a Second World War Veteran, a farmer and an active member of his community. Born and raised in Bothwell, Prince Edward Island, he joined the Prince Edward Island Highlanders in 1940, and later transferred to the Cape Breton Highlanders. He fought in the Italian Campaign and 75 years ago, on 21 December 1944, he sustained severe injuries during the Battle of the Senio River, resulting in the amputation of his left arm and most of his left leg.

A man of great determination, MacDonald did not want to become a victim of circumstance, instead he rose above his injuries and went on to live an extraordinary life. He first began advocating for his community as a member of the Legislative Assembly of Prince Edward Island, then as a member of Parliament, and ultimately for other Veterans as Minister of Veterans Affairs.

Daniel J. MacDonald also promoted moving the head office of Veterans Affairs Canada to Prince Edward Island; a bittersweet venture as he passed away before the project was completed.

Members of Daniel J. MacDonald's family, close friends and many from his community of Eastern Kings were on hand with The Honourable Lawrence MacAulay, Minister of Veterans Affairs; Deputy Minister Walter Natynczyk, Assistant Deputy Minister Steven Harris, The Honourable Steven Myers, PEI Minister of Transportation, Infrastructure and Energy as well as Veterans Affairs Canada staff to unveil the updated display honouring his legacy. We heard remarks from Minister MacAulay, Minister Myers and John Brehaut, Daniel J. MacDonald's former assistant who also represented the MacDonald family. VAC staff member and PEI Music Awards nominee, Maureen Trainor, sang "Mother I Thank You For The Bible You Gave Me"—a song sung by Pauline (Peters) MacDonald at a welcome home party for Daniel in 1945. (He would go on to marry Pauline the following year.) Another talented VAC employee, Clint MacFarlane, also sang his original song, "Hey Mister."

The new display includes, Daniel J. MacDonald's military whistle, discharge certificate and his uniform, among other artefacts, generously loaned by the MacDonald family.



The newly-restored Daniel J. MacDonald exhibit



## A Simple Dish with a Story

By Gord Crossley, with contributions by Bruce Tascona, Legion House Museum

In the collection of the Legion House Museum is a slightly battered mess tin and lid. The museum received it from the family of H6744 Private Frederick Joseph Lavalée, D Company, Winnipeg Grenadiers.

Lavalée was born 11 February, 1920, in St Laurent, Manitoba, and died in Winnipeg in 1992. Along with the rest of the Winnipeg Grenadiers, he was shipped to Hong Kong in November 1941, and fought the Japanese during their attack on Hong Kong the following month.

After the surrender to the Japanese, he was imprisoned in North Point, Argyle Street, and Shamshuipo camps, and taken to Japan aboard the Manryu Maru in August/September 1943. He worked as slave labour as a stevedore at the port of Miigata, mining coal and labour at a foundry. He was freed on 5 September 1945. He died on 12 March 1992.

The item itself is a US Army Meat Can, model 1910, made in 1918 by the W.J. Brown Manufacturing Company. On the lid is marked "238" and "F.J. LAVALLEE" and "H-6744". The sides of the can are marked "238" and "H-6744". In a different style, on the bottom of the can, it is marked "FORT HUGHES" "CAC G" "DWORSHOK" "VERNON" "GREEN BAY WIS" and "59th".

The bottom markings give us the earlier story of this item. Fort Hughes was located on Caballo Island, Philippines. The 59th Artillery Regiment, Coastal Artillery Corps, United States Army, was stationed in the Philippines, with Battery G located at Fort Hughes. The Fort was surrendered to the Japanese on 6 May 1942.

36214167 Private Vernon George Dworshok, born in 1919, from Green Bay Wisconsin, was a member of the 59th Artillery Regiment. After capture by the Japanese on 7 May 1942, he ended up in Tokyo POW Camp (Shinjuku) Tokyo Bay. He was liberated after the Japanese surrender and discharged on 21 November 1945. He re-enlisted in the Air Corps on 26 January 1946 for a 3-year enlistment. He married Verabelle Schroeder on 17 December 1946 in Biloxi, Mississippi. He died on April 7, 1994. His wife Vera died on 7 November 2016.

The meat can would have been among the huge pile of military stores captured by the Japanese in the Philippines. Somehow it made its way to Hong Kong or Japan and was issued to Frederick Lavalée, who marked the dish and lid with his Canadian service number and Prisoner number. The bottom of the dish is distorted and dented from the scraping of every last morsel of the meagre rations given to the prisoners. Lavalée saved the dish when he was liberated, indicating how important it had been to his survival.

It should be noted that when Hong Kong fell, the mess tins used by the British and Canadian Forces were confiscated because of the high aluminum content used in the manufacture of Zero aircraft. The Museum has in its possession a "Bento" Box, made of wood. They were issued as well to many Canadian prisoners to be used as eating containers.



## The Final Regimental Shoot of the M109

By Andrew Oakden, Royal Canadian Artillery Museum

Canadian artillery systems normally have a lifespan of twenty years. The M109, self-propelled, 155mm howitzer was in Canadian service for a record 37 years - from 1968 to 2005.

On 25 February 2005, 1RCHA (Royal Canadian Horse Artillery) hosted the Final Regimental Shoot of the M109 on the CFB Shilo ranges. The Final Regimental Shoot marked a significant moment in Canadian history with the retiring of the M109. In attendance that day were 1RCHA Commanding Officer, LCol Mieiztis and 1RCHA RSM, CWO McKinnon. VIPs included Commander of 1CMBG HQ, Col Grant, and Comd LFWA, BGen Beare. During the ceremony, 1RCHA fired the last round after 37 years of service and many upgrades. Two batteries of twelve M109's (A Battery and B Battery) took part in the mission, as well as M113's, M577's, HLVW's and LAV III's. The two batteries fired 20 HE, 10 proximity and 15 smoke rounds per gun, with Sergeant Dolomont of A Battery firing the last round. Approximately 540 rounds were fired that day – a substantial amount.

The M109, self-propelled, 155-mm howitzer was a highly mobile, tracked, armoured weapon with speeds up to 55 km/hr, weighing 27.5 tons. The gun provided combat support with excellent mobility. The M109 originated out of the US and was the primary, self-propelled, 155-mm gun in NATO, with at least 7,000 units produced worldwide. Back in 1968, the M109 was equipped with a short barrel (23 calibre) and had a maximum range of 14,600 meters. Upgraded Canadian versions, A2/A3/A4/A4+, used the M185 cannon (39 calibre) with a maximum range of 18,200 meters.



"J" Battery, 3RCHA April 1990

The 155-mm cannon could fire in a 360 degree circle. The secondary armament was a 50 cal. M2 heavy barrel machine gun. The M109 could employ both direct and indirect fire using a 98 pound projectile. The engine was located front-right and the driver sat front-left. The turret was to the rear. The M109 had six crew members, including the commander, two gunners, two loaders, and the driver. The range was 350 km with 135 gallons of fuel capacity, powered by an eight cylinder diesel engine. The M109 proudly served Canada in Germany, Shilo, Petawawa, Valcartier and Gagetown.

The first deliveries of M109 occurred in Shilo to the Royal Canadian School of Artillery in the spring of 1968. 1RCHA fired the first round on 16 September 1968 in Soltau, West Germany. 2RCHA fired their first round on 10 October 1968. A fleet of 74 M109's served the regular field regiments and the Royal Canadian School of Artillery in Shilo. By 2005, only 1RCHA retained M109's, with the remainder already retired from service. These last 12 guns were retired from service on 25 February 2005. The Final Regimental Shoot marked the full life-cycle of the M109, an end to an era with A Battery, 1RCHA firing the last round.

As the current Director of the RCA Museum, I can note the importance of the Final Regimental Shoot over 14 years ago. In 2005, Major Marc George was the Regimental Major and Rick Sanderson was the RCA Museum Director. Remarkably, our M109 on display at the museum fired the first round in 1968 and fired its last round on 25 February 2005 – 37 years apart mirroring the longstanding lifecycle of M109's in Canadian service. The Final Regimental Shoot was a dignified and fitting tribute to the M109 which should be remembered and celebrated.

## The Final Regimental Shoot of the M109

Par Andrew Oakden, Royal Canadian Artillery Museum

Les systèmes de l'Artillerie canadienne ont généralement une durée de vie de vingt ans. Le M109, un canon automoteur de 155 mm, a été utilisé par le Canada pendant une période record de 37 ans, soit de 1968 à 2005.

Le 25 février 2005, le 1 RCHA a été l'hôte du dernier tir régimentaire du M109 dans le champ de tir de la BFC Shilo. Ce tir a marqué le retrait du M109 et constitue donc un moment important de l'histoire canadienne. Le commandant du 1 RCHA, le Lcol Mieztis, et le SMR du 1 RCHA, l'Adjudc McKinnon, étaient présents. Parmi les dignitaires invités, il y avait le commandant du QG 1 GBMC, le Col Grant, et le cmdt du SOFT, le Bgén Beare. Durant la cérémonie, le 1 RCHA a tiré le dernier projectile après 37 années de service et de nombreuses mises à niveau. Deux batteries de douze M109 (Batterie A et Batterie B) ont participé à la mission ainsi que des M113, M577, VLLR et VBL III. Les deux batteries ont tiré 20 projectiles brisants, 10 fusées de proximité et 15 projectiles fumigènes par canon. Le sergent Dolomont de la Batterie A a tiré le dernier projectile. Quelque 540 projectiles ont été tirés ce jour-là – une quantité considérable!

Le M109, un canon automoteur de 155 mm, était une arme chenillée, blindée et hautement mobile de 27,5 tonnes pouvant atteindre une vitesse de 55 km/h. Le canon offrait un soutien au combat et une excellente mobilité. Le M109 provenait des É.-U. et il était le principal canon automoteur de 155 mm de l'OTAN. Au moins 7 000 unités ont été produites dans le monde. En 1968, le M109 était muni d'un court tube (calibre 23) et avait une portée maximale de 14 600 mètres. Les versions canadiennes mises à niveau, A2/A3/A4/A4+, utilisaient le canon M185 (calibre 39) et avaient une portée maximale de 18 200 mètres.



Batterie J, 3 RCHA, avril 1990.

Le canon de 155 mm pouvait tirer sur 360 degrés. L'armement secondaire était une mitrailleuse à canon lourd M2 de calibre .50. Le M109 pouvait effectuer des tirs directs et indirects à l'aide d'un projectile de 98 livres. Le moteur était situé à l'avant, à droite, et le chauffeur prenait place en avant, à gauche. La tourelle était située vers l'arrière. Le M109 comptait six membres d'équipage, soit le commandant, deux artilleurs, deux chargeurs et le chauffeur. Il avait une autonomie de 350 km et un réservoir à essence de 135 gallons, et il était propulsé par un moteur diesel à huit cylindres. Le M109 a fièrement servi le Canada en Allemagne, à Shilo, à Petawawa, à Valcartier et à Gagetown.

Les premiers M109 ont été livrés à Shilo, à l'École de l'Artillerie royale canadienne, au printemps de 1968. Le 1 RCHA a tiré le premier projectile le 16 septembre 1968 à Soltau, en Allemagne de l'Ouest. Le 2 RCHA a tiré ses premiers projectiles le 10 octobre 1968. Un parc de 74 M109 a servi les régiments d'artillerie de campagne de la Force régulière et l'École de l'Artillerie royale canadienne à Shilo. En 2005, seul le 1 RCHA conservait des M109, les autres avaient tous été retirés du service. Les 12 derniers obusiers ont été retirés du service le 25 février 2005. Le dernier tir régimentaire a marqué la fin du cycle de vie entier du M109, la fin d'une ère. C'est la Batterie A, 1 RCHA qui a tiré le dernier projectile.

En ma qualité de directeur du Musée de l'ARC, je note l'importance du dernier tir régimentaire il y a 14 ans. En 2005, le major Marc George était le major régimentaire et Rick Sanderson était le directeur du Musée de l'ARC. Fait remarquable, le M109 exposé au Musée a été tiré pour la première fois en 1968 et pour la dernière fois le 25 février 2005 — à 37 ans d'écart — ce qui reflète le long cycle de vie du M109 pour le Canada. Le dernier tir régimentaire a représenté un hommage empreint de dignité au M109, dont il faut se souvenir et qu'il faut célébrer.



## Valour Canada Spring Update

By Aaron Curtis, Valour Canada

The winter and spring of 2020 has been very busy for Valour Canada and even though the coronavirus has resulted in all of our events being put on hold, we have some exciting updates to share!

### Valour Canada History & Heritage Scholarship

Commencing in 2020, Valour Canada will be annually presenting an award to eligible post-secondary aspiring Canadian high school students. The aim of Valour Canada's History and Heritage Scholarship (VCHHS) is to support Canadian students in their post-secondary educational pursuits in an engaging, thought-provoking, and memorable manner. The student who creates the best essay and video response to the provided question will be awarded a \$1,500 scholarship to be put towards their post-secondary education. The runner-up will receive a \$750 scholarship. Visit our VCHHS webpage to view this year's question or to read more about the scholarship contest.



McGregor Armoury, Winnipeg, MB



### Valour Canada's Youth Education Program for Museums

Valour Canada's The Character of our Canadian Military History (CCMH) program was poised for another busy semester with 4 presentations scheduled for the Winnipeg area (McGregor Armoury – 2, Minto Armoury – 1, Garden Valley Collegiate – 1) and another 10 for the Calgary area (9 days at TMM and 1 day at Bomber Command Museum of Canada). Unfortunately, while presenting in Winnipeg, coronavirus concerns caused

a cancellation and only 151 of an anticipated 240 youth experienced our programming. We have also had to cancel all of our scheduled Calgary and Nanton programming (400 - 425 students).

We would like to thank the Fort Garry Horse Museum and all of the galleries at TMM who partner with us to run our program - it would not be nearly as successful without your support.

### Valour Canada Newsletter Relaunched

Our new newsletter has been launched with a redesign that includes announcements, updates, a military history article, and a themed puzzle, all contained within 4 - 6 pages. To read or download, please visit our newsletter page.

Stay safe out there and keep healthy everyone! To help us continue educating young Canadians about Canada's military history, please consider becoming a member or making a donation. Connect with us at: [contact@valourcanada.ca](mailto:contact@valourcanada.ca)

## After Action Report: CCI Workshop

By Laura Imrie, National Air Force Museum of Canada

### Workshop Information:

CCI Workshop: Mount-making

Co-presented with the Ontario Association of Art Galleries (OAAG) at Queen Elizabeth Park Community and Cultural Centre, Oakville, ON  
February 5-6, 2020

### Learning Outcomes:

This workshop was a highly beneficial mix of theory and hands-on practical work. We learned about appropriate materials for using for mount-making (many were already known, but some were new). We also learned the theory behind the shapes and styles of some of the more common display mounts, and the materials/supplies needed to construct these mounts at our own site. They worked to give us feasible options, utilizing hand tools and easily acquired supplies, over expensive or uncommon materials, which was incredibly helpful.

We were invited to bring 1-2 artefacts with us to make mounts for on the second day. This was an excellent learning opportunity, to put theory into practice. I learned how to solder a brass armature and bend and adhere plexiglass in order to create my two mounts. Moving forward, I plan to use these skills to construct mounts for our own exhibits at the NAFMC. Particularly the plexiglass skills will be incredibly helpful, and I foresee them being utilized quite a bit in order to properly display artefacts in exhibits.



Preparing to solder a brass rod to hold a stone plumb bob



Completed mounts for a swagger stick and plumb bob

### Note from the Education Committee:

OMMC offers \$5,000 annually in \$500 grants for any member wishing to expand his/her museological knowledge. Application details are in the Education Policy posted on the OMMC web site. Since the annual course is cancelled for this year, the Education Committee may well be able to approve a larger number of grants in 2020. Apply soon for success!



## Another Manufacturer of the Canadian Army's Sun Helmets

By Peter Moogk, 15th Field Artillery Regiment, RCA, Museum and Archives

When James Calhoun of the Seaforth Highlanders of Canada offered other museums "Tropper" sun helmets made by Hawley Products of Brantford, Ontario, I was surprised to learn that this company had supplied the Canadian army with these hats. I always thought that my great uncle's firm in London, Ontario, had been the sole source. The firm's owner, Captain Edgar Howell Shuttleworth (1888-1972), was a First World War veteran who had served overseas with the 18th (Western Ontario) Battalion, C.E.F. Hatmaking was a family tradition. His father, James R. Shuttleworth, had a hat factory on London's Dundas Street. James also had been a wholesale fruit importer. Among the imports were Malaga grapes from Spain, packed in cork dust. Faced with this surplus packing material, the question was "what are we going to do with this stuff?" Ed had the answer.



In the 1930s the J.R. Shuttleworth and Sons hat factory was run by his older brother Hugh, my grandfather. Ed was vice-president, but without any managerial responsibility. This was frustrating for a strong-willed, former army officer. In 1969 Ed told me how he became the army's hatter. His inspiration was a sun helmet made for the Chicago World's Fair (1933-34). The family company would not be diverted from its customary production of panama hats and straw boaters to produce this new item. Ed sold out his interest in the family firm in 1937 and attempted to copy the American tropical helmet, avoiding patents and a large capital outlay. Starting in his cellar with an old hand press and hand-carved moulds, it took him two years to get a saleable product. It was an inexpensive facsimile of the British colonial sola topi or pith helmet made of pressed cork dust. That process used the grapes' bothersome packing material. In 2002 Ed's son Ted told me that the moulds were lined with a thin cloth and kraft paper into which cork dust, bonded with urea formaldehyde, was sprayed. Canada Cork and Seal became the supplier of cork dust in later years.



Interior label of Shuttleworth sun helmet

In 1939, at the Second World War's beginning, the Canadian army adopted these cheap sun helmets. Total production approached a quarter million. E.H. Shuttleworth Moulded Products Co. was installed in a long shed behind Ed's home on Commissioners' Road. The Canadian government's "cost plus" contract limited his profit. The war's end in 1945 cut the demand for sun helmets although they still being worn by Canada's army cadets. Ed's solution to the reduced market was to export the pith helmets. Working with a Bata Shoes subsidiary, the hats were distributed in about twenty-six countries. The sola topis were especially popular in Africa, where they were a symbol of high status and authority. A New Zealander ordered 24,000 sun helmets. Ed impulsively accompanied this large order to Auckland in 1947. The buyer told





From the author:

*This picture was taken at Ontario's Camp Ipperwash in the summer of 1949 and it shows [L-R] me, Tim Sparling and his dog Sandy, and my brother Christopher. We were officers' sons, not army cadets, at that time. My father, LCol Willis Moogk, was second-in-command of the camp that year. Tim's father was the district commander. We, the boys (not the dog) are wearing Shuttleworth sun helmets, not to be confused with the pallid imitations from Brantford. All three of us would have military careers.*

him that the helmets were "all sold in Auckland and the country wants more, but I can't get Canadian dollars. You have to ... put up a plant here." New Zealand's government authorized the use of pounds sterling to purchase equipment in Britain. Ed was to supply the raw materials and to show how the hats were made. Ed also established a manufacturing plant in Jacksonville, Florida, whose sun helmets were sold under the "Breezeway" label. "This too was profitable," said Ed, "but every active business takes some work and worry, and why try to get rich at 70?" A buyer came along and paid Ed's asking price for the American plant. It was time for retirement and travel. Thanks to his inventiveness, the wartime demand for his sun helmets, and successful foreign enterprises, Edgar Shuttleworth had prospered. In 1969 he said "with no debts and few regrets, I can say I've had good luck and a lot of fun." Today, the site of his home and factory is occupied by a new residential development. Only the helmets remain to testify to the company's existence. I still have one as a memento of my great uncle's ingenuity in solving the problem of unwanted cork dust.

## The Organization of Military Museums of Canada

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