



National Air Force Museum of Canada

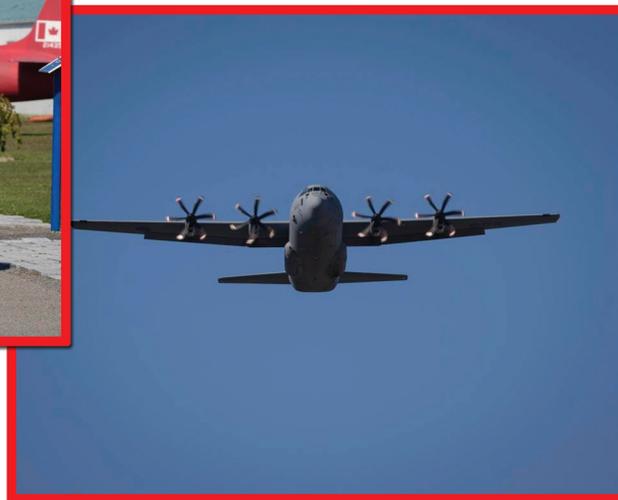
THE LOGBOOK

November 2014

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AD ASTRA CEREMONY SEPTEMBER 27, 2014

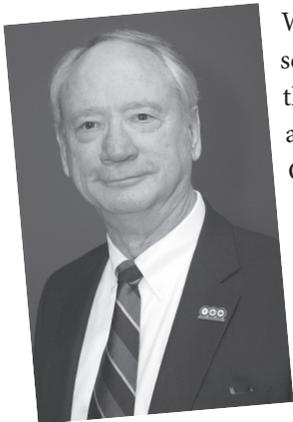


Ad Astra photos courtesy of Brad Denoon. 2014.

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FROM THE EXECUTIVE DIRECTOR

Chris Colton



With the holiday season so close it seems like only yesterday that I had the opportunity to provide everyone an update of current and future events. Certainly topping the list in this issue is the heartwarming story of Nomad 3521, its tragic loss, and final recovery after its disappearance in 1940. You will see from the Curator's account that follows a complete synopsis of the amazing story and recovery operation which now spans 74 years.

In addition we welcome three new members to our experienced museum team. Laura Imrie, our new Assistant Curator arrived in August from her previous position at the Guelph Civic Museum. Arlene White has accepted the Museum Retail Clerk position and is already ordering and receiving new items for display in time for the holidays. Also new to the team, but not to the workshop, is former volunteer Mike Joly. Mike has accepted the position of Restoration Workshop Technician and now takes off his volunteer hat as he becomes our latest NPF employee. Laura, Arlene, and Mike bring a wealth of experience to our facility and I am particularly pleased to have such talented members join the staff.

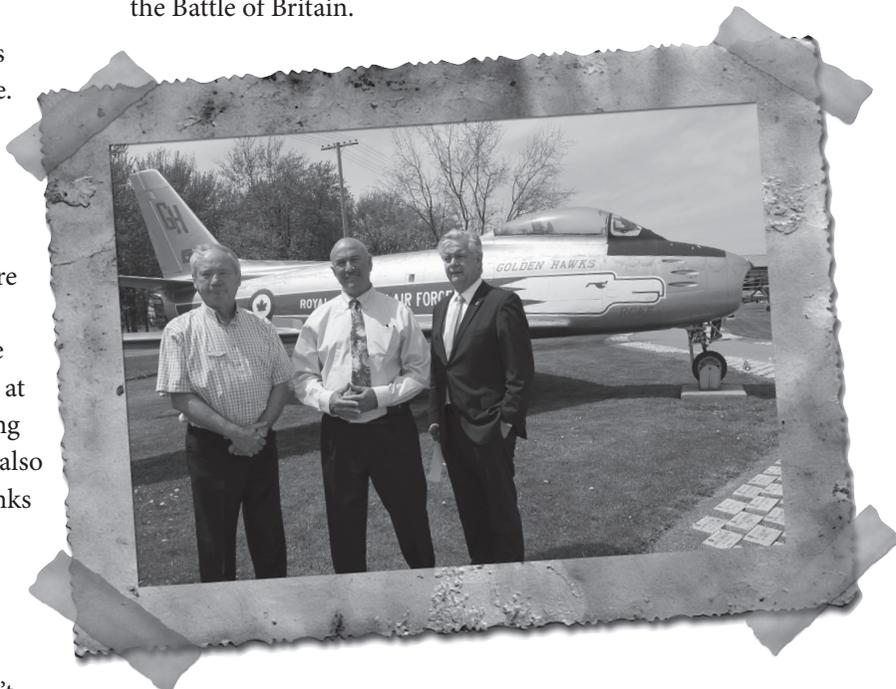
Many of you are aware that our F-86 Sabre 23257 is undergoing a transformation in the paint shop on Base. You will recall that it originally arrived here in the late 90s as a silver example of how it appeared while in service at RCAF Station Chatham NB. Later it was painted to represent the RCAF aerobatic team, The Golden Hawks. After receiving a federal grant to restore and repaint the aircraft last year, we have decided to return it back to its original appearance as it was in the early 1960s serving at the Sabre Transition Unit (STU) at Chatham. It may in fact be on display as you are reading this newsletter. Thanks to a variety of sources we have also been able to locate and will mount the external fuel tanks that were typically carried by Sabres of that era.

I am never able to put into enough words, the tremendous effort and enthusiasm that our volunteers provide to the daily operations of this facility. Yes, you have heard us say on many occasions that "We Couldn't Do It Without You". Well guess what, WE ABSOLUTELY COULDN'T. We would be extremely hard pressed to just keep the doors open if it wasn't for our talented and dedicated

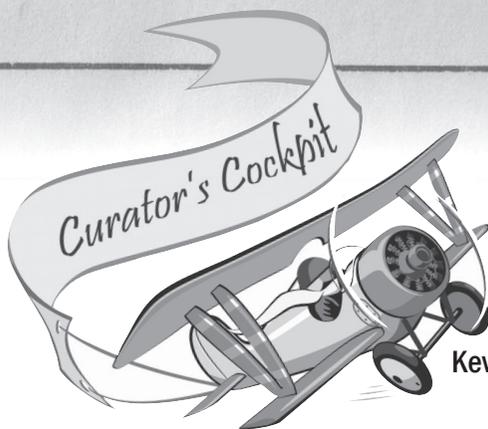
volunteer group. At our next Volunteer thank you luncheon in December, I have decided to change slightly the method of recognizing our appreciation of your fine efforts. So, instead of handing out those little numbered pins (that most of you misplace shortly thereafter), I have decided to recognize your volunteer service to the museum in a similar fashion that the Province of Ontario provides. We will now be awarding personal certificates for years of service at the 5, 10 15, etc points. These will look much better on your "I Love Me" wall. In addition at the luncheon, group pictures will be taken and then proudly displayed in our newsletter.

And speaking of volunteers, we are all in the business of recruiting. It is extremely important that we take every opportunity to search for and approach any interested party in becoming a museum volunteer. We will never have enough and as we continue to expand both on with new and exciting displays throughout the new museum, as well as increase the size of our gift shop, it is vitally important to keep our volunteer ranks healthy. Let's all do what we can to encourage new members to join the volunteer team. You all know how exciting and fulfilling it can be. Now we just need to convince others to come and join.

Have a great holiday season. 2015 will be filled with many new and exciting challenges including the 75th anniversary of the Battle of Britain.



Museum Executive Director Chris Colton, MP Rick Norlock and Mayor John Williams announce a federal grant enabling the restoration and repainting of the NAFMC F-86 Sabre.



Kevin Windsor

This has been a busy summer and looking at the pictures in the last Logbook, it looks like a completely different Museum. The spring saw us saying good-bye to Hailey Johnston. She has moved on to the Wellington County Museum and Archives as their new Curatorial Assistant. In August we welcomed Laura Imrie to the position. She brings with her solid experience from the Guelph Civic Museums and is a welcomed addition to the Curatorial staff.

Spring also saw the opening of our new "Great Escape" exhibit. It is a new two story exhibit that tells the story of the Canadians who took part in the escape from Stalag Luft III. When you see the exhibit you will come face to face with Wally Floody, John Weir, and Hank Birkland, as they "dig" their way out of the Museum. The opening was an incredibly emotional experience as we had members of the Royal Air Force Escaping Society in the audience.

A thank you goes out to them for their generous donation that made the exhibit possible.

Summer saw the gradual emptying out of the old section of the Museum and moving cases to the Main Exhibition Hall. New exhibits are being created, new time lines are being worked on, and a lot of things happening behind the scenes. The end of summer marked the centennial of the start of the First World War. We have been pleased to be part of "Project Remembrance" and have some of Brian Lorimer's art on display

upstairs on the mezzanine. His work is violently powerful and a stirring reminder of the horrors of the Great War.

In October the Museum was involved in Operation Nomad Recovery. There is a full article further in to the Logbook, so I won't say anymore other than it has been one of the highlights of my nearly 20 years of Museum work. It was such an emotional experience that few things will match that. We had pictures of the recovery happening live on Facebook, Instagram and Twitter, and at one point had 2,000 people following the recovery live, and a further 83,000 news sources picking up the story later that day. It was a spectacular operation.

Now when you enter the Museum you will notice another large yellow plane!

Yale 3411 has arrived and is waiting to be hoisted up to the second floor as part of our British Commonwealth Air Training Plan exhibit. It has come to us from the Canadian Warplane Heritage Museum, and we are busy writing some text for that as well.

I am sure I am missing things that happened. The best word to describe the summer and fall would be whirlwind. So I think it would be best if you just came by for a visit. If you can't, please follow us on Facebook. Pictures are posted regularly and it is a great way to keep in touch.

Until the next time!



Left: Members of the Royal Air Forces Escaping Society who attended the opening.

Above: Guests mingle at the wine & cheese reception following the Great Escape official ceremony.

NEW STAFF

Laura Imrie

Assistant Curator

My name is Laura Imrie, and I started as the Assistant Curator on August 5th. I'm originally from Burlington, but have spent quite a bit of time in Guelph, both for school and work.

Prior to moving to Trenton I worked at the Guelph Museums, which includes the Guelph Civic Museum and McCrae House, in their education department. I fulfilled a 6 month contract at the London Regional Children's Museum working with the museum's collection of artefacts and curating displays. I have also interned at a number of institutions, including the Royal Ontario Museum (ROM), the University of Toronto Scientific Instruments Collection (UTSIC), Museums of Burlington (Joseph Brant Museum and Ireland House) and the Oakville Museum. I have a Masters of Museum Studies from the University of Toronto and a Bachelor Degree in History from the University of Guelph.

I'm really excited to be at the National Air Force Museum of Canada and to have a chance to meet and learn from all of you!

Laura's office is located in the back corner behind the C130 simulator. Any items that are brought into the Museum as a potential donations are now her responsibility. If you are approached about donations, please refer the person to Laura or give her a call in her office to have her come up front to speak with the person directly.



Arlene White

Retail Clerk

I was born in Halifax NS 1968. My dad was in the navy. (Marine engineer) We were then posted to Victoria BC, where I did a majority of my growing up.

I met my husband in 1989. Married in Dec. 1990, posted to Suffield, Alberta 1991 for 3 years, had one child in 1992.

Back to Victoria 1994. Another child in 1997.

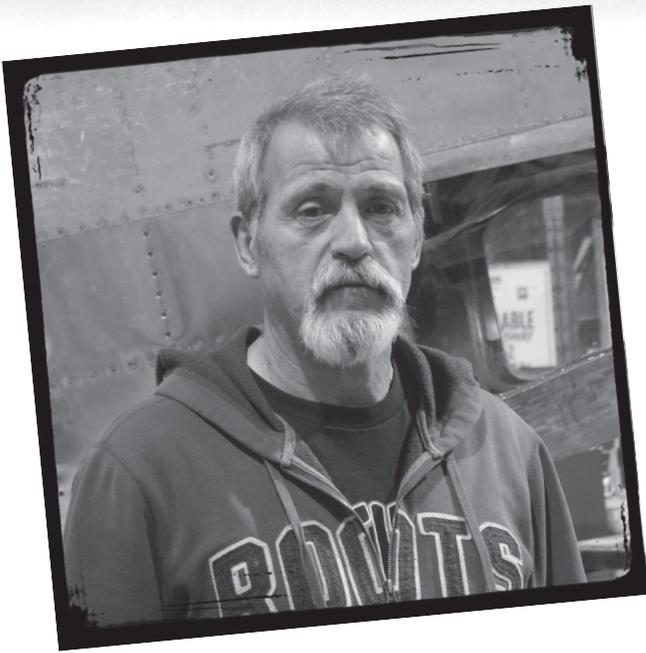
Husband remustered to an Air Force trade in 2002 and we were posted to Trenton in 2003.

I was employed thru NPF in the summer of 2006 to run the CANEX Expressmart on the southside of the base—in the PSP building. In Nov. 2013, the powers that be, closed the location and I was transferred to the CANEX Supermart on RCAF Rd as the cashier supervisor.

I became an employee of the National Air Force Museum in Nov. of 2014



Welcome
Bienvenue



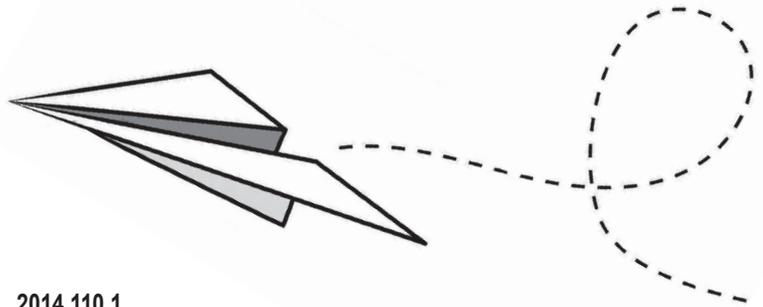
Mike Joly

Restoration Workshop Technician

A resident of Trenton for the past 19 years, Mike retired from the Air Force in 2007 after 36 years of service. He's now going back to his roots as an aircraft structure technician to look after the Museum's Restoration Shop and its variety of ongoing projects.

Mike started volunteering in Restoration two years ago and has progressively taken on more responsibilities over the past months. His recent appointment to the position is welcomed by both volunteers and staff members.

Mike is married with two grown sons (his youngest has just joined the RCAF). His wife Lynda has been a volunteer in the Museum Gift Shop for many years.



NEW ACQUISITIONS

First World War and Inter-War Era Artefacts

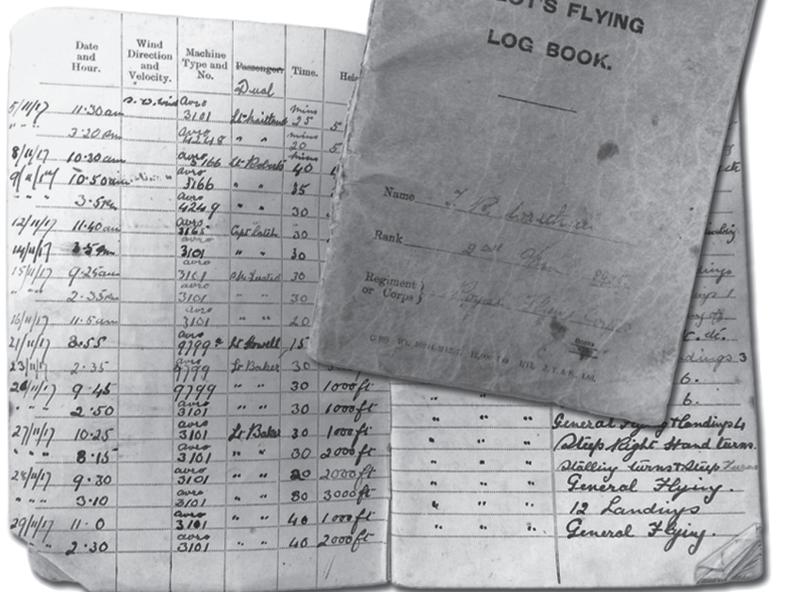
In September 2014 the curatorial staff accepted a rather unique donation. Many of the artefacts that the museum routinely receives are Second World War era. First World War and Inter-War artefacts are considerably rarer, which is why this donation piqued our interest.

Logbooks

Included in this donation was a series of 15 logbooks, all belonging to F/O W.T. Wrathall, dated from 1917 to 1942. F/O Wrathall began his flying career in 1917 during the First World War with the Royal Flying Corps in England, training on various Avro aircraft, and progressing to Bristol Fighters and Fokkers by the end of the War. Following the First World War, Wrathall moved to Canada, and his logbooks begin again in 1928, when he began flying with the Toronto Flying Club, National Air Transport Ltd., and Montreal Light Aeroplane Club. 1939, the start of the Second World War, saw Wrathall begin work as an instructor at Windsor Mills Flying Training School, and No. 8 and No. 9 Air Observers Schools. During this time he was training pilots on a variety of aircraft, including Fleets, Tiger Moths, Gipsy Moths, Fairchilds, and Ansons. His last logbook entry that we received is dated December 28, 1942.

2014.110.1

Pilot's Flying Log Book, belonging to W.T. Wrathall of the Royal Flying Corps. Entries in this log book are dated November 5, 1917 to March 30, 1918.



These logbooks offer a unique look at pilot who served as a pilot and instructor in both World Wars and during the Inter-War period.

National Air Force Museum of Canada

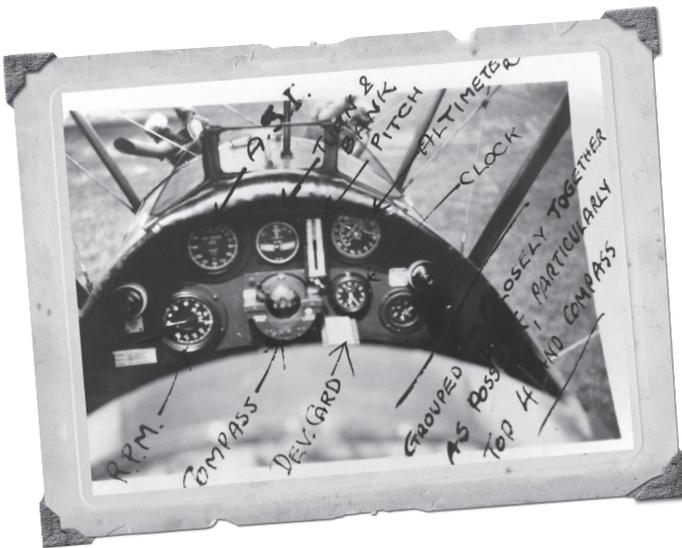
Photographs

Included in the W.T. Wrathall donation were several photographs, a couple of which are quite unique.

The first shows the instrument panel of an aircraft, with labels pointing to the various instruments. Thanks to the research help from NAFMC volunteer Nev Symonds, we have been able to identify the engine as an Armstrong Siddeley Genet Major in an Avro aircraft. This photograph would have been used for training purposes, to teach pilots about aircraft specific instruments and their locations.

The second photograph of interest features four Italian Bombers. These triplane bombers, known as Caproni Ca. 4s, were manufactured in 1918. They were modeled after the

Caproni Ca 3s, which were biplanes, but the Ca. 4s were larger and were intended to be more effective in combat. The third wing increases the overall wing area, providing increased lift. They could be armed with up to eight machine guns, and although they were mainly used at night, by the end of the war they were also taking part in daytime raids. Italy was not the only Air Force employing triplanes during the war, but theirs stood out due to their enormous size and a wingspan of 30 metres (98 feet). Triplanes being employed by the British and German forces typically had a wingspan of 8 to 12 metres.



2014.110.22 Photograph

Interior view of an Avro aircraft cockpit featuring an Armstrong Siddeley Genet Major engine



2014.110.20 Photograph

Four Caproni Ca. 4s during the First World War. This photograph was found tucked inside one of W.T. Wrathall's logbooks.

OP Nomad Recovery: October 25 to November 4, 2014

Kevin Windsor, Curator

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 Chamberlain 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



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.

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 day light, the team pressed on to lift piece #2, 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

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.

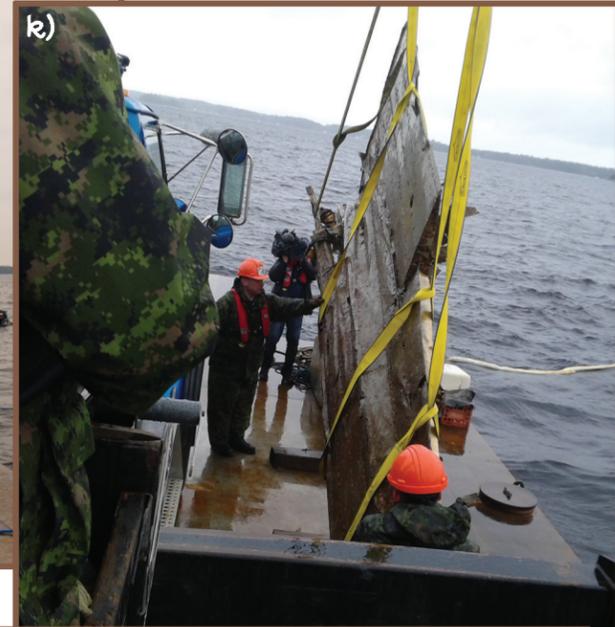
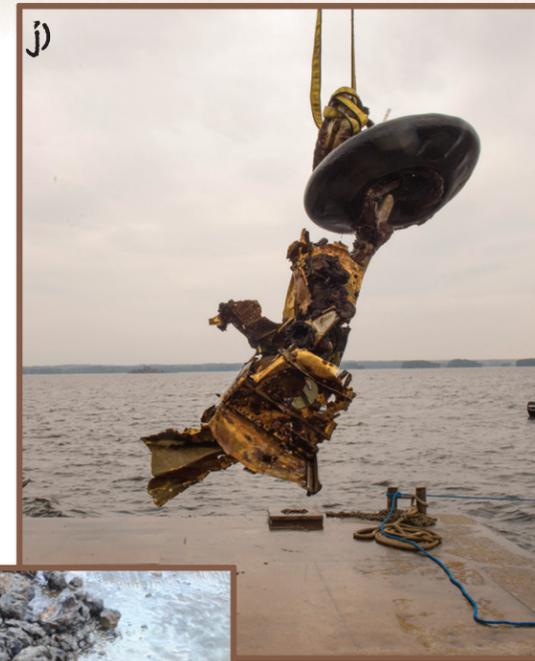
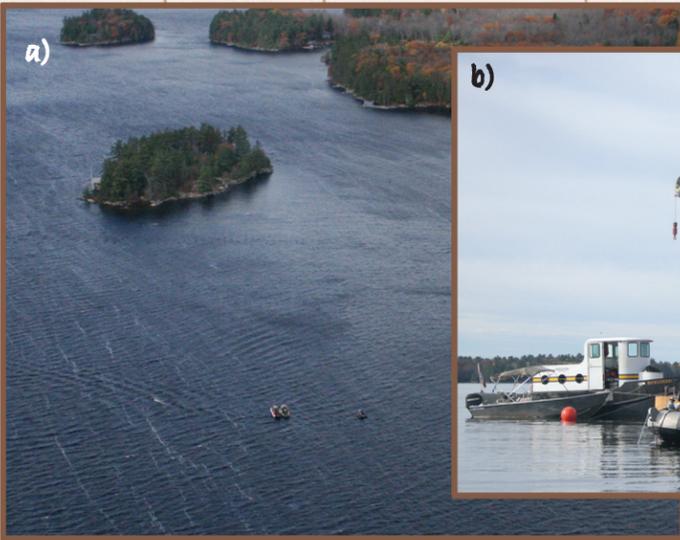
In July 2010, after nearly 70 years under water, Nomad 3521 was located by the Ontario Provincial Police's Underwater Search and Recovery Unit in Lake Muskoka. In October 2012, the Royal Canadian Navy's (RCN) Fleet Diving Unit (Atlantic), with the assistance of the Ontario Provincial Police's Underwater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



Camp Borden Nomad aircraft. Top of page photo shows a/c NX-N44 or Nomad 3512. This was the plane that clipped wings in mid-air with Nomad 3521. Both her crew members were also killed.

NOMAD

3521 PROJECT



National Air Force Museum of Canada

crash were noticeable as soon as it was out of the water. Once it was down on the barge cleaning began to take place. One of the .303 calibre machine guns was found in the wing, and clean up began on that as well. 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 to come out to the lake for a look. The starboard landing gear was quickly raised and placed on the deck and the media boat was on-site 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 raise 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. 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 Aircraftman 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 EX, and it was mission accomplished.

The Museum was 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.

The images of F/L Campbell and LAC Bates, seen as they were posted on the barge during the recovery of Nomad 3521.

Their portraits served to remind everyone of the ultimate sacrifice made by almost 3000 members of the BCATP during its nearly six years of operation in Canada.



OP Nomad Recovery Photo Spread

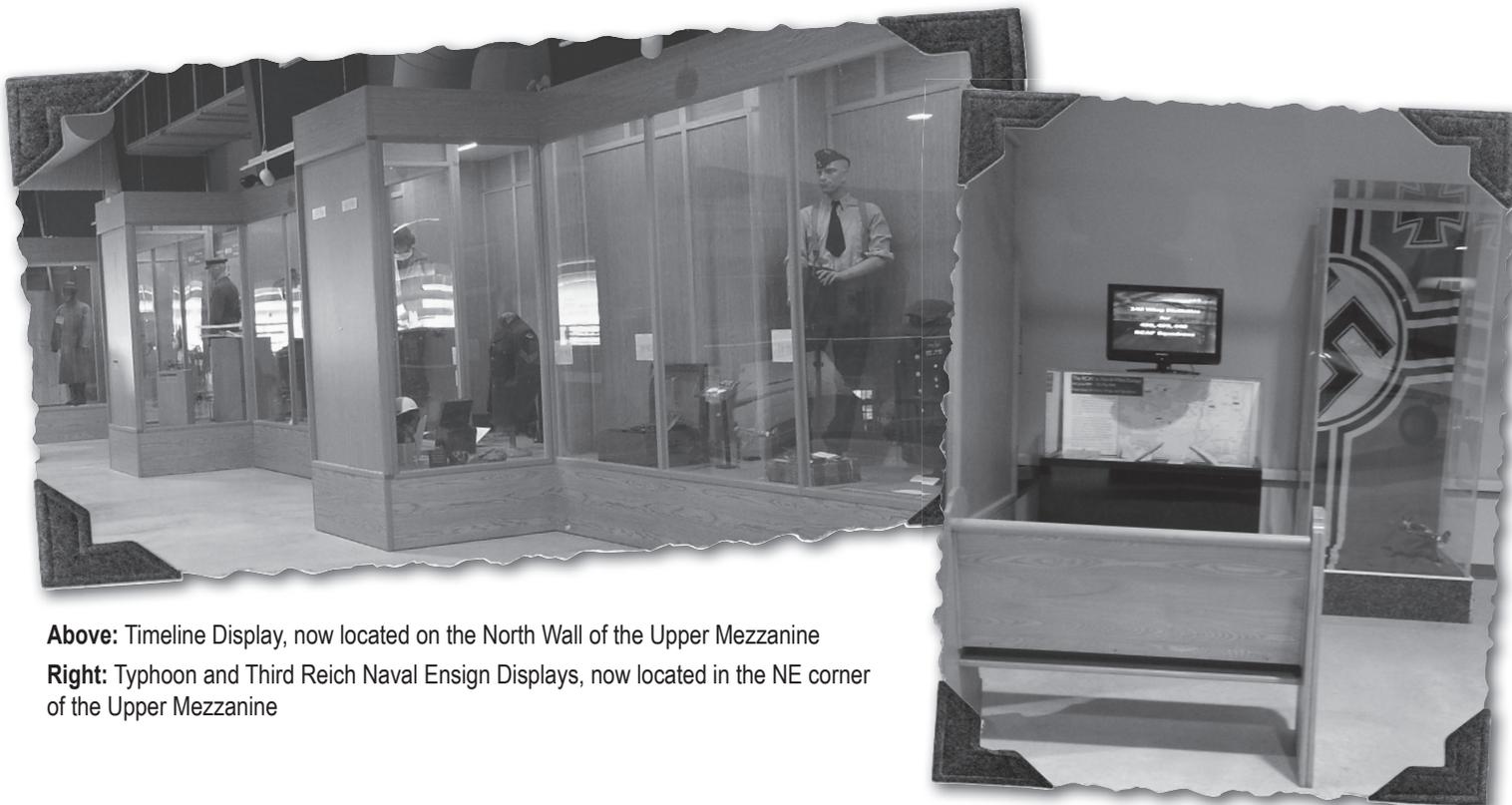
- a) An aerial view of the recovery site. Just south of Browning Island on Lake Muskoka.
- b) The recovery barge, ground zero for the aircraft lift. Seen here with the crane truck and an entourage RCN dive boats.
- c) The first piece of Nomad 3521 recovered, the engine cowling.
- d) One of the divers returns from the wreck on the lake bottom. Depending on what work was needed on the wreckage, divers were able to stay below surface for 20 to 25 minutes.
- e) The Remote Operation Vehicle (ROV) team was a very important part of the recovery process. They enabled divers to make the most of their time underwater by providing exceptional visual information of the wreck.
- f) One of the five machine guns on the aircraft, this one is from the starboard wing. The Browning gun is shown after cleaning by the curator.
- g) The starboard wing is lifted from the lake.
- h) The starboard wing laid out on the barge. This was the first real opportunity to assess the condition of the aircraft.
- i) Tail section & j) starboard landing gear were recovered during one of the media windows, a perfect way to show the country what was being accomplished by the team.
- k) The port wing is carefully lifted aboard the barge.
- l) The central fuselage
- m) The final piece recovered from the lake-bed was the engine, complete with the prop.
- n) Once in the secure compound, the cleaned tail section clearly shows the aircraft markings. Welcome back Nomad 3521.

Exhibit Changes

If you've been to the Museum lately, you may have noticed a few changes. As part of the move from the curling rink section of the Museum to the Main Exhibition Hall, several exhibits have been moved to new locations. The first section of the RCAF timeline display, which starts with 1909 and ends with the Second World War, has been moved to its final location on the North Wall of the Upper Mezzanine.

The Typhoon case, along with the Third Reich Naval Ensign, have also been moved to the North Wall of the Upper Mezzanine in order to tell the story of the surrender of the German ship, the Nürnberg, at the end of the Second World War.

Thanks to volunteers Tim Whitehouse, Rod Wartman, and Sheena Anderson for helping with these moves.



Above: Timeline Display, now located on the North Wall of the Upper Mezzanine

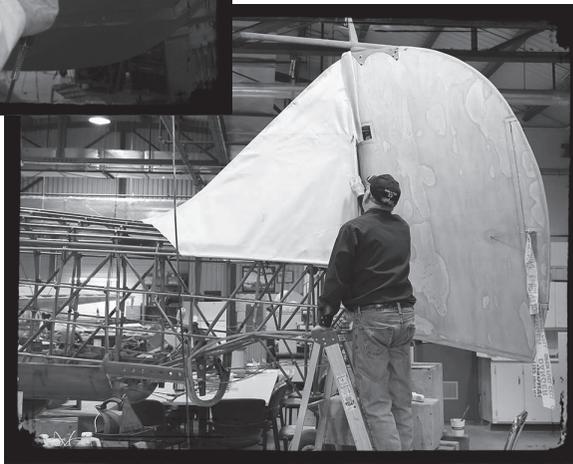
Right: Typhoon and Third Reich Naval Ensign Displays, now located in the NE corner of the Upper Mezzanine

RESTORATION



In April restoration volunteers, led by Dick Casselman and Harv Morden, began to apply a new skin to the Anson. Working with a Stewart Systems process that uses only environmentally friendly products and is nonhazardous, the laborious and time consuming task is slowly returning the aircraft to its former beauty.

Pieces of poly-fiber fabric are cut to size and bonded to the aircraft frame using fabric cement. Light-weight fabric is used on plywood and fiberglass surfaces and a medium-weight is used to cover open sections of the framework. Once dried, heat from a 200°F iron is applied. The heat causes the fabric to shrink and mold to the frame. Re-enforcement patches are then glued around any openings in the skin and strips of 2 inch fabric tape are applied to any points/lines where the fabric touches the metal frame or wooden ribs and stringers.



At this stage it was also necessary to rib-stitch sections on the tail's vertical stabilizer. This means hand sewing sections of the fabric covering the stab to the frame so that air flow during flight doesn't cause the fabric to balloon outward. After stitching and re-enforcement is completed, the cloth is ironed three more times at progressively higher heat temperatures (250°F, 300°F, and 350°F). This allows the fabric to shrink in a controlled manner and ensures no material twist and even tension. Inspection rings and doilies are then glued in place.

Next, the fabric is thoroughly washed and rinsed. While still wet the first coat of grey Eco-fill is applied. The moisture in the fabric ensures that the fill penetrates

thoroughly and seals the fabric completely. The first coat is lightly sanded and a bright light shone through the skin. The light will reveal any open weave in the fabric. Cross coats of fill are applied until no light is penetrates the fabric. The filled skin is then repeatedly ironed, sanded and sealed until every ridge and wrinkle is completely smooth. The surface is now ready for painting.



Anson photos by Brad Denoon and Kevin Windsor. 2014.

EDUCATION



Gina Heinbockel-Bolik
Education Coordinator, NAFMC

What One Can Learn from the Ears of a Bear

Tourism in Canada is a multi-billion dollar industry with 9.2% of all jobs being supported by tourism spending. With respect to the country's GDP, this sector outperforms agriculture, forestry and fisheries combined. In 2011 about 20% of the overall economic activity within that sector came into the country from foreign visitors. The other 80% is money spent domestically which represents an increase of 14% over the year 2000. The reason for this change is a decline in visitors from the United States as a result of economic difficulties and an unfavourable exchange rate.

Between the years 2000 and 2030, the global tourism industry is expected to reach 1.8 billion arrivals annually which requires an increase of 40 million travellers each year. Most of this growth will come out of the Asian market where travel departures are expected to more than quadruple in that same time frame. Canada is primarily a "Fly-in" destination, located at the other end of the globe which means that geographical factors will hamper its ability to tap into this market at a similar growth rate.

Canadians also love to travel and they accumulated a total of over 300 million person-trips domestically in 2011. About two thirds of these were day trips. In line with these findings, and the size of many provinces, it is not surprising that the majority of these trips occur within the traveller's home province. Visiting friends and family together with trips for pleasure or vacation make up 92% of the trips' purposes.

The all important question for businesses and institutions within the tourism sector is "What are people up to when they go on trips?" A study from the year 2000 analyzed adult domestic travel activities with respect to Museums & Related Cultural Institutions by surveying adults who were categorized as "Enthusiasts". To qualify the respondent had have taken at least one recent trip that included two visits to art galleries or museums of different kinds and one visit to institutions like botanical gardens, zoos, planetariums and aquariums. About 12% of Canadians were identified as falling into the category of enthusiast and almost 90% of them visited general history/heritage museums, followed by art galleries and science and technology museums.

A more recent study, surveying Canadians in general, discovered that about 75% of the respondents indicated that they had visited a heritage institution or site in the twelve months

prior to the survey (2012). About three quarters of them did so locally while a little more than half visited heritage sites while travelling. (Multiply answers were possible.) Only 18% of respondents indicated that heritage sites or institutions had no influence on their vacation destination choice.

When presented with four different roles of museums and asked how important these were seen with in one's community "Preserving the past" was seen as very important (72%), followed by "Providing learning activities/programs" (68%), "Attracting tourists" (52%) and finally "Presenting exhibitions (only 41%). Only 9% of respondents did not consider the latter two important at all, while 4% and 3% respectively held that view about the first two roles. Overall, at least 90% of survey participants felt that museums had at least a moderately important role to play in their communities.

Some of these results confirm a trend as back in early 2003 a survey prepared for the Canadian Museum Association likewise found that about three quarters of Canadians put museum visits on their list of things to do when travelling. 97% of respondents believed that Museums play a critical role in Preserving Objects and Knowledge of Canada's History. 96% believed that Museums play a valuable role in Showcasing and Explaining Achievements in Science and Technology. 92% of those surveyed indicated the importance of exposing children to museums. With respect to what a museum should offer, 68% responded that the experience should be a combination of education and entertainment.

The last response is extremely important to museums. In the beginning, museums tended to be private collections of things, and only in the 18th century was the concept of a public museum being born. Often museums were seen as places of reverence and education for the educated, not the general public. Museums were places where one would look at objects but never touch

National Air Force Museum of Canada

them, one would speak in hushed tones and walk slowly, as anything else would clearly be a sign of disrespect. Information was displayed solely on boards or cards and the visitor would walk a predetermined path and self-educate.

The earlier referenced survey of museum enthusiasts revealed that as we get older, we tend to visit fewer museums. Naturally there is some variance depending on the museum's scope, with children's museums being more often frequented by families compared to other museums. Overall though this means that the majority of museum patrons are no longer from a generation that was brought up in a strict world where kids were told to be quiet and reminded time and again to look with their eyes and not their hands. As time moves forward, that number will only increase. We can lament this trend but at the end of the day it is a trend we have to accept and work around.

Many museums have long since stepped away from antiquated visitor experiences that only focussed on learning.

History museums hire interpreters who explain events and exhibits, sometimes in costumes assuming historical persons or roles. Some employ children's educators to read stories, make crafts or hunt for "treasures" while sciences museums have them demonstrate experiments. Some museums incorporate video simulations and self-testing challenges. And yet another way to accommodate this younger, more tactile generation is to create some hands on activities that will allow visitors to engage with exhibits in a productive and educational way.

The National Air Force Museum of Canada finds itself in a unique position being a place where history and science intersect. Emphasising both aspects makes us more attractive to a larger audience and will give visitors who are primarily interested in history a change to engage with science and vice

versa. To achieve this goal, the Education Department is currently working with some exhibit designers to determine what kind of interactive exhibits could enhance existing exhibits and which ones could be added to improve learning in a fun way.

Much will come down to the ability to finance such exhibits, but to ignore current trends and to neglect addressing the intrinsic needs of our visitors can lead to two main results, one is that a museum is labeled being out of touch with the present and thus not worth a visit, the other leads to visitors who will either disregard rules and expectations or who will simply get bored when there is nothing to do and as a result they touch or play with objects causing damage.

And who at our Museum would be the happiest if our visitors' hands had something productive to do? A little brown teddy bear who under the nickname Mjøsa has taken on the role of education mascot. This past summer Mjøsa suffered immensely when someone with idle hands disease decided to take off its aviator cap and then pulled off its ears.

Documents and Surveys consulted:

HLT Advisory. *The Canadian Tourism Industry*. Toronto, 2012.

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National Air Force Museum of Canada FOUNDATION



Michael Muzzerall, Chairperson

We have had a reasonable year raising funds for the Foundation. As you may have noticed both cars are gone. For various reasons AGCO would not grant us a lottery licence but we did manage to sell the cars. We did not make as much profit as we had hoped but as the cars were donated almost all that we did make was profit!

Our 2014 golf tournament which was held on 27 June 2014 at Warkworth GC had 112 golfers, from Greater Napanee to the East and from Kitchener to the West. This year we had the Investors Group from Belleville who sponsored a \$5000 hole in one prize. We were pleased that for the first time at the tournament someone did get a hole-in-one and it even more pleased that it was on the prize hole! We hope to have Investors Group back for the 2015 version of the event.

On 18 October 2014 we held our annual dinner which was attended by over 170 people making it one of the best attended dinners to date. Our guest speaker was Mr. Brian Floody son of Wally Floody the "tunnel rat" of the famous great escape.

For 2015 we are planning three major events: the Golf Tournament on Friday 26 June 2015 again at Warkworth GC; a car Show in conjunction with the Quinte Humane Society to be held at on the museum grounds on Saturday 26 July 2015 and another dinner at a date to be determined.

The new year will bring many changes. Many of the Board members will be stepping down on expiry of their terms. Our current Vice-Chairperson Rod Wartman is poised to take over as Chair in the spring as I will step down after 5 years on the Board including 2 years as Chair. We are looking to hire a full time fundraiser and we have been advised that we need to find someone to take over the duties as Foundation Clerk so that Cecilia can dedicate her time in support of the Museum. We may even have to move location of the Foundation office although we are hoping we can find space at the Museum.

By the end of October the Foundation was able to provide \$59 500 in donations to the Museum. We hope to be able to do more this fiscal year which ends on 28 February 2015 but that may require us to chip away at our investment funds. So in 2015 we will have some challenges in our efforts to raise money to pay for permanent help and also fund the Museum. In addition we need to find people both to serve on the Board and to assist in running our various events.

Finally, as December approaches I offer my wishes for a safe and enjoyable Christmas and holiday season with family and friends and hope to see you at the Museum and the Foundation events in the New Year.



A gift of stock is a convenient way to support the Foundation. It can also be tax effective since the Income Tax Act has special rules that apply to donors who make charitable gifts of publicly-traded shares. The donor will not pay capital gains tax on the donated shares and will receive a charitable donation tax receipt for the value of the shares donated.

If you are interested in supporting the Foundation in this way, please contact the Foundation office at 613-965-7314

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