



Scotia Vets



RCMP Veterans' Association - Nova Scotia

Fall 2023

November 1, 2023



Scotia Vets Fall 2023

From the Editor's Desk

I left the front page free of narrative to allow you to absorb the photo compilation created upon request by Marleigh Leaman. Her comment accompanying the finished product captures my sentiment precisely. This edition is commemorative of the Swissair 111 crash that occurred twenty five years ago this past September and honours those who perished, the rescuers, investigators and the community at large who have, no doubt, lasting effect of this event.

Marleigh's narrative - " It's been 25 years since that awful night when the members were summoned to Peggy's Cove. Little did they know that night and the ensuing months would haunt them for years to come. I wanted a photograph that depicted the memorial and its surrounding beauty of coastline and granite barrens. The foreground was captured with my drone and blended with the Milky Way that was photographed later that night."

"She's a galaxy of bright hues, and her heart contains a universe of love. She is starlight." - Melody Lee

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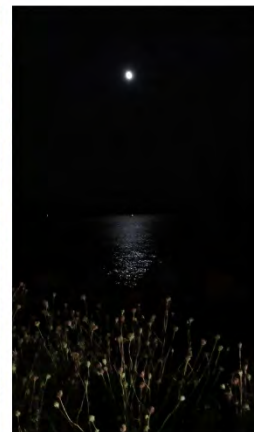
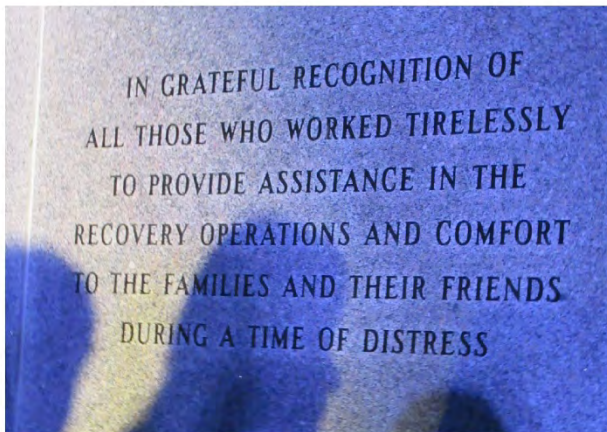
RCMP Veterans' Association Nova Scotia Division

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25th Anniversary of Swissair 111 – September 2, 1998 – September 2, 2023

During the weekend of September 2nd and 3rd, 2023, on the 25th anniversary of the tragic crash of Swissair 111 off the Atlantic coast of Nova Scotia (September 2, 1998), Veteran's Affairs Canada coordinated ceremonies to honour the 229 victims of the crash and to recognize the work of all those who responded to the event – from the communities affected, to all the first responders, to all the military and RCMP members who were involved in the various stages of the recovery, the identification of the victims, and the investigation of the tragedy. *Referred to as Operation Homage (RCMP) and Operation Persistence (DND)*. In attendance for the weekend were dignitaries from the various levels of government, leaders of the communities and agencies involved, first responders and investigators, and members of the surviving families of the crash victims.

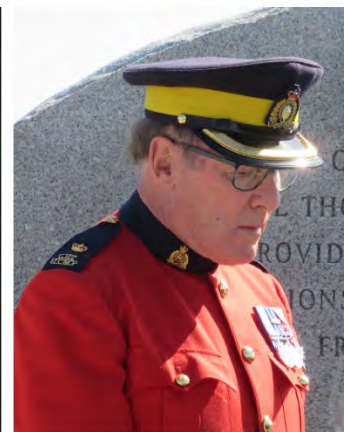
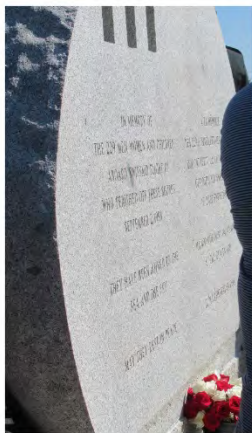
The first event was held on the evening of September 2nd at the Bayswater Swissair 111 Memorial. This solemn candlelight ceremony was timed to coordinate with the exact time of the crash just off the shore in St Margaret's Bay. The moon illuminated the path to the Memorial from those waters.



The following morning, a second poignant ceremony was conducted in the brilliant sunshine at the Whalesback (Peggy's Cove) Swissair 111 Memorial. Part of that ceremony included Retired Insp. Andy Arsenaault reprising the song written by Nova Scotian composer Bob Quinn in 1998 to commemorate the event - "ROSES ON THE ROCKS". Family members and dignitaries laid flowers at the memorial during the service.



Cal Smith, Vic Gorman, Neil Fraser, Lee Fraser, Reg Reeves



Later that afternoon, all the delegates were invited to a Day of Gratitude and Recognition at one of the St. Margaret's Bay community centres that had been so instrumental in supporting the recovery workers 25 years ago. During the afternoon, several of those who had participated in the recovery, identification and investigation of the crash were given the

opportunity to speak to the gathering with their own memories and to share the impacts of the event on their lives and work.

The RCMP Operation Homage Team was ably represented during the entire weekend by five retirees (all members of the Nova Scotia RCMP Veterans' Association) and their spouses - Lee Fraser (Ruby), Cal Smith (Carmel), Neil Fraser (Maureen), Reg Reeves (Carolyn) and Vic Gorman (Jan). During the Sunday afternoon event, Vic Gorman presented the following information on behalf of the RCMP Veterans at the gathering.

Swissair Memorial September 2023

I wish to thank the members of Veterans Affairs Canada Swissair Memorial Committee for an outstanding job of organizing this event and for making us all feel comfortable and embraced with kindness during the weekend. I am joined by my former colleagues Retired members Cpl. Cal Smith, Insp. Neil Fraser, Supt. Lee Fraser, Chief Supt Reg Reeves and myself S/Sgt. Vic Gorman who were heavily involved in the RCMP – Swissair Investigation, referred to as Operation HOMAGE by the RCMP. I will provide a brief overview of the RCMP's role in this event. Also, I wish to thank our lovely wives who are here with us this weekend and were with us during our involvement in the Swissair Investigation. Without your love and support it would have been difficult for us to get through such a traumatic event.

The investigation into the crash of Swissair flight 111 was one of the largest and most extensive investigations undertaken by the RCMP in Nova Scotia. Over 1200 regular, civilian and Public Servants and retired RCMP members spent countless hours at work throughout the investigation. Their accomplishments were remarkable, given the level of destruction to the aircraft, and the fact that all the wreckage and human remains had to be recovered from the ocean.

The successful recovery and Identification of all the victims would not have been possible without the excellent cooperation and support received from the Canadian Military, the Canadian Coast Guard, US Navy, NS Medical Examiner's Office, NS Government, the Canadian Transportation Safety Board (TSB), and many more groups and individuals far too numerous to name here.

From the outset, the RCMP treated this event as a potential criminal act which was code named "Operation Homage". For the first 19 months, the investigation was co-managed by the RCMP and TSB. The RCMP were given overall command of the operation, with HMCS *Preserver* as on-scene commander during their code name "Operation Persistence" wherein 2400 Military members were involved.

Two (2) Hangars were in operation at the Airforce base in Shearwater, NS.

Hangar B – Human remains were transported there by air and sea for identification. The RCMP team acted as exhibit custodians, family liaison personnel, and were tasked with anti mortem collections. RCMP and other Police forensic specialists worked with military and civilian medical professionals to help identify and repatriate the remains of all 229 victims. Hangar B personnel were also responsible for the collection, documentation and repartition of personal property and other items.

Hangar A was utilized to document and process the recovered wreckage. This Hangar was in operation for over 2 years. Members of the TSB, the RCMP and international members of the Aeronautical Community partnered during this portion of the investigation.



Hanger A Partial Team – 1998 - 2000

There were several phases to the recovery of the wreckage and the human remains. These PHASES were:

1. Shore recovery – search of the Nova Scotia shore line for human remains and wreckage;
2. Recovery of wreckage and human remains by Canadian and US Navy Dive Teams;
3. A “Big Lift” Operation where heavy equipment recovered wreckage and human remains VIA a barge operation;
4. Scallop Draggers were utilized to drag for wreckage and human remains;
5. The Queen of the Netherlands Vacuum Vessel vacuumed the crash site for wreckage and human remains;
6. The final sortation of debris recovered by the Queen of the Netherlands was completed at a recovery site in Sheet Harbour, NS.

Every item that was recovered was under strict RCMP protocols to ensure the integrity of the ongoing investigation. Every movement of pieces of human remains, plane wreckage, documents, or anything else connected with the investigation had to be logged and tracked for the RCMP’s “continuity of evidence” requirements.

This was a massive undertaking that resulted in the recovery of approximately 98% of the aircraft and in the identification of all the victims.

As leaders of the Forensic Team, we were fortunate to have Forensic Identification Specialists and support staff not only from RCMP across Canada but from the Canadian Military, other police agencies such as the Halifax Regional Police Service, Peel Regional Police Service, and Canada Border Services.

We thank them all for their support, their compassion and their professionalism.

Many **best practices** evolved during the investigation.

- Years earlier, lessons had been learned from the Gander, Newfoundland **Arrow Air Flight 1285R**, a U.S. Army crash that occurred on the morning of Thursday, 12 December 1985. The methods developed during the Gander crash were utilized during the early stages of this investigation, ensuring the proper documentation, identification and repatriation of the remains.
- The RCMP initiated the implementation of a new state of the art DNA identification process that, along with other conventional means of identification, such as fingerprints, dental record matching and X Rays lead to the successful identification of all the victims in 105 Days.
- Wellness concerns for all involved, both from Physical and Psychological perspectives, were identified as critical during this investigation and this is now an established key component of all RCMP operations.
- Many best practices were incorporated into a Mass Disaster Forensic Identification Guide which was shared world-wide with agencies involved in the investigation of major incidences and disasters.
- The RCMP received a full membership on the Interpol DVI Standing Committee which was an exceptional accomplishment for Canada and the RCMP.
- Techniques developed were later utilized in the recovery of human remains during 9-11 and also during the investigation of the Pig Farm Homicides in British Columbia and during the tsunami recovery in Phuket, Thailand, December 2004 and 2005.
- An electronic program was developed during the Investigation that evolved into an RCMP Major Case Management tool that was deployed Canada wide in the management of major cases.
- Over 70,000 photographs were taken during the investigation which had to be catalogued. It was determined that this was best served by taking most photographs via “Digital Photography”. This was the first time that the RCMP utilized this technology to such an extent which now has become the norm for all investigations. In this investigation, instead of having a room full of photographs, we had one filing cabinet to store all the images. The cost-saving alone in the processing of film was astronomical.
- During the investigation it was determined that a fire had started in the Cockpit ceiling. Thousands of recovered aircraft parts were painstakingly examined and the scientific process of

physically matching these pieces was utilized to reconstruct the cockpit. The process utilized is called ACE-V (analysis, comparison, evaluation and verification). This method was used in the determination of each physical match.

- Over the ensuing years, RCMP Forensic Identification Teams have been deployed to many countries to assist with victim recovery and identification. Their expertise is recognized world wide.

From investigations such as Swissair, knowledge is gained and shared with others in the hope that future disasters are managed appropriately.

Around the world, the investigation has had a lasting impact in advancing recovery and the identification of human remains and processing of wreckage from disasters and other criminal and accidental events.

The commitment and dedication of all the responders continues to be recognized locally, nationally and internationally.

This was an emotional event which still impacts many to this very day!!!

It was a privilege for all of us to be able to support the families of the victims, to work shoulder to shoulder with all the partners, and finally to share the lessons learned and the expertise with the international community.

Thank you!!! Vic Gorman, Retired RCMP S/Sgt.

Link to Swissair story

<https://www.veterans.gc.ca/eng/remembrance/people-and-stories/rcmp-identification-team>





Association member Brian Carter represented the RCMP under the UN/ NATO Vets. He was with Larry Bergeron retired Royal Canadian Air Force and Stephen Brinklow retired Royal Canadian Navy. They are shown above speaking with the Minister of Veteran's Affairs, the Honourable Ginette Petitpas Taylor.

This is one of many interviews conducted with retired members of the Royal Canadian Mounted Police, Marine Division. This particular interview was conducted on June 30th, 2016 by Garry A. McCay.

JOHN (JACK) O. HIMMELMAN

John (Jack) O. Himmelman, Reg. # M-146 / 26693, is a retired member of the Royal Canadian Mounted Police, Marine Division and the Royal Canadian Mounted Police, Land Force. Jack was born at Rosebay, Lunenburg County, Nova Scotia on March 23rd, 1939.

When Jack was asked about jobs he had prior to applying for the Force, he responded, "I had one. I left home when I was sixteen and went on an oil tanker. I was on the oil tanker for six years before I joined the RCMP Marine Division".

"We used to carry oil from Venezuela into the Eastern Seaboard of the United States. Mostly to Portland, Maine. They had a pipeline there and they used to ship it to Montreal to the refineries. It wasn't only Portland. It was every major port in the United States on the East Coast."

When asked when he joined the Royal Canadian Mounted Police, he replied, "I joined in Halifax on the 9th of May, 1961. My family went along with it. I was on the loose for six years. The application process wasn't very complicated. We had a Marine Sub/Division in Halifax then and that is where I was sworn in. Other than that, there wasn't much to it".

When asked if he went to training immediately, he said, "No. I probably had two years service before I went to training. I was put on a boat. The old 'Irvine' and from there I went on the 'Wood' and we made a trip that was called the bird run, up to the North shore of Quebec. The 'Blue Heron' was up there and they transferred me from the 'Wood' to the 'Blue Heron' and that is where we spent most of the Fall. Then we went back to Halifax for a week. Then we went to Newfoundland and barely got home for Christmas".

"When we went to training, we went on the train. There was a whole crew of us. Not a crew but a troop. I don't know how many were there. We did that in Winter when the boats were docked. We trained at Rockcliffe, Ottawa, Ontario. I think it was ten weeks. Training consisted of foot drill and I know we had academic classes and PT. Up the rope and touch the roof."

“We lived in barracks. I didn’t mind it. I wasn’t just coming out of the farm. I was used to being on my own for six years. It was just another thing. I guess the food was alright. I don’t remember. I didn’t starve to death.” When asked if he got much free time while in training, he replied “We had to be in by ten o’clock and we had two late passes in a month or week, I don’t remember. I think ten o’clock was the curfew. We went to a local tavern. It wasn’t far from Rockcliffe”.

“There was no equitation. The horses were in Rockcliffe but we didn’t have stable duties. There was no swimming. I never learned to swim. The most I liked about training was probably the quiet times. We started young and it was just another day. We had fun amongst ourselves. You knew all your troop mates, the majority of them because you were on the ship before with them. You knew them before you got there. There wasn’t any mates that gave me a hassle. The instructors were pretty good. They made us tow the mark. I don’t think they spared you any. I was glad to get on a train and get back to Halifax. I was tired of it up there. I can’t remember an official pass-out.”



“When I left training, I came back to Halifax Sub/Division, the Marine Sub/Division and I am pretty sure it was the ‘Wood’. There were around thirty members on the ‘Wood’. I was a deck hand. I was a seaman, scrubbing and painting and standing on the gangway and saluting the officer when he came.”

When asked if he had an official trainer assigned to him, he replied “No, No. No such thing there”.



“I stayed in Halifax on various boats. I was on the harbour craft in the Halifax Harbour for a while. I was on the ‘Standoff’ and the ‘Fort Steele’ and then went to Kenora, Ontario in 1964. I was up there for a season. They had a small boat called the ‘MP Kenora III’. Doug MacIntosh was on it. Just me and him. He stayed there all year round and every spring they would send a single guy up to crew on it. He lived in the detachment, single quarters. He was the Corporal in charge.”

“We were part of “D” Division but were in Ontario. We came under “D” Division and they used to send a man out from “E” Division in the summer and some Marine Division guys from Halifax for the summer. I got there in the middle of April and I left and came home around the 21st of November. In a blinding blizzard.”

“I had my car. You could take your car. You could get authorization. It was hard to believe it, when I came through the lake head that time. It was the biggest snowfall they ever had on record and the last one. You could just see the top of the cars along the sidewalk. It took me almost three days to get to Ottawa when it normally took a day and a half. It was a hard grind but we made it.”

When asked if there were any career decisions that he wished he had made differently, he replied “No. Sometimes I thought about it and I had enough sea time to go for a ticket before I was old enough to write and that is what you needed in our outfit to get ahead. It was your ticket to get to first class constable and further up the line. I could have gone for a second mates. I had enough sea time for that. But I was having a good time Charlie and I would always say, next year. When next year came, I finally made up my mind and went and got the ticket. All these guys, a bunch of them I know, got ahead of me with the ticket. That is the only thing I might had done different”.

When asked where he went when he got back to Halifax, he responded “I have my seaman’s book. According to the book, I went on the ‘Wood’. I was on the ‘Wood’ from the 6th of September, 1966 to the 16th of October, 1966. Then I went back to the ‘Wood’ again. In the Marine Sub/Division in Halifax. The ‘Irvine’ never went to sea. It was the “Depot” ship and that is where we lived. When we were not on a boat, we were on the old ‘Irvine’. From there I went on the ‘Standoff’ and from there I went on the ‘Burin’. The ‘Burin’ was in Halifax Harbour and when I got my ticket, I was in charge of that one”.

“I was a constable at that time. Then I went of the ‘Heron’. I had my ticket there. She was stationed out of Halifax. Then I was back on the ‘Standoff’. I remember we went to Newfoundland and went down there for two months along the south coast. From the ‘Standoff’ I went on the ‘Fort Steele’ as the third mate. From there I went back on the ‘Standoff’ again.”

“Then I was on the ‘Burin’ and then I was on the ‘Fort Steele’. Then I was back to the ‘Burin’ and then on the ‘Adversus’ in 1968. There were four of us on the ‘Adversus’. She was a sixty-five footer. We patrolled the East coast of Nova Scotia from Halifax west. Sometimes you went down the other way but seldom. Sometimes we would go down to Sheet Harbour.”

“After that I was on the ‘Nicholson’ out of Pictou. She was a new one, like the ‘Standoff’. She was seventy-five feet, twin screws, fifteen or sixteen knots. She would go along. A nice little boat. Then I came back on the ‘Adversus’. I was on the ‘Adversus’ in Yarmouth in 1970.”

“Then I moved up here (Yarmouth) permanently. Marine Division folded in the meantime, around 1969 I think and the boats were on command to the Division. That is when they decided they were going to put the ‘Adversus’ in Yarmouth. It was mostly Customs and Excise and we were checking for life jackets and did Migratory Bird patrols.”

“When Marine Division folded, they started up a new concept. They had four of these units in the Province. A trailer and a boat. A small inland water transport they called it then and it was a Corporal and Constable in charge. There was one in Yarmouth, one in Truro, one in Halifax and one in Sydney. I was in charge of the one in Yarmouth and Bill McKay was my partner. They called it the MBSCSA Unit. They jokingly called it the ‘Birds and Bunnies Patrol.’”

“This was the first time I was considered for a land unit. I was a corporal then and a long time before that. I used to take the ‘Adversus’ when she was in Yarmouth and the skipper went on vacation and I would take the boat and be in charge. This was back in 1967.”

When asked what a ticket was, he replied “I got a 2nd Mates certificate, a home trade ticket and then I went in 1969 and got a 1st Mates ticket. With these tickets, I could go as Mate on a boat, no matter how big. It could be as big as the ‘Cat’ in Yarmouth. It was what you had to have to be promoted to Marine Constable”.

When asked about how people reacted to him when he was dealing with the public, he responded that “The public was pretty good. I mean, you get more with honey than you do with sour cream. Probably the way you treat a person is the way they will treat you. There were exceptions. Sometimes that doesn’t work and then it is my way or the highway”.

“It didn’t change much over the years. They got to know you. We used to check them all for life jackets and you would get a tongue lashing once a year. You know that and you probably got more than one.”

“When I was in Yarmouth, I was with Jim MacKenzie, Customs and Excise and I spent a whole summer trying to teach the guys in Yarmouth Sub/Division how to operate the boat. They had the boat but had nobody to operate it. They nominated one guy from each detachment.”

When asked if he ever felt that his life might be threatened, he responded that “I only had one incident that was really kind of iffy. It happened so quick you didn’t have much time to think about it. We were doing game work when I was on the Migratory Bird Section. Myself and the game warden, Bobby Steadman, were up in Springfield, north of New Germany, watching for deer jackers. The highway went between two big fields and on one side there was an old house. I don’t think anybody was living in it but there was a street light right in front of it”.

“We had an old side road we could back into. We had a suburban Ram Charger. We used to have the lights geared up to flip them on and off. We weren’t there very long and we could see a light in the field coming from the same side of that road we were on. The old adrenalin started to pump. There was a guy with a light but you didn’t know if he had a gun. He kept coming towards us shining his light in the field. Then he went across the road and then we could see that he had a gun. He got across the road and never looked behind and we trotted along behind him. We got a little bit closer and he never looked back. Eventually we got fairly close and when we got to the right spot, we ran. I don’t know how far he was, maybe from here to the stove (5-6 feet), behind him and he turned around and shined the light in my eyes. I was looking down the barrel of a rifle. I had my .38 in one hand and a flashlight in the other. I told him it was the RCMP, drop the gun. I made two or three short, close steps and kaboom, away she went. I could see the flame coming out of that barrel over the top of my head.”

“To this day I can’t tell you, but I made one jump and he went backwards and I had him by the collar. I didn’t drop my gun but I had to drop the flashlight because I had him by the collar. I won’t tell you what I said but he didn’t know how close he came to getting it. I told a lot of members who said they would have shot him on the spot. You didn’t have time to think.”

“He said that he thought I was a bear. I asked him if he had ever seen a bear with a flashlight in his hand. You didn’t get the time to think. It happened so fast. About twenty minutes after is when it hit me. I am sure that when he swung around, I knew I was looking down the barrel of a rifle. When we got the gun, it was a .32 special with seven shells in it, one shell was spent. You have to cock that type of gun before you can fire so I had been looking down a loaded and cocked firearm”.

“I liked the Migratory Bird Section the most during my career because I was familiar with that. With the Canada Shipping Act and the Migratory Bird Act, I knew what I was going on and I knew how to do that. As far as detachment, I didn’t have much experience.”

Asked about a funny story that he could recall from his experience, he replied “I was retired from the RCMP by this time and I was running the boat. I was a civilian employee and I just skippered the boat and looked after the boat. I had two detachment members with me”.

“We were down off Shag Harbour and we were checking Irish mossers for life jackets. They used to make ice cream out of the moss. I saw something drifting out in the bay. I thought it was a seagull sitting on a barrel. When we got out there, it was a Russian in a raft that was no bigger than this table. He had two badminton rackets for paddles. He had a poke and plastic bag with his papers in it. This guy had deserted from what was probably a Russian factory ship. The only thing he could say was ‘Newfoundland’. How he got off that big factory ship and into that little raft was amazing. I will tell you it was just big enough to sit in it.”

“We called Immigration and they came down and picked him up. I guess he eventually went to Halifax. I thought I had a seagull on a barrel and it turned out to be a Russian on a raft. There was a newspaper article on it.”

“I was working with Royce Boutilier one time. We were watching these guys who were illegally shooting ducks. We crawled through the mud and ditches. We were up to our knees in mud and finally got to where they couldn’t get away. I said to Royce are you ready. He said yes and we took off. We got there and they all stayed where they were. Royce told me he had to go back and get his boots. When he jumped off the bank and into the mud, his boots stayed there and he kept going in his bare feet.”

“One time I got out of the car near the woods in Wellington checking a vehicle. The door got locked and here I was standing on the road with all lights going and couldn’t get back in my vehicle. I couldn’t call anybody. No cell phones in those days. Lucky me, the window in the car was down enough so that when I took my storm coat off and rolled up my sleeves I and could just get my arm in to open the window.”

“It was the good old days. Not like that anymore. Different generation. There is no room anymore in a police car because they have so much equipment. That is about it.”

JACK PASSED AWAY SEVERAL YEARS AGO BUT HE WILL ALWAYS BE REMEMBERED FOR HIS SERVICE.

Submitted by Garry A. McCay
Director of History and Artifacts
RCMP Veterans’ Association, Nova Scotia Division



Photos by Fred Hildebrand while at Percé Rock, Quebec

Sometimes it is just too difficult to attend an Executive Meeting in person, but Fred Hildebrand, our association secretary, always shows up, no matter where he finds himself. Campground wi-fi supporting a video link to join the meeting helps.

HISTORY – PRESIDENTS OF THE RCMP VETERANS’ ASSOCIATION, NOVA SCOTIA



The 28th President of this Division was Reg. # 22875 / 0.1188 Joseph Terrance (Terry) Gordon Ryan. He was born on July 9, 1943 at Bath, New Brunswick. Terry enlisted in the Royal Canadian Mounted Police on October 25, 1962 at Toronto, Ontario.

He trained at “Depot” Division, Regina, Saskatchewan and then served in “H” Division, Nova Scotia at St. Peter’s, Sydney, New Waterford, Port Hawkesbury and Sydney GIS.

Terry then served at “HQ’s” Ottawa, Ontario and attended Carleton University for one year. While in Ottawa, Terry served in Commercial Crime. He then moved to “J” Division, New Brunswick and served in Commercial Crime and attended law school at the University of New Brunswick. He was transferred to “O” Division, Toronto, Ontario into Economic Crime. He then transferred to “J” Division, Fredericton in the Audit office. He also served as the Assistant Criminal Operations Officer.

Terry then transferred to “HQ’s” Ottawa where he served in charge of Special Investigations. He then moved over to “A” Division in Ottawa and worked in Economic Crime. While there, he attended the National Defence College in Kingston, Ontario. He also served as Criminal Operations Officer in “A” Division. He moved to Ottawa and assumed the role of Director of Drug Enforcement and Director of Federal Operations. Terry was then transferred to “H” Division, Halifax and served as Deputy Commissioner for the Atlantic Region. He also served as Chairperson of the International Tattoo Foundation and on the Board of the Royal International Society.

Terry retired from the Force on July 9, 2003 with the rank of Deputy Commissioner. While serving, Terry was awarded the Royal Canadian Mounted Police Long Service Medal with Bronze, Silver, Gold and Platinum Clasp. He was also awarded the Queen’s 50th Jubilee Medal and the Queen’s 60th Jubilee Medal. He was also awarded the Commander of the Order of Merit (COM) and the Nova Scotia Police Long Service Medal for 15 years of service in Nova Scotia.

Terry Joined the Royal Canadian Mounted Police Veterans’ Association, Nova Scotia on July 2, 2003. He served as 1st Vice President and then as President of the Association from 2008 to 2009 inclusive.

Submitted by Garry A. McCay
Director of History and Artifacts

An advertisement banner for belairdirect. On the left, a red pill-shaped button contains the word "EXCLUSIVE" in white. Below it, the text "The savings have landed." is written in a large, bold, red font. In the center is a small, stylized character of a knight in armor holding a red flag with a white letter "b". On the right, the "belairdirect." logo is displayed in red, with "car and home insurance" in a smaller, grey font underneath.

Annual General Meeting of the Nova Scotia RCMP Veterans' Association

It is time again to meet for the election of the new executive. The Annual General Meeting will take place on Saturday, November 18 at the Oakfield Golf & Country Club and begins at 1100 hrs. Luncheon will be served. Menu will be as follows:

House Salad
Soup of the day (cream of chicken)
Turkey, cranberry and brie sandwich on focaccia
Apple Crisp dessert
Coffee & tea station
Soft drinks
Punch (non alcoholic)

Cost is \$40.00 per person and includes taxes and gratuity. Payment can be sent to Treasurer Ian Atkins, either by cheque made out to NS RCMP Vets, or e-transfer to treasurer.nsrcmpvets@gmail.com Please indicate FOR AGM LUNCHEON on cheque or e-transfer.

Payment will have to be received prior to the cutoff date of November 15, 2023 at 1700 hrs. This will give management the time necessary to ensure sufficient staff are on hand to serve the group.

If you are planning to attend and have food restrictions or allergies, please indicate that to me when you call/ email to book your attendance. This will allow me to make arrangements for the necessary changes to your menu for the luncheon.

Please confirm your attendance with Daniel Mallet:

Email: jcdanielm1@gmail.com cell: (902) 829-3625, home: (902) 237-0038

If he is out when you call, please leave a message. Do not be spooked by the opening comments in French.

As in previous years, the Oakfield Golf & Country Club collects Christmas gifts for children in the area. If you wish, you can bring a small unwrapped gift for a child and drop it off at the entrance. For those who would rather give a donation of cash instead of a gift, there will be a donation box at the entrance for that purpose as well. Let's pack that Golf Cart again!!!

The Annapolis Valley Christmas Luncheon will be held on Tuesday, 5th December 2023 10:30 -13:00 hrs. Port Williams Community Center. If you are planning to attend, please confirm your attendance by November 27th by sending an email to James Arsenault (jamesarsenault57@gmail.com) or by phone (902) 678-1950 (Cancellations after that date must pay for meals). See poster following this page.



Port Williams Community Hall
1045 Main St., Port Williams
Tuesday 5th Dec 2023 @
10:30hrs - 13:00hrs

**Luncheon Menu: Turkey with all trimmings,
Dessert, Tea, Coffee and Juice.**

**Cost per person: \$20.00, (cash only payable
at door); or cheques made payable and
mailed to Jim Arsenault - 57 Alicia Blvd
Kentville NS B4N 4Y7 Cheques &
E-Transfers must be received before
Nov 27th. Email address below**

Bar opens @ 10:30am

Itinerary:

10:30 - 11:00 - Meet & Greet

11:00 - 11:45 - Business

12:00 - 13:00 - Luncheon

13:00 - Closing remarks

**Confirm your attendance by Nov 27th email
to James Arsenault:**

jamesarsenault57@gmail.com

**or by phone: 902-678-1950 (Cancellations
after that date must pay for meals).**



For several years Mike Johnson played a leading role in guiding Cumberland County through a series of emergencies, including two tropical systems that caused extensive damage throughout the region as well as a series of winter storms that brought traffic to a standstill. Mike retired as the Cumberland Regional Emergency Management coordinator in 2022 and was recently honoured in Ottawa with the Emergency Management Exemplary Service Award for his outstanding contribution to emergency management. The award is a partnership between provincial, territorial and federal governments and recognizes recipients who have achieved excellence in their respective fields. Mike commented that he really appreciated the award “but there are a lot of people who were part and parcel to what I did in EMO who really deserve the credit too”. Johnson, who has enjoyed more than 40 years of public service with the Moncton City Police and the RCMP, praised his predecessor, retired RCMP member, Jim Hannon. It was Jim who “poured the concrete” that started CREM and set up the foundation that has been built upon since then. Johnson also credited Dominic Fewer, Steve Ferguson, Rennie Bugley and Greg Herrett. Cumberland Mayor Murray Scott said he is extremely proud of Johnson. “He accomplished a great deal as our EMO coordinator and provided yeoman service across Cumberland County. It’s an award that’s so well deserved”. Well done, Mike!

submitted by Paul Calder



Association member Dave Coleman in receipt of birthday wishes from Cumberland North MLA Elizabeth Smith-McCrossin. Happy 98th Birthday Dave.
submitted by Paul Calder

South Shore

The 25 annual Corn Boil of the RCMP South Shore Vets went ahead on 10 Sept. 2023, despite a bad weather forecast.

However, the weather turned out to be a hot afternoon. 39 Members and spouses and friends turned out. Everyone had 2 ears of corn and 1 sausage allotted to them. The sausages disappeared but there were a few ears of corn left over.

During the afternoon, which was attended by our President, Howard Eaton, some membership pins and RCMP Veteran challenge coins were presented. We also had an election of a new executive as our former Director, Steve Mills, had resigned due to travel plans.

Fred Sinclair was elected as the new Director. Darryl Cook stayed on as co-Director and Mary Lane as Treasurer. We would like to thank Howard for doing the presentations and elections. Also Dan Mallett for helping to set up things.

Our next function was a Luncheon at Pizza Delight, Bridgewater, on 19 Oct 23 at 11:30 AM. The annual Christmas Dinner will be on 2 Dec 23, at the Italy Cross Fire Department. More to follow on that after our luncheon.

Darryl



Wayne and Darryl Cook

RCMP Veterans' Association Nova Scotia Division



November 2023 Executive Elections

Attached is a list of the positions the AGM elections are required to fill.

- a) President
- b) 1st Vice-President
- c) 2nd Vice-President
- d) Treasurer
- e) Secretary
- f) Immediate Past-President (ex-officio)
- g) Master-at-Arms

Current nominees are:

President, Dan McNaughton

1st VP, Paul Smith

2nd VP, Patricia MacNeil

Treasurer, Ian Atkins

Secretary, Fred Hildebrand

Immediate Past President, Howard Eaton

Master at Arms, Pat Moran

The election committee:

Brian Carter (Chair), Gary Grant, Erin MacKinnon

Nominations are closed as of 18th Oct 2023 except that 3rd party nominations may be made from the floor at the AGM.

Mail Stop #H-025, 80 Garland Ave, Dartmouth, NS, B3B 0J8 / nsrcmpvets@gmail.com



2024 Nova Scotia Police Curling Championships



Hosted by the Glooscap Curling Club, Kentville, NS

January 26th-28th, 2024

Price per team \$400

(Curlers without a team, contact the Host Chair.)



Host Chair: Mike Carter 902-680-6828

Contact email karla.mike.carter@gmail.com



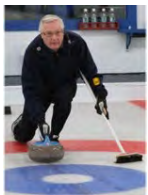
Registration/Commitment Deadline: **December 17th, 2023**

NATIONAL QUALIFIER winner to represent Nova Scotia at the Canadian Police Association Championships April 2024 Whitby Ontario

Teams will be competing for the Alexander Keith's Stu Ryder Cup
Stu Ryder: a long-time friend of NSPCA & Honourary Lifetime Member to the NSPCA and CPCA.



Primary Event Hotel:
The Slumber Inn New Minas
(902) 681-5000
Rate \$139.00 / night
Book by Jan 12, 2024



Eligibility:

- Sworn Peace Officers in their Province, County, Municipality, City or Town.
- Retired Peace Officers with minimum 15 years service.
- Including but is not restricted to full time, **Canadian Border Services, Military Police, Customs, Corrections, Conservation, Fisheries Officers and more** (contact Chair for complete list)



The NCPA is a proud supporter of Tourette Canada. **The Host Committee is asking that each player bring an item to the event for a fundraiser to be held in support of this of tremendous group of volunteers.**

Curl Kentville



BIG FOOT MOOSE & BEARS for RCMP in NOVA SCOTIA

In 2020, the Nova Scotia Division of the RCMP Veterans' Association began an initiative called We've Got Your Back to support each of the 52 Detachments within Nova Scotia and to provide a tangible assist to their valuable work in their communities, especially with families and children. Since that time, over 250 stuffed toys have been donated to the Detachments to be distributed at the discretion of the Serving Members when they are dealing with a child in distress or who has been injured or, to be a source of comfort when there is an encounter with persons suffering from dementia-related illnesses. These continue to be well received by the serving members and employees and we are now able to supply three styles to the Detachments.

The Nova Scotia Division has committed to continuing this initiative with the Detachments by replenishing those Big Foot Moose and Bear Mounties on hand, so that there are always at least two available in each office.

How Can You Continue to Participate?

Each Big Foot Moose/Bear Mountie sponsorship will cost \$30.00 each. Your sponsorships for these Moose/Bears can be sent by e-transfer to treasurer.nsrcmpvets@gmail.com . (A security question is no longer required as this is now an "auto-deposit" account.)

You may also pay by cheque to "NS RCMP Vets Assoc." and mailed to: RCMP Vets' Assoc., N.S Division – Mailstop H-025, 80 Garland Avenue, Dartmouth, N.S. B3B 0J8

**** Please do not mail cash****

Please note that your sponsorship of a Moose/Bear will remain confidential to the recipients; your name will not be shared with the family of the recipient or with the host Detachments. We will however continue to compile a list of all sponsors to share with the Nova Scotia RCMP VA membership in a future President's letter.

You may also sponsor a Big Foot Moose/Bear Mountie in memory of a family member or a fellow police employee who has passed away.

THANK YOU!

President Howard Eaton and Executive
RCMP Veterans' Association, Nova Scotia Division





The gang at Boondocks in Eastern Passage, NS enjoying a noontime luncheon October 18.
photo credits to Dan Mallet



Association members Brian Carter and Gerry White presenting a wreath on behalf of the RCMP Veterans during the 2023 Fallen Peace Officer Memorial held at H Division HQ on October 15, 2023

On Wednesday, September 13th 2023, 21 teams of RCMP veterans, family and friends plus two teams from the NS Special Olympics golf program, gathered at Eaglecrest Golf Club in Centreville, NS for the 11th annual Stu Ryder Memorial Golf Tournament.

Mother Nature blessed us with a beautiful weather day, having stressed us out as we closely watched Hurricane Lee move up the coast, but not arriving for 48 hours post tournament

The course was in fantastic shape, giving the teams the opportunity to post some impressive scores! We had participants travel from Alberta as well as New Brunswick plus a number of “new to our tournament” golfers. We had our youngest participant this year – Mack Lord, age 14. He is the grandson of retired member David Lord.

Kings Honda again sponsored a chance to win a two-year lease on a Honda CRV with a hole in one on Hole #1. Unfortunately, no one was skilled enough to win the lease. Gary Grant was the MC and kept the golfers entertained during the luncheon, awards and draws for door prizes.

This year’s winning tournament team was a unique one comprising of three generations of retired and active RCMP members – Grandfather (Russ), his daughter (Darlene) and her son (Ryan); the fourth being a long-time neighbour and family friend (Lee). Pictured below (left) is the winning team with our President Howard Eaton on the left–



We again hosted two teams from the NS Special Olympics golf program at our tournament. Howard Eaton and Julie Matthews are shown in the photo above (right) with the Special Olympic golfers presenting them with the Participation plaque for 2023 as well as our Association’s donation cheque in support of their golf program.

This year’s organizing Committee of Julie Matthews, Art AuCoin and Pat Delaney would like to thank Eaglecrest Golf Club, Melanie for a delicious meal and our volunteers for their support and assistance in helping to make this year’s tournament another success.

Thank you as well to the golfers for supporting our 11th Annual Stu Ryder Memorial Tournament. We appreciate all of you and look forward to welcoming everyone back in 2024.

Submitted by Julie Matthews



Meet your new insurance sweetheart.

RCMP Veteran Members can receive exclusive savings on home and car insurance through [belairdirect](https://belairdirect.com).

belairdirect.
car and home insurance

Certain conditions, eligibility requirements, limitations and exclusions apply to all offers. Visit belairdirect.com for more details. Offers may change without notice. We offer car insurance and home insurance in Alberta, Ontario, Quebec, New Brunswick, Nova Scotia, Newfoundland and Labrador and Prince Edward Island and home insurance only in British Columbia. © 2023, Belair Insurance Company Inc. All rights reserved.



Nova Scotia RCMP Veterans' Association

2023 Lottery

2 Chances to Win a Cash Prize

1 X \$1000 and 1 X \$500

Nova Scotia Lottery regulations prohibit ticket sales outside the province and our lottery license restricts ticket sales to members of the NS RCMP Veterans' Association. A condition of our Nova Scotia Lottery License also prohibits electronic payments, including e-transfers and PayPal. Therefore, the Association can only accept payment for Lottery Tickets by cash, cheque or money order.

Tickets purchased are eligible for all remaining draw-dates following the date of purchase as outlined in the **DRAW SCHEDULE. One ticket will be drawn on each draw date and the drawn ticket will be returned to the drum and included in all remaining draws. The cost of a single ticket will be based on the number of draws remaining at the time of purchase.**

To be entered in a draw, payment must be received by the Association at least one day prior to the draw as per the **DRAW SCHEDULE below. Receipts will be issued for all tickets purchased.**

Purchase Options: Cash, Cheque or Money Order

Please make all Cheques / Money Orders payable to:

NS RCMP Vets' Association

In Person:	Cash / Cheque or Money Order [Pay directly to Treasurer - Ian Atkins]
Mail:	Mail Cheque or Money Order to: <i>[Do not send Cash by Mail]</i> Nova Scotia RCMP Veterans' Association Mailstop# H-025 80 Garland Ave., Dartmouth, NS B3B 0J8 Attn: Treasurer 1. Include a notation the payment is for the 2023 Lottery 2. Include ticket owner's name & telephone #

Draws: 2	A Cash Prize will be awarded according to the Draw Schedule A Winning ticket will be returned to the Lottery Drum for all remaining Draws, so you could win more than once with the same ticket.
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***** **NEXT DRAW SCHEDULED** *****

Ticket Cost	Purchased one day prior to Draw on	Cash Prize	Eligible Draws
\$10	November 18th	\$500	2
		NS Lottery Lic #	AGD-322011-22

Pension & Benefits Reference Contacts – July 1, 2023

Pertains To	Website	Phone #
RCMP Pension administered by Public Works and Government Services Canada (PWGSC)	<p style="text-align: center;">www.rcmp-grc.pension.gc.ca</p> <p style="text-align: center;">https://www.tpsgc-pwgsc.gc.ca/remuneration-compensation/index-eng.html</p>	<p style="text-align: center;">1-855-502-7090 (all ranks other than below)</p> <p style="text-align: center;">1-855-502-7088 (for levels EX-01-C/Supt. & above)</p> <p style="text-align: center;">1-800-561-7930 Public Servants</p>
Veteran's Affairs Canada (VAC)	<p style="text-align: center;">www.veterans.gc.ca</p> <p style="text-align: center;">Select My VAC Account Select Sign In Sign-in Partner or GC Key Input Username & Password</p>	<p style="text-align: center;">1-866-522-2122</p>
Canada Pension Plan (CPP) Old Age Security (OAS) Guaranteed Income Supplement (GIS) Survivor's Benefit Disability Payments	<p style="text-align: center;">www.canada.ca/en/services/benefits/publicpensions.html</p> <p style="text-align: center;">Select language of choice Select Benefits Select Pensions</p>	<p style="text-align: center;">1-800-277-9914</p>
RCMP Group Life and Accidental Death and Dismemberment Plan Administered by SEB Administrative Services	<p style="text-align: center;">www.pbs-sra.ca</p> <p style="text-align: center;">Input User ID & Password You may enter as GUEST or SURVIVOR</p> <p>On June 14, 2021, the administration of the RCMP Group Life Insurance Plans was transferred to SEB Administrative Services. For information or to make changes to your group life insurance coverage, please visit https://fp.seb-admin.com/fpconnect/#/rcmp-grc or contact the RCMP Group Life Insurance Centre from Monday to Friday between 7:30 a.m. and 6:00 p.m. Eastern Time (E.T.) at: 1-877-778-8084.</p>	<p style="text-align: center;">1-877-778-8084</p>
Public Service Health Care Plan – PSHCP (Canada Life)	<p style="text-align: center;">Canadalife.com/pshcp and Public Service Health Care Plan - Canada.ca</p> <p>Each member's Contract number depends upon month of birth (dependent's contract number is 52115) Certificate Number remains as before. *** Effective July 1, 2023 – now administered by CANADA LIFE</p>	<p style="text-align: center;">1-855-415-4414</p>
Blue Cross - Medavie	<p style="text-align: center;">www.medaviebc.ca</p> <p style="text-align: center;">Select Account Login Select VAC Input Username & Password</p>	<p style="text-align: center;">1-888-261-4033</p>
Pensioners' Dental Services Plan - PDSP (Sun Life)	<p style="text-align: center;">www.sunlife.ca/pdsp</p> <p style="text-align: center;">Group CONTRACT number is 255555 Each member has a Certificate Number on their card</p>	<p style="text-align: center;">1-888-757-7427</p>

	Input Access ID & Personal Password NOTE – SUN LIFE continues to administer this benefit after July 1, 2023	
Bureau of Pension Advocates (VAC)	www.veterans.gc.ca <u>How to review or appeal a decision - Veterans' rights - Veterans Affairs Canada</u>	1-877-228-2250
Canada Revenue Agency Disability Tax Credit (DTC)	https://www.canada.ca/en/revenue-agency/services/tax/individuals/segments/tax-credits-deductions-persons-disabilities/disability-tax-credit.html	1-800-959-8281
GST Office	https://www.google.com/search?client=firefox-b-1-d&q=gst+office+canada	1-800-959-8281
VAC ASSISTANCE SERVICE	24/7 PSYCHOLOGICAL SUPPORT FOR VETERANS & FAMILIES	1-800-268-7708