



THE NANTON LANCASTER SOCIETY NEWSLETTER

CANADA'S BOMBER COMMAND MEMORIAL MUSEUM

VOLUME 23 ISSUE 2

FALL / WINTER 2009



George Shaw photo

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PRESIDENT'S REPORT

As the weather starts to turn cold and the leaves begin to fall, I look back over the past summer season and again I am proud to be part of the Nanton Air Museum.

This year's summer season was indeed a busy one. With the "Back to Baddeck Flight" in May, the AJ fly-in and Salute to Jack Allan in July, and the August 15 main summer event, your museum has continued to remember and tell the stories of those Canadian sons and daughters who served Canada during World War II.

Perhaps this was best exemplified by the twinning of the Village of Senantes in France with the Town of Nanton. What do these two towns have in common you might ask? The answer might have been nothing, if it were not for that fateful night in August when a young pilot lost his life while leading the attack on a Nazi V-1 Rocket site. After that night the two towns were destined to be forever linked together. The crash site of S/L Ian Bazelgette's Lancaster was just outside Senantes and indeed the final resting place of Ian himself is within the village.

While back in Nanton, just one hour away from Ian's birthplace sits the Lancaster that is dedicated to his memory and the Bomber Command Memorial wall that bears his name along with over 10,000 other Canadians who, like Ian, did not come home. So it is perhaps fitting that, as November 11 approaches, I proudly stand beside the Lancaster and remember.

Sincerely,

Rob Pedersen





Historian Stéphane Guevremont (centre) speaks with Dave Birrell and Gordon Jones after his presentation of "The Silver Dart" in the museum's Joe English room. The event, held on April 30, was well attended by local residents and museum volunteers.

MUSEUM HOURS

Open Daily - April 16 to October 15

9 a.m. to 5 p.m.

Open weekends - Oct. 16 to April 15

10 a.m. to 4 p.m.

To book group or special visits

Call 1-(403)-646-2270

The Nanton Lancaster Society is a non-profit, volunteer society, registered with Revenue Canada as a charitable organization and is pleased to issue tax receipts for donations of funding or materials.

The Society is working toward restoration of Nanton's Lancaster Bomber and development of the Air Museum with this historic aircraft as the centrepiece. The museum honours all those associated with Bomber Command and commemorates the activities of the British Commonwealth Air Training Plan.

**Mailing Address: The Nanton Lancaster Society
P.O. Box 1051
Nanton, Alberta
Canada T0L 1R0**

BECOME A MEMBER OF THE NANTON LANCASTER SOCIETY

- ANNUAL MEMBERSHIP - \$20 -

SQUARE FOOTER MEMBERSHIP

For a donation of **\$100 or more** you become a **SQUARE FOOTER** member and receive:

- **A certificate** stating you are a Square Footer member; **bi-annual newsletter**
- **Your name placed on a permanent plaque** in the museum;
- An **official tax receipt** for income tax purposes; - and a **three-year membership**.

LIFETIME MEMBERSHIP

For a donation of **\$500 or more**, you become a **LIFETIME MEMBER** and receive:

- A **Lifetime member certificate**; - your name on a **permanent plaque** in the museum;
- an **official tax receipt** for income tax purposes. - **Bi-annual newsletter**

WING COMMANDERS CLUB

For a donation of \$5000 or more you become a member of the **WING COMMANDERS CLUB** and receive:

- **all the rights of a Lifetime member**;
- **PLUS your name on a special permanent plaque on the "EXCLUSIVE" Wing Commanders board.**

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BACK TO BADDECK

The Canadian Aeronautical Preservation Association's Centennial of Flight project was a vintage aircraft relay that began at Greenwood, Nova Scotia, and circled the country, visiting all participating aviation museums and all provinces and territories. It passed through Nanton on May 30 when a 1937 Waco Cabin from the British Columbia Museum of Flight in Langley arrived, accompanied by a Harvard. After over-nighting in Nanton, the Langley folks "passed the baton" to Gordon Jones. Gordon, in turn, flew it to Springbank Airport near Calgary in his Tiger Moth on behalf of the Nanton Lancaster museum as it continued on its way "Back to Baddeck," the birthplace of flight in Canada.

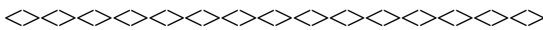


Photo by Scott Bentley

The Canadian Museum of Flight's Waco approaching Nanton on 29, May, 2009.



Gordon Jones accepts the "baton" from Bill Findlay, pilot of the CMF Waco.



The Centennial flight participants stand beneath the Lancaster: L-R are Bill Findlay, Gordon Jones, Dave Beales, Doug Moan, and Harvard pilot, Vic Bentley.



The Canadian Museum of Flight Waco, led by the Harvard that had accompanied it from Langley, B.C., salute Nanton as they leave for Wetaskiwin on May 30.

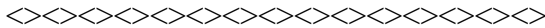
WESTERN CANADA MODEL CONTEST

As part of the museum's annual "Planes, Trains, and Elevators" event, the NLS was pleased to host this competition that was organized by the **Rocky Mountain Model Club**. With the Lancaster outside for engine run-ups, the majority of our main hangar was filled with over six hundred models of various types in this well-run event. It appears that the competition will again be held at the museum in 2010. Watch the "Special Events" section of the website for further details.



SALUTE TO JONATHON SPINKS

On June 27, the museum paid tribute to Jon Spinks. Richard de Boer, an aviation historian and a close personal friend of Jon, gave an excellent, well-illustrated presentation that described Jon's passion of locating and recovering WW II era aircraft and parts in western Canada. Following Richard's presentation, a Lancaster engine run was dedicated to Jon's memory and the "Jonathan Spinks Scrounger Award" was announced. This award will be presented annually to an individual who locates the most noteworthy archival item for the museum. The 2009 recipient was Simeon Desloges who donated some pieces of S/L Ian Bazalgette VC's, Lancaster ND-811



The space normally occupied by the Lancaster is seen here with tables displaying hundreds of models in many different categories.



Models of ships, automobiles and aircraft plus others like dinosaurs, vintage service stations c/w cars, etc., proved to be a popular display.



Sheena Reed photo

Rob Pedersen holds a small piece of Ian Bazalgette's ill-fated Lancaster which was presented to NLS by Simeon Desloges at the "Baz" event. (See pages 8 & 9)



Seen here are a few of the fifty-two aircraft that attended the 2009 Fly-in breakfast.



Sheena Reed Photo

*Balloons from Calgary and High River prepare to take off in the early morning from the AJ Flying Ranch. A tethered balloon also on hand took several visitors for rides. NLS extends grateful **THANKS** to all the balloonists who added this extra attraction to the event!*



Sheena Reed Photo



As usual, the Sunwest Aviation Beech Expeditor in RCAF livery attended with Mark Eberl piloting.

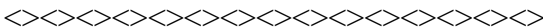


Dennis Mockford and his friend Bonnie arrived at the fly-in in a restored Noorduyn Norseman! Dennis had been flying the Norseman across Canada as a Centennial project. What a crowd pleaser!!



SALUTE TO JACK ALLAN - July 23

"Jack Allan Day" honoured a Nanton hero who flew Hurricanes in North Africa in World War II and then went on to become a Wing Commander in the post-war RCAF and the Commanding Officer of the famed GOLDEN HAWKS 1960-1962. Members of Jack's family were in attendance. The highlight of the day was a flyby over the museum by the Snowbirds and Hawk One, the rejuvenated Golden Hawks F-86, as a tribute to Jack Allan.



Jan Simkins (Jack Allan's daughter) in the cockpit of Lancaster FM-159 during an engine run-up dedicated to her father.



Sheena Reed photo

The Snowbirds and the Sabre "Hawk One" fly by in a salute to Jack Allan. Note the museum's giant RCAF flag and RCAF crest on the finial.. (See flag pole on page 16.)



George Shaw photo

"Hawk One" flies over Nanton honouring the memory of W/C Jack Allan, C/O of the Golden Hawks from 1960 to 1962.

The special guest speaker for the day was George Miller of Langley, B.C., who was a Golden Hawk pilot at the time that W/C Jack Allan was the Commanding Officer. The NLS extends a Grateful THANKS to George Miller for helping make the day.

8 REMEMBERING BAZ and TWINNING OF NANTON AND SENANTES

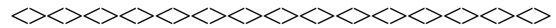
To use the words of the editor of the Nanton News, “The Town of Nanton and the Village of Senates, France, will forever more be officially linked together because of one fateful day in 1944.” That of course was on August 4 when S/L Ian Bazalgette attempted to land his flaming Lancaster to save the lives of two of his crew who were injured. In doing this he made an extreme effort to avoid the village of Senates. While he made the landing, the aircraft blew up and he lost his life.

Sixty-five years later, Senates Mayor Christian Gavelle and Mayor John Blake of Nanton united the two communities from two continents and honoured S/L Bazalgette by signing a document that twinned Nanton and Senates.

Special guests who participated in the event were: Christian Gavelle and his wife Sylvie; Simeon Desloges and his wife Nelly. Simeon as a young boy had watched

S/L Bazalgette’s Lancaster as it flew over his farmland and landed in a nearby field then exploded. Other special guests were: Senator Anne Cools from Ottawa; Dave Hackett, from Edmonton; MLA Evan Berger; Philippe Uziel, Paris, France.

The twinning was only part of a very full day. The next two pages record other happenings of the day. During the event the air was punctuated by the roar of the two Merlin engines on the Lancaster which were started up four times during the day.



The painting, “Beyond Praise,” (Baz over Senates) by artist Len Krenzler.



The mayor of Senates, France, Christian Gavelle, signs the document that officially twinned his village with the Town of Nanton. John Blake, Mayor of Nanton, looks on.



Simeon Desloges signs “Beyond Praise” depicting Bazalgette’s Lanc over Senates.



The two Merlins were run up several times during the August event. There was also a night run the evening before the event.



The Town of Nanton held a “Meet and Greet” party the evening of August 13 for the special guests from France, who were here for the twinning ceremonies.

Above (L-R) are Christain Gavelle, Mayor of Senantes, France, and Nanton’s Mayor John Blake. The lady at the right is Brigitte Ducatel. She along with her husband Alain Ducatel (seen in the photo at left) toured the guests from Senantes around southern Alberta, prior to the event and also acted as interpreters during the event. The Ducatels are originally from France, and now live in Calgary.



L to R standing are: Don Thomas, Mayor Christian Gavelle, Bob Campbell, Simeon Desloges and Alain Ducatel. Kneeling are Frederick Carsted and Don Zorniak.



Senator Anne Cools was one of the guest speakers at the August 15 twinning event.



Our friend, Philippe Uziel, from Paris, France, attended the August event, along with his wife and son. Philippe is fluent in both English and French and was one of the interpreters for Christian Gavelle and Simeon Desloges, during the proceedings.

10 MURRAY'S MOTH DEDICATED

On August 15, and with members of Murray Peden's family in attendance, the museum's Tiger Moth was dedicated to this highly respected Bomber Command veteran and author. The number "4080" had been chosen to be carried by this aircraft as these were the markings on the Tiger Moth that Murray soloed in at #5 EFTS at High River.



Murray Peden's son Roderick assisted by NLS president Rob Pedersen, cuts the ribbon to officially dedicate Tiger Moth 4080 to his father. While only the fuselage and Gipsy Major engine are presently on display, the wings are being rebuilt by specialist Neil Davidson, at Marysville, B.C. They should be completed by late November. The fabric cover will be done in the museum shop over the next year.



Sheena Reed photo

Murray Peden's nephew, Hugh Peden, pipes in the Tiger Moth for ribbon cutting.



Sheena Reed photo

Karl Kjarsgaard points to a page in Dick Randle's log book which shows that Dick Randle was on the same raid in which Ian Bazalgette was shot down. Dick Randle is a long-time member of NLS and has attended nearly all of our major events. However, we were not aware of his connection with the Trossy St. Maximin raid until now.



Flypast by Gordon Jones in his Tiger Moth.

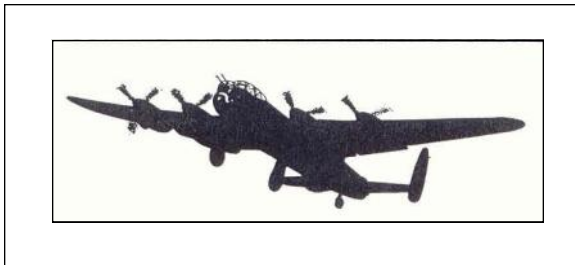
TED HACKETT'S LEGACY

Although Ted lived in Edmonton, he and a number of his ex-air gunner friends became regular visitors and supporters of our museum. Ted particularly enjoyed our special events. We were saddened to hear of Ted's passing but pleased that he had allocated \$10,000 from his estate to our museum.

During our August 15 event, Ted's son Dave, presented the museum with a cheque. These funds have made it possible to proceed with the rebuilding of the wings for Tiger Moth 4080 to an airworthy standard (see preceding page). We think Ted would be pleased.



Dave Hackett presents a cheque for \$10,000 from his father's estate to NLS President Rob Pedersen.

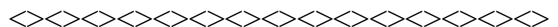


NLS President Rob Pedersen looks on as Jim Jenkins cuts the ribbon officially opening the 'Lady Orchid' nose art display, as painted by Clarence Simonsen. Jim is the son of Ron Jenkins, who flew the Lancaster having this nose art. Ron was a prominent Calgary businessman after the war, operating the "Jenkins" chain of grocery stores.



NOSE ART UNVIELED

Standing on the scissors lift (L-R) Rob Pedersen, Clarence Simonsen, Harold Kearl, and Karl Kjarsgaard. Harold is about to cut the ribbon to officially open the replica nose art display titled "Willie The Wolf" which was painted by nose art authority and artist, Clarence Simonsen. Harold Kearl was the pilot of a WWII Bomber that had the original nose art.



12 **E-MAIL AND LETTERS RECEIVED**

Hello Rob and NLS friends: August-05-09

I have been away and otherwise busy on catch-up since the 'Salute to Jack Allan' Event. So am only now extending my sincere thanks for your very kind hosting during my recent visit. It was memorable for me in many ways, not the least, getting there after my early WestJet flight was cancelled. You were all gracious in making the journey worthwhile with your arrangement for me to address those attending and give me the opportunity to meet Jack's relatives and visitors.

You have truly a wonderful museum and I have been singing your praises as I will tonight at our museum's board meeting. I was particularly taken with the spirit of your board members and the quality and enthusiasm of your volunteers. The presentation of displays and general appearance of work space and grounds was first class. I think the focus on our bombers' history is a great incentive for concentration of effort rather than trying to cover the waterfront.

I hope to drop in again one day. If possible I'll bring the Fraser Blue.

George Miller, Langley, B.C.

Greetings August-17-09

We just wanted to say thanks so much, to your society, museum volunteers, and last but not least all the citizens of your town for allowing us to be part of your weekend. We had an outstanding time and the hospitality was more than anyone in living history could ask for. You put on an excellent event and we were very proud to be able to share

it with you. Thank you once again for everything you did for us and making us feel so welcome.

Best regards, Don Thomas and Bob Campbell.

EDITOR'S NOTE: *We have cut back on printing e-mail and letters due to other items we thought should be printed.*

"RELIC'S" FLIGHT ENGINEER'S FAMILY VISITS THE MUSEUM

During one of our engine run-up days, we were pleased to speak with Lorraine Riley and her family from Chester, England. Lorraine is the daughter of Sgt. J. McCart who was the f/e on the crew piloted by Robert Clothier who played "Relic" on the CBC's Beachcombers series. The Clothier crew photo is the one displayed on Canada's Bomber Command Memorial. Lorraine had been introduced to the museum through searching the Internet for her late father's name and, of course, was directed to our museum's website.



The engraved photo of "Relic's" crew as seen on the Memorial Wall centre-piece.



An better bomb trolley has been built for the museum's replica Tallboy bomb.



THE TRAVELLING DISPLAY

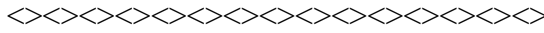
Last winter's project to make a permanent travelling display using the full size centre portion mock-up of a Lancaster was a bit behind in completion. However, it was finally completed in time for the Airdrie, Alberta, air show.

It is mounted on its own trailer and sports a mid-upper gun turret that visitors to the display can access. The turret has some original parts with others having been fabricated by shop volunteer and "gun turret specialist" Charlie Cobb. The display was well-received at the several venues it attended, with line-ups waiting to try the gun turret! Further modifications are underway to make this display even better for the 2010 season.

LANCASTER MODEL DONATED

The top photo shows Michael Potter, Calgary, AB, with the 1:20 scale Lancaster model he donated to the museum. It has the squadron identification letters (F-2T) of S/L Ian Bazalgette's aircraft.

In the second photo you have the view that visitors now see as they enter the museum. It shows Michael's Lancaster model hanging in the foreground of the museum's entryway with the large Halifax model (previously donated by the late Phil Black) sweeping in behind.



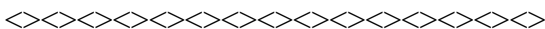
14 **MEMBERS' DONATIONS
LEAD TO GRANT FUNDING**

Utilizing funding made available through the Alberta Lottery Fund, the provincial government's "Community Spirit" grant program has been of great benefit to our museum. The program assists non-profit organizations based on the donations that the organization receives directly from its supporters. In the case of the Nanton Lancaster Air Museum, our major source of funds are private donations, both from members and visitors. We receive no direct support from municipal, provincial, or federal governments for our operations.

Given the level of donations that we receive, our museum qualified for the maximum level of support through the "Community Spirit" program, \$25,000. The majority of this grant is being used to pay for basic museum operating costs such as natural gas, electricity, telephone/internet, and waste services. \$10,000 has been allocated to support our aircraft restoration program.

The museum very much appreciates this funding assistance. We have advised our MLA that grant programs such as this that recognize an organization's demonstrated support by the public is an excellent model.

This year, and in the future, we will be applying for assistance through this program. Please keep in mind that your donations to the museum are, to some extent, being matched by the government's "Community Spirit" program.



Mrs. Marjorie Norris presents a cheque for \$5000 to NLS Past President Dan Fox.

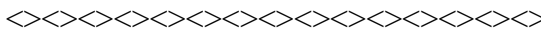
**DONATION HONOURING FORMER
NLS VOLUNTEER**

On Tuesday morning September 22, Mrs. Marjorie Norris of Calgary visited the museum to make a donation in memory of her late friend, Gordon Denoon. Past President Dan Fox accepted the \$5000 cheque on behalf of the Society.

Marjorie had grown up in Nanton and Gordon had been one of her friends. That friendship had continued over the years. Her donation was to make sure that Gordon was remembered on one of the museum's plaque boards and that his wartime service in the medical corps was recognized.

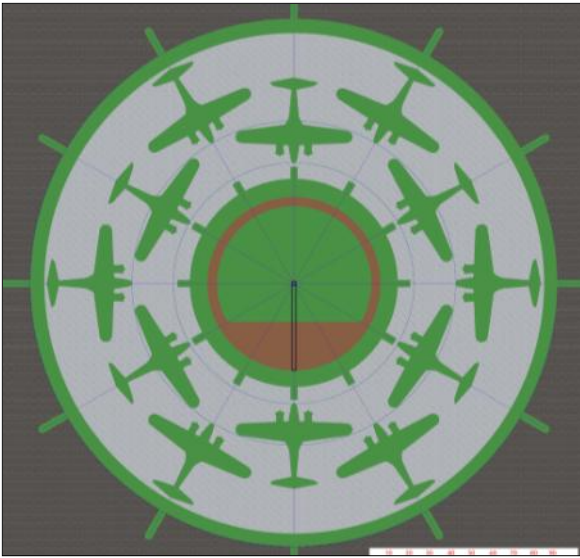
A suitable plaque will be placed on the museum's Wing Commander Club board. It will be in memory of LAC. Gordon Denoon, by his friend Marjorie Norris.

The funds donated by Marjorie Norris will go towards completing the restoration of Tiger Moth 4080.



western North America.

The top photo shows a drawing of the project. The lower photo shows an aerial view of the Gravitas circle as of October 31 when the Anson remains were situated within the silhouettes. A photo on the front cover shows the circle under construction this past summer with some of the gravel spread and the grass silhouettes where the derelict Ansons now rest.



The first (and best) derelict Anson is set in place on the “north” silhouette. Its tail points due north. (October 29/09)



A recent upgrade to the museum addition still needs to be completed. Seen here are the down spouts from the roof with the newly installed diversion pans in place. They were welded up by local welders and installed by volunteers Dan Fox, Barry Beresford, and Dennis Muldoon.

THE GRAVITAS: CIRCLE

This is the project that was mentioned on page 15 of our Spring 2009 newsletter. It is the brainchild of artist Keith Harder, Chair, Department of Fine Arts, Augustana Faculty, University of Alberta, Camrose, Alberta. It involves the creation of an 80 yard circle with twelve natural grass Anson aircraft silhouettes. Each of these areas will have an Anson “carcass” placed upon it. The remaining parts of the circle are gravel covered. It is essentially a compass circle that is based on an idea similar to the ancient Indian Medicine Rings, which can be found on the plains of

IN MEMORIAM

Norman Moore, Alder Flats, AB, passed away in January 2009. NLS member.

John (Jack) Battrum, High River, AB died in 2009. Longtime NLS member and supporter.

Glen Fisher Vulcan, AB, passed away in the Spring of 2009, NLS member.

Jack Deans, Vulcan, AB passed on in June 2009. Longtime NLS member.

Stanley Sickelmore, England, passed on in May of 2009. Longtime member and friend of the NLS museum.

Larry Bolton, Kamloops, B.C., died June 5, 2009. Longtime member.

T. Graham Smith, Calgary, AB, passed on July 17, 2009. Flew Mosquito bombers during WWII. Longtime member and supporter of NLS.

Bertram (Bert) Clark, North Saanich, Vancouver Island, passed away in July. Bert flew Lancasters, including FM159, with 407 MP Sqdn. in the '50s. Member of NLS.

George E. Surbey and his wife **Irene Surbey** both passed away in the summer of 2009. They were both NLS members and supporters of the museum. George served with Bomber Command during WWII.

Allan Louis Lnoke, Three Hills, AB. Passed on August 01, 2009. Member and supporter of the museum. Served as an air gunner during WWII.

Eldon Leroy Jones, Nanton, AB. Passed away suddenly on August 28, 2009. A longtime member and friend of the museum.

George F. Anderson, Ontario. Passed away June 26, 2009. A Lifetime Member of the NLS Museum.

The Nanton Lancaster Society extends deepest sympathy to the families and friends of the above.

MAY GOD BLESS

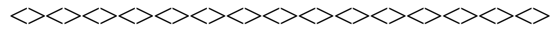


Donated flag pole being moved.

100 FOOT FLAG POLE DONATED

The one hundred foot flagpole from which our large RCAF flag flies was built by Tony and Joan Scheiwiller of Ultimate Trains. This generous couple have donated the flagpole to the Town of Nanton with our museum to be responsible for it.

During July, the pole was moved to its new location in Centennial Park, considerably closer to the museum. Thanks to the Nanton Legion Branch #80, the Nanton Boosters Club and a private individual for financing the move.



MEMORIAL WALL UPGRADED

Sixteen additional names have now been added to the Museum's Memorial Wall. They are seen on the right above. There is now total of 10,659 names of Canadian and other Bomber aircrew casualties listed. LEST WE FORGET



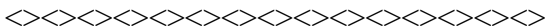


The “F for Freddie” nose art applied to plywood from a Hadrian glider wing.

“F for FREDDIE” NOSE ART PANEL

Bomber Command Mosquito LR-503 flew more operations than any other World War II bomber. The aircraft first served with No. 109 Squadron RAF and later with No. 105 Squadron where it carried the markings GB-F and became known as “F for Freddie.” It carried nose art that featured a mosquito dropping a bomb on Hitler. The bomber completed a total of 213 operations but then tragically crashed in Calgary, Alberta, two days after the war in Europe ended. F for Freddie had been touring Canada as part of a Victory War Bond Drive.

The Mosquito was a wooden airplane, covered by thin plywood. This full-size, replica of F for Freddie’s nose art was painted by Clarence Simonsen on WW II aircraft plywood. The wood, which was originally part of a Hadrian Glider, was moulded into the shape of a Mosquito’s nose by NLS volunteer, Shane Chipchase. Photos and the complete story are available on our website.



Members may recall the long, somewhat complex story of how in 2008 our museum drew attention to No. 431 Squadron’s wartime mascot and how a replica was made and flew with Major Rob Mitchell, the C/O of the 2008 Snowbirds team. The saga continued through 2009 when a magazine article written by Jacqueline Chartier appeared in Airforce Magazine and led to our museum connecting with the family of W/C Marty Mitchell who was the C/O of No. 431 during WW II. It turned out that the original Minnie Simcoe doll that flew some twenty operations with wartime aircrew was safely tucked away in a trunk in Ottawa. So arrangements were made for “The Real Minnie” to fly with the current No. 431 Squadron, “The Snowbirds,” at the Lethbridge Air Show. The doll was later placed on display at the museum for the remainder of the summer.



Snowbird lead pilot, Major Chris Bard, and the real Minnie Simcoe doll at the 2009 Lethbridge Air Show.

18 THE LANCASTER REPORT

By John Phillips

It's been a busy summer just keeping the two Merlins in shape with a myriad of small details to rectify. However, they ran well for the ever-appreciative crowds.

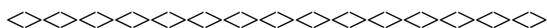
#2 engine waits patiently for winter as we are taking advantage of the warmer weather to work on airframe related items. Fred and Merrill are tracing the wiring for #2 & #1 engines. Brian and Shane are working at attaching the generator on #3 engine. Greg has the brakes working and we tested the system and it is working very well. .

The braking is vital in the future when all four engines are running, and even now with only two engines running it will take the strain off the chocking.

A leaking water pump on #3 will be shipped to Vintage V-12's in California along with the pump for #2. #3 and #4 are now running on Champion automotive spark plugs and perform as well as the wartime plugs which are hard to get and expensive. The auto plugs are \$3.50 each. The heat range was chosen to better suit our mode of operation. The wartime plugs are meant for higher power settings.

Greg Morrison had a rare chance to fly to the UK and visited East Kirkby and other museums and was able to arrange for header tanks for #2 and #1 engines

When will Merlin #2 run ? Not likely for our annual event Aug. 2010; virtually guaranteed though for mid-2011. In the meantime, keep coming to hear the starboard engines run in small-town Nanton. Engine run announcements are on our web-site.



CF100, #152 is shown here with all new decals installed. Members of the Rocky Mountain Model Club donated several days over the summer removing the old decals, replacing them with new.



*Two members of the Rocky Mountain Model Club, Massimo Santarossa and Tom Calbury, use the museum's scissor lift as a work platform for applying new decals to the museum's CF100. They finished the job after a number of trips to Nanton from Calgary over a month's time. Windy and rainy weather slowed the process but they finally finished the last decals on September 22. Another member who helped but is not in the photo was Michael Tanguay. The museum extends a **Grateful THANKS** to Tom, Massimo and Michael for their help in upgrading this aircraft!*

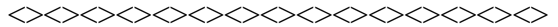


WWII WIRELESS REPAIR TRUCK

The vehicle above is owned by Gordon Piro of Yellowknife, NWT. It is presently on loan to the NLS museum.

It is one of six built by General Motors of Oshawa, Ontario, in 1944. Only three of the original six are known to have survived. The truck is in unrestored original condition. It has been serviced, tuned up and the brake system overhauled.

Known as a model C8A 1500 wt MACH ZL or Machinery ZL Wireless radio repair truck, it was used in forward operating locations. The truck was attached to the Royal Canadian Electrical and Mechanical Engineers and served with the 4th Armoured Division in Normandy.



The die cast models in the photo above were donated by Bill and Jane Leaman, Cranbrook, B.C., to help with finances. They are being sold in the gift shop.

Dennis Mockford stands under the museum's CF-100. Dennis had flown CF-100s in his air force career. See page 6. for Dennis with his Noorduyn Norseman at the NLS summer fly-in.



Dan Fox and George St Dennis pause for a moment from applying new decals to the museum's gate guardian T-33. The local rental business, Cattleman's Corner, donated some of the rent for the hydraulic lift seen in the background.



20 MOVING THE ANSONS ETC.

April 17 and 18 were cleanup days at the Evans acreage. All the derelict Anson carcasses and other aircraft fuselages were loaded and moved to the Logie farm about seven miles away. Smaller items that were stored in the Quonset were taken out and placed on shelves in the donated semi-trailer. The two days of moving things resulted in about half the items being moved. Another weekend will be slated either this fall or early next spring to finish the cleanup.



Ansons lined up on the Logie farm after the move from the Evans acreage.



The semi-trailer had been donated by Ocean Trailers Ltd. It was put to good use. Aircraft parts from the Evans Quonset were moved into it and placed on shelving.



Dan Hjalte lifts one of the Ansons onto a semi-trailer to move it from the Evans acreage to the Logie Farm.



A QUILTATHON IN THE MUSEUM
On May 2, thirty members of the Okotoks Chapter of Victoria Quilts Canada, spent the day in the Joe English room making quilts. This all volunteer organization makes quilts and gives them to persons undergoing treatment for Cancer.



Francis Gardener loads a couple of Anson carcasses on a trailer with his loader.

57 RESCUE REPORT By Karl Kjarsgaard

Let me first bring you up to date on the planned Halifax sonar survey which was due for this summer. Originally we had planned to go out on our designated sonar ship the POLAR PRINCE when she was scheduled out on a commercial sonar job this past summer. We were to piggyback our historic Halifax sonar expedition on a commercial oil exploration sonar job. This would have allowed Halifax 57 Rescue to afford the deep water sonar services without paying the expensive start-up costs.

Then came the banking crisis and the commercial market crunch? Well, the POLAR PRINCE and her owners were unable to follow through on their commercial contract as sonar work, in the oil exploration business, went into a big holding pattern. Even after a second effort and talking to three oil and mining companies who could have used a special ship such as the POLAR PRINCE, work could not be found.

So now we are on hold for the Halifax sonar survey as a consequence of the commercial companies backing off on exploration until the economy picks up.

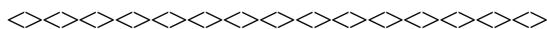
For those of you wringing your hands and saying “When are we ever going to go look for the Halifax” and “ Will we ever see another Halifax come to Canada’s shores?” let me assure you that whatever is humanly possible we will do to make this happen. The author of this report has not come this far to be deterred and neither should you.

This is an edited excerpt from Halifax 57 Rescue Canada Report #30. For a full report check www.57rescuecanada.com

CAPA MEETS IN WINNIPEG

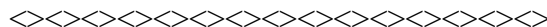
21

Our museum is an active participant in and supporter of this organization that encourages Canada’s aviation museums to work together and cooperate for the benefit of all. Over the years our attendance at these meetings has led to numerous useful contacts with our colleagues across the country, which have in turn led to the exchange of aircraft, parts, displays, and expertise. This year’s meeting saw representatives of almost all of the museums from British Columbia to Nova Scotia attend. Museum directors Karl Kjarsgaard and Dave Birrell attended the conference that was hosted by the Air Force at 17 Wing.



WELL-KNOWN AVIATOR PASSES

Ed Zalesky, a well-known aviation enthusiast passed away in August. He and his family had collected a number of aircraft that eventually became the Museum of Flight and Transportation at Surry, B.C., in the early 1970s. This museum is now located at Langley, B.C. Ed was also involved in the formation of CAPA.



Photos of Ed as a young man and recently.



The museum's Fleet Fawn now has the canopy installed. This item was donated to us by Piet Bouthoorn in Ontario. The only item left that we require to restore this aircraft to its original Mk. 7C configuration is a seven cylinder Armstrong-Siddeley Genet Major (Civet) engine to replace the present Kinner B-5.

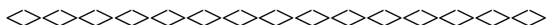
With this engine Fawn #264 would, as far as we know, be the only complete existing 7C in the world. Does anyone know where such an engine might be acquired? If so, please contact the museum curator at:

nlscurator@lancastrmuseum.ca

MUSEUM NEWS ONLINE

In between the bi-annual newsletters, the "Museum News" section of the website, www.lancastrmuseum.ca will keep you up-to-date on the latest developments at the museum. We encourage members to check the website regularly for "New" and "Updated" flashing icons as well.

A recently added item is a link through which you may download David Bashow's new 207 page book about Bomber Command. Titled, "None but the Brave," it is available at no cost and with colour photos.

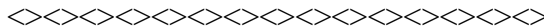


N.A. YALE PROJECT UPDATE

Volunteer Bob Long has removed the spars from the wing centre section. They are due to be sent out to a metal fabrication company as patterns for making new spars.

The Wright 975 engine and new parts which were donated a few years ago is presently still in its crate. We will be checking this out over the coming winter months to determine the next step in having it reassembled as an airworthy engine to power the Yale when the time comes. Also a decision will be made regarding which of the two sets of wings we have on hand are best to be restored.

Also, our friend and fellow Yale restorer, Marcus Stephenson, hopes to have our Yale's restored rear fuselage painted and back to our museum before the end of the year. At that time it will be mated to the tubular front fuselage section and placed on display.



NLS shop volunteer, Bob Long, inspects the dismantled centre section and main spar. Bob has spent many hours "de-rieveting" this Yale wing component.

**THE MUSEUM NEWSLETTER
ONLINE AND DOWNLOADABLE**

Following an article in our Spring Newsletter, many members have requested a “digital” version of future newsletters. Beginning with this issue, we are pleased to provide the option of having members receive an email that will include a link to the current newsletter. The issue may then be read on-line, printed out, or downloaded as a pdf file. The pdf file may then be forwarded to others who may be interested.

Those who have not chosen to receive a “digital version” will continue to receive a paper copy as usual.

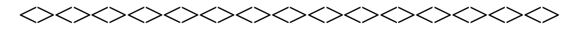
The digital copy has the advantage of being in colour so you may want to have a look, even if you’ve received a paper copy. As well, the digital copy requires no paper or printing and mailing cost.

Please email Julie in our office at nlsoffice@lancastermuseum.ca if you would like to receive the digital version.

EDITOR/CURATOR’S DESK 23

The past summer has been very busy resulting in so many news items that I feel our members should know about. Having said that, I am therefore relinquishing this “spot” where I normally try to say something philosophical or attempt to look into the future!

Sincerely, *Bob Evans*



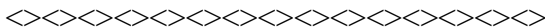
The 2/3 scale Lysander arrives at the museum. It was hauled from Edmonton by volunteer Greg Morrison.

2010 SUMMER EVENTS

Tentative dates for six engine run days have been posted on the society’s Website: www.lancastermuseum.ca. Most, if not all of these, will have events associated with them. These will include our annual “Planes, Trains, and Elevators” on May 29 and the “Alberta Pioneer Auto Club – International 2010” vintage car rally on July 2. Our traditional August event will be held on August 21 and will focus on the Flying Instructors that played such a critical role with the BCATP to prepare aircrew for Bomber Command.



The Lysander was on display in the main hangar for the summer, but it is now in the museum’s new addition near to the shops. Getting the engine running is a project for the SAIT students who have been volunteering on a regular basis.



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