



BOMBER COMMAND MUSEUM OF CANADA NEWSLETTER



MUSEUM OPERATED BY:
THE NANTON LANCASTER SOCIETY

VOLUME 26 ISSUE 2

FALL/WINTER 2011



25th Anniversary - pg. 10



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PRESIDENT'S REPORT

by Rob Pedersen

With another season behind us and the snow beginning to fall, it is a good time to look back and reflect over the past 25 years and the accomplishments of this museum. Of course a museum is really just a building with “stuff” in it, albeit in this case some pretty amazing “stuff,” so who I really want to recognize are the people who have brought this museum to life. Those people are our **volunteers**.

Whether you volunteer on our board of directors, the front desk or work shops I would like to take this opportunity to personally thank all of you; 25 years of success and growth would not have happened if it were not for you. It started with the foresight of three gentlemen in Nanton, Howie Armstrong, George White and Fred Garret. From there the enthusiasm has spread and now we have members worldwide and volunteers traveling great distances just to be part of our group. I remember as a little boy, traveling from Lethbridge to Calgary, passing through the little town with the big plane. What I didn't know at the time is that the little town had an even bigger community spirit.

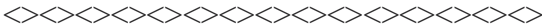
For 25 years our group has told the story of the people who trained in the British Commonwealth Air Training Plan and then went on to serve in Bomber Command.

We started with a lone Lancaster bomber, as we started to grow, a weathered Avro Anson joined the bomber sitting on the side of the road. That was the beginning of our momentum. Soon we had Bomber Days, where you could tour through the Lancaster, then came a roof and four walls to protect



our historic artifacts from the elements. It has been said, "If you build it they will come," and come they did.

We now have a first class facility housing a most impressive collection that telling story of the role Canada played during WWII. Through the museum's interpretative programs and special events, we continue to honour those who fought for the freedom we enjoy today.



MUSEUM HOURS

April 16 to October 15 - Open Daily

9 a.m. to 5 p.m.

Oct. 16 to April 15 - Open weekends only

10 a.m. to 4 p.m.

To book group or special visits

Call 1-(403)-646-2270

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The Nanton Lancaster Society

P.O. Box 1051

Nanton, Alberta

Canada T0L 1R0

BECOME A MEMBER OF THE NANTON LANCASTER SOCIETY

3

- 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; a **three-year membership** c/w a bi-annual newsletter.
- **Your name placed on a permanent plaque** in the museum;
- An **official tax receipt** for income tax purposes; -

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 Wing Commanders board**.

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 centerpiece. The museum honours all those associated with Bomber Command and commemorates the activities of the British Commonwealth Air Training Plan.



SPECIAL CHOIR IN THE MUSEUM

On Sunday, May 1, Spiritus Chamber Choir gave a unique performance at the Bomber Command Museum. Surrounded by an incredible array of historic planes, from the famous Snowbird to the museum's centrepiece, the Lancaster Bomber, the performance marked the start of a thrilling month for the choir.

Choir Director, Timothy Shantz said, "This is one of the most exciting times in the choir's history, with our first international tour. We were honoured to be invited to participate in the 40th Florilege Vocale de Tours International Choir Competition in France." Performing in Nanton was a way of promoting the choir and giving them a practice prior to going on tour. The performance was enjoyed by all.



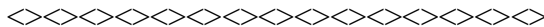
Running Merlins on VE Day

VE -DAY CELEBRATION 2011

Lancaster FM159 (F2-T) was rolled out of the museum hangar the morning of May 8, to start off the celebrations. Its two restored Merlin engines were to be run-up twice during the day. Also for the first time in a number of years, visitors were allowed to go through the Lancaster during the day.

During the day, the museum presented, Denny May, son of WWI fighter pilot, Wop May, with his father's lucky ring. The ring had been donated to the museum by the family of a young airman, Geoffrey Parker, to whom Wop had given it while instructing during WWII. Members of the Parker family were present.

Another special guest of the day was Don Hudson, Honourary President of the Bomber Command Museum and nephew of Roy Chadwick, designer of the Lancaster, Don spoke briefly to a crowd assembled at the museum of his Uncle Roy and the development of the Lancaster bomber. He pointed out this year was the 70th anniversary of the first flight of a Lancaster and how it played a major role in winning the war.



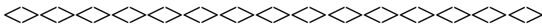
Standing L-R are: Margaret May, Pearl Parker, Patsy Parker, and Denny May. Margaret is holding the formed lucky ring which has just been presented by Patsy.

PROGRESS WITH THE BEECH 18

Wayne Bailey continues to work on this aircraft four or five days a week and sometimes more. During the summer the only thing that kept him from working every day was his golf schedule! Also during the summer he volunteered to haul the museum's traveling display to several air shows with his pickup.

He has the Beech 18's cabin floor boards made, the cabin stripped, and is painstakingly cleaning up every crevice inside the fuselage with rotary wire brushes and sometimes just plain elbow-grease!

Wayne has inventoried the parts on hand and has listed all items that are still needed and is actively looking for sources of missing parts.



The Beech 18 - Wayne Bailey's project.

PLANES TRAINS & ELEVATORS AND THE

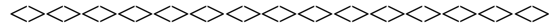
WESTERN CANADIAN REGIONAL MODEL CONTEST

On this page are a few photos from this year's event which was very well attended. Added this year to contributing venues was the newly opened **Museum of Miniatures**.

The main hangar of the museum was fully occupied with tables displaying many different types of models, not just aircraft. Former airline pilot and aviation historian and author, Chris Weicht, was on hand

with a supply of his books about early 5 Western Canadian aviation history.

For those who visited all four venues, plus the many antique stores, it was a full day.



The museum hangar filled with models.



Three examples are shown of the different types of models entered in the contest.



Alberta rancher, Reid Moynihan, accepts the Montana National Guard Patriot Medal, from Brigadier General John Walsh, of the Montana National Guard, at the July 28 ceremony. Retired RCMP Const. Dennis Muldoon stands by.

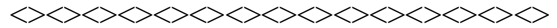
AREA RANCHER AWARD CEREMONY

Southern Alberta rancher, Reid Moynihan, was seven years old when a US Airforce F-106 crashed on his family ranch in June, 1977, in the Alberta foothills killing the young pilot. Reid has kept a monument at the site for 34 years.

Reid spent many years searching for answers as to why this happened and in so doing eventually contacted the pilot's family. He had also contacted the Montana National Guard for information. Due to this Chris and Ken Denning, family members of the pilot, Dave Denning, travelled from Montana last summer to the site of the crash on the Moynihan ranch where they placed a headstone.

In a ceremony on July 28, at the Bomber Command Museum, members of the Air National Guard presented Reid Moynihan with the Montana National Guard Patriot Medal for the part he played in bringing the

story to light thus ensuring that the young US airman, Dave Denning, would be remembered.



UK BOMBER COMMAND MEMORIAL

A Royal Canadian Air Force C-17 Transport landed at Lethbridge, Alberta, on Remembrance Day to pick up 800 pounds of aluminium that was once part of a wartime RCAF Halifax Bomber. The metal will become part of a £6,000,000 Bomber Command Memorial currently under construction in Green Park, London.

The aluminium is being provided by the Bomber Command Museum of Canada to draw attention to the fact that 10,000 of the over 55,000 airmen lost with Bomber Command during World War II were Canadians.

Halifax Bomber LW682 was part of 426 Squadron RCAF and was shot down in 1944, crashing into a swamp in Belgium. The seven Canadians and one Briton aboard were killed. The bodies of three of the Canadian airmen, missing in action and entombed in the Halifax bomber, were recovered in 1997 and given a full military

funeral in Geraardsbergen, Belgium.

Recovered parts of the Halifax were saved and brought to Canada. Some parts were used in the restoration of the Halifax bomber currently on display at Trenton, Ontario. The unusable aluminium was saved due to the rarity and heritage of this RCAF metal and was melted down into ingots to be used in the future for Air Force Memorials, plaques, and statues by the Bomber Command Museum of Canada.

The design of the roof of the 8.5m-tall pavilion was inspired by the geodetic construction used in the Vickers Wellington bomber. This memorial will incorporate the aluminium ingots into the making of the roof panels that cover the Wellington geodetic pattern roof supports. The pavilion will house a larger than life sculpture of seven aircrew, carvings and inscriptions. The memorial is to be dedicated June 2012.

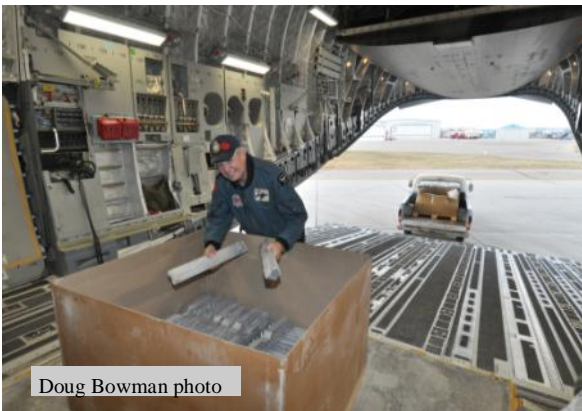
Interestingly, the RCAF C-17 aircraft that transported this special shipment is part of 429 "Bison" Squadron which flew Halifax Bombers during World War II.



The RCAF C-17 aircraft takes off from Lethbridge, November 11, with the special ingots that will become part of the Bomber Command Memorial in London, England.

ON THE ROAD AGAIN

Thanks to museum volunteer **Wayne Bailey** and others, the museum's Travelling Display visited air shows at Cranbrook, B.C., Airdrie, and Lethbridge this summer. Thousands of young and not-so-young people had a chance to operate the integral mid-upper gun turret (with mock-up guns). Those volunteers with the display enjoyed visiting with many of our members and others at these spectacular events. A **SPECIAL THANKS** to **WAYNE** and **ALL** volunteers who accompanied the display.



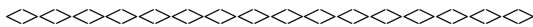
Karl Kjarsgaard transferring ingots from his pickup truck to the bay of a C-17.



The museum's traveling display at Airdrie.

YELLOW WINGS TOUR

Four aircraft used to train pilots during the Second World War flew over the museum on July 10 as part of “Vintage Wings” cross-country tour to raise awareness of the British Commonwealth Air Training Plan. The Fairchild Cornell, North American Harvard, and Boeing Stearman from Vintage Wings took off from the Springbank Airport west of Calgary and were joined en-route by Gordon Jones flying his Tiger Moth. The aircraft flew over the museum and then over the former RCAF base east of Nanton that was the site of #2 Flying Instructor School and #19 Service Flying Training School prior to landing at Claresholm. The pilots and support crew were then driven to the museum for lunch, a tour of the museum, and a Lancaster engine start-up.



Gordon Jones, in his Tiger Moth over flies Nanton as part of the Yellow Wings fly-past.



Doug Bowman photo

The Vintage Wings Harvard taxiing in after landing at Claresholm as part of the Yellow Wings fight. The Cornell, Stearman and Tiger Moth are parked up ahead.



A Stearman (top) and a Fairchild Cornell, both from Vintage Wings, Gatineau, Quebec, as they passed over Nanton as part of the Yellow Wings fly-by.



The Lancaster's two overhauled Merlins were started up for the visiting Yellow Wings pilots and ground crew.



Yellow Wings visitors pose under the wing of the Lanc along with Gordon Jones (fourth from the right).

10 MUSEUM'S 25th ANNIVERSARY

SALUTE TO 408 SQUADRON'S 70th

As part of our Twenty-fifth Anniversary Celebrations on August 20, the museum honoured No. 408 Tactical Helicopter Squadron currently based at Edmonton Garrison.

2011 is the squadron's Seventieth Anniversary. Formed in 1941 it operated as part of Bomber Command, flew Lancasters in a variety of roles from 1949 until 1964 and has operated as a tactical helicopter squadron since 1971. Fourteen members of the squadron including Commanding Officer, Lt. Col. John Casey, flew to the museum in two Griffon helicopters on August 19. The following morning Squadron members spoke of their service in Afghanistan and showed a riveting video of their work. Later in the day they participated in a Remembrance Service at Canada's Bomber Command Memorial Wall upon which squadron crests had been placed next to the names of the 425 squadron members who were killed.

Guest speaker for the event was Chris Terry, a long-time supporter of our museum and the former Director-General of the Canada Air and Space Museum. Chris congratulated the museum on its anniversary saying, ***"This museum attempts, and does so well, to bring them (Those who served with Bomber Command) to life, to give them an essence more than that of earnest young faces looking out of black and white photographs. In this respect I think the Bomber Command Museum of Canada stands four-square among the practitioners of the museum profession in***

Canada and far beyond. It's one of the reasons why I have been such a devotee. It could teach its lessons to many others interested in similar outcomes. So my wish is for the continued success of the Bomber Command Museum of Canada. It deserves the high regard it has earned as a museum with a clear mission and the ability to carry it out. Given what has happened in the last 25 years we can only wonder at what the next 25 will bring. It will be a delight to see this story continue to unfold."

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Riley Evans, four years old, tries out a seat in a Griffon helicopter as one of the 408 Squadron visitors stands next to him. The two helicopters were very popular with both the children and adults.



Chris Terry addressing the crowd.



Lt. Col. John Casey presents BCMOC Rob Pederson with a framed print of a 408 helicopter gunner.



Some of those attending listen to a presentation by 408 Squadron personnel just back from Afghanistan.



This nose art replica is the work of artist Camina Trsic who donated her talents to produce this replica which was presented to 408 Squadron by museum president Rob Pedersen in recognition of their 70th anniversary.



Five re-enactors from different parts of Canada added greatly to the celebrations.



The starboard Merlins are being run-up.



90-year-old Ted Morris cuts the ribbon officially opening the "Notorious Nan" nose art exhibit. He had actually flown 11 trips in "Nan" before he was shot down in another bomber and became a POW.

Leo Martin	Crowley, John William	Darling, Chester C.	Daymond, I.
Nicholas Edgar	Crowley, Paul Anthony	Darling, William Russell	Dayton, Jan
Robert John A.	Crowther, Lionel Percy	Darlington, Frank L.	Doze, John
Walter Sidney	Crozier, David Macleod	Darlington, William	De Bartok, E
Richard Bryan	Crozier, William James	Dart, Henry Raymond	De Bellefeuille
Eric Edmond	Cruikshank, John D.	Daughney, John H.	De Bessac, J
James Hector	Crum, Wallace Watson	Dauk, Heronimus D.	De Celles, L
Robert James	Crump, John Colvin	Dauphinee, George A.	De Dauw, Ar
Stuart Harold	Cruise, William Lorne	Dauplaise, Joseph A. M.	De Loughry, J
Stan Vincent J.	Cudney, Herbert Wilfred	Cuff, Roland Walter J.	De Macedo, W
David Reid	Cull, Albert James	Davenport, Harold	De Molitor, W
Edmund Thomas	Cull, Lloyd John	Davenport, John J.	De Nevers, F
Henry	Cullen, Joseph Patrick	Davenport, Ralph F.	De Slevens, J
Roratio Leslie	Cullen, Kenneth Earle	Davey, Harvey Gordon	De Silva, Des
Paul Conroy	Cullen, Sidney Herman	Davey, Hugh Augustine	De Vries, Ter
Robert Leith	Cully, Victor Charles	Davey, Jim Boyce	Dean, George
John William	Culp, Reginald Harley	Davey, Leonard Frank	Dean, Robert
Edward Kenneth	Culshaw, Thurston	Davey, Leslie Gerald	
Frederick Paul Joseph	Culshaw, Donald G.	Davey, William Harold	
Frederick Charles M.			
Wall, Richard S.			

Photo shows how the names of all WWII 408 Squadron aircrew casualties on the Memorial Wall were indicated by small squadron crests.



Here seated in front of the Memorial Wall are special guests waiting their turn to lay wreaths honouring those who perished.



Senator Anne Cools lays a wreath at the Memorial Wall.



Ted Morris, former WWII air crew is escorted by a 408 Sqdn. visitor and his son Brian to lay a wreath honouring former comrades who gave their lives.



The engine run captivates the crowd.



One of the Griffin Helicopters salutes the museum as it heads off for Edmonton.

Twenty-Fifth Anniversary Video
As part of our celebrations on August 20, a special twenty minute video documenting the museum’s history was shown. A **GRATEFUL THANKS** to Jim Blondeau for his fine work.

PART FROM BAZ’S LANC

A beam from the wing of Lancaster (ND811) is now on display at the museum. S/L Bazalgette was the only Albertan awarded the Victoria Cross during World War II and our museum’s Lancaster has been dedicated to his memory. On August 4, 1944, S/L Bazalgette crash-landed his flaming aircraft near the French Village of Senantes in occupied France in an attempt to save two wounded crewmembers. Sadly the aircraft exploded and

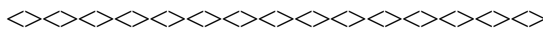
all three were killed.

Prior to the enemy removing the wreckage, nine-year-old Simeon Desloges brought a two metre long piece from the wing home because it had lots of nuts and bolts in it that could be used on the family’s farm. The enemy removed the remainder of the aircraft and the wing part was placed in the family’s barn.

Through the efforts of Simeon and his family, museum member Alain Ducatel, director Karl Kjarsgaard, and Air Canada, this special artifact was delivered to the museum.

During Nanton’s Remembrance Day Services, the wing part from S/L Bazalgette’s bomber that Simeon took home during the war was officially placed on display at the museum.

The Town of Nanton and the Village of Senantes were “twinned” in 2009 and this is just one of the ways that the two communities are working together to honour the memory of this Calgary hero.



The largest remaining part from S/L Ian Bazalgette’s Lancaster is on display in the museum. It appears to be a part of the wing centre section.

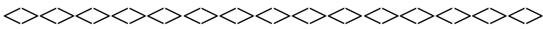


FRED SUTHERLAND DONATES PRINTS

F/S Fred Sutherland flew as front gunner on the Dams Raid in the Lancaster piloted by F/L Knight. Later in the war on Sept 16, 1943, his bomber was shot down but he evaded and returned to England.

On October 21, 2011, Fred delivered five framed, very special limited edition prints that he has donated to the museum. Included are a small print of the Tirpitz by Coulson, and one of Leonard Cheshire's Lancaster entitled, 'Limping Home" by Robert Taylor. This print was signed by Leonard Cheshire and Bomber Harris. Another print shows "Dingy" Young's Lancaster bombing the Mohne Dam. This was also a Robert Taylor painting.

The prints are presently displayed in the museum library, but will be placed later in a more prominent location. We extend a grateful THANKS to Fred Sutherland for adding to our aviation art collection



Fred Sutherland and Dave Birrell hold one of five framed prints that Fred donated to the museum.



FREE BOOKS

Would you like to enhance your knowledge of the history we honour at the museum? Go to: www.bombercommandmuseum.ca You can get free copies of three books related to the history of Bomber Command. They are:

- (1) **“Baz”** – The Biography of S/L Ian Bazalgette VC by Dave Birrell.
- (2) **“None but the Brave”** – The Essential Contributions of RAF Bomber Command to Allied Victory during the Second World War by David Bashow.
- (3) **“Soldiers Blue”** –How Bomber Command and Area Bombing Helped Win the Second World War by David Bashow.



BOOKS IN PROGRESS

The museum has published a number of books over the years and two more are in progress. Available this winter will be, “Big Joe McCarthy –The American Dambuster.”

As well, we are pleased to report that author Anne Gafiuk had written an article about Gordon Jones, our High River member who is celebrating his Seventieth Anniversary of flying Tiger Moths this year. The article will appear in an up-coming issue of Airforce Magazine. Anne is planning on turning Gordon's story into a book that will be published by the museum.



Gordon Jones relaxes in front of his Moth at the museum's July fly-in breakfast.

IN MEMORIAM

For Deceased members of the Nanton Lancaster Society

BOOTH, George Harry, Ladner, B.C.
Went to his maker October 19, 2010. .

GUEST, Peter, Abbotsford, B.C., died
November 8, 2010.

CORBIELL, J. Clement Strathmore, AB ,
passed away on September 11, 2011. .

DILLER, Gordon L. High River, AB
passed on July 3, 2011.

CRAVEN, Harry Marston, Vancouver,
B.C., died September 14, 2011.

CARTER, Jack, Calgary, AB. Passed on
May 1, 2011.

GRAHAM, Jack., Point Edward, Ont.
Passed way in 2011.

DUNCAN, Jim., High River, AB. Passed
away in 2011.

LANE, Barbara, Victoria, B.C., passed
away 2011

GRAY, Winnifred, Calgary, AB passed
away April, 27, 2011.

MATUS, Henry, Vancouver B.C., passed
on to his maker, June 10, 2011.

MAY GOD BLESS



DOUGLAS (DUKE) WARREN,
Comox, B.C., passed away
August 27, 2011. "Duke" was a
special friend of the museum
and very involved with its
development over the first two
decades. He will be sadly missed
by all who knew him.

LANCASTER RESTORATION

By Brian Taylor DVM

On September 17/11 we had our last engine runs of the summer season. We had engine run-ups six times through the last few months and all of them went very well. Our Lanc crew training program also ran well. Merrill became a very proficient flight engineer and Fred soloed as engineer towards the end of the season. I had the privilege of moving from engineer to pilot duties for engine starts this year and enjoyed it thoroughly. Thanks go to Greg and John for the training and in having faith in us to handle FM159.

This year we gave Lanc cockpit tours after each engine run. This turned out to be a huge hit with the public. It is exciting for us as well to educate the public about Bomber Command and the role of the Lancaster in the Second World War. I must say that it is very intimidating when an ex-Lancaster pilot comes through the cockpit. I always take the time to ask them about flying the Lancaster so that we become more knowledgeable about operating it.

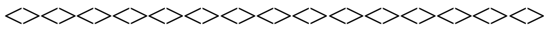
We now have the port inner engine back on the aircraft and are waiting for the propeller to come back from Winnipeg. The carburetor for this engine had to be sent to Vintage V12 for repair work so we also sent the carb for the port outer and a water pump as well. John Phillips is changing the intake magneto wire harness to accommodate automotive plugs since these can be challenging to change without skinning your fingers or inducing the use of colourful language. This engine will be up and running for the 2012 season.

In the last month we have pulled the port

outer engine off and have begun to dismantle it. Our goal is to have this engine ready for 2013...where is that runway?

Thanks again to all of the Lancaster crew for another great season. We are all much easier to identify now that we have our Lanc crew shirts. I think they gave us a more professional look.

I almost forgot - we are also looking into making the nose turret operational during engine runs ..sounds like a good job for Shane, our hydraulics expert.



Brian Taylor fastens the mount bolts that hold the Merlin engine to the firewall.



Shop volunteers are seen here reinstalling the overhauled, port inner Merlin engine as of August 9. The propeller is still being checked over by Canadian Propeller Ltd. and will be back on the engine some time this coming winter.



The Lancaster's #1 Merlin being removed from its position on the port wing. It is the Lanc's last engine to go into the museum shop for overhaul. It should be back on the Lanc and running by the summer of 2013.

18 **HALIFAX 57 RESCUE NEW FIND**

By Karl Kjarsgaard

Found! A huge cache of Bristol Hercules engines with spare parts! Halifax 57 Rescue (Canada) is pleased to announce that, in its world-wide search for all things Halifax for placement in the Bomber Command Museum of Canada it has found four Bristol Hercules engines and several tons of spare parts. These were discovered and in a bunker, built in WWII at Terrace, B.C.

Due to the generosity of HAWKAIR AVIATION SERVICES LTD., the four Bristol Hercules engines, parts, and tools have been donated to the Bomber Command Museum! This is a major contribution to the museum’s Halifax project. We extend a **GRATEFUL THANKS** to the management and staff of **HAWKAIR**.

The Halifax 57 Rescue recovery crew made three trips to Terrace to gather, box, and prepare these rare engines and parts for shipment to Nanton, Alberta. This shipment has now arrived and has been unloaded at our museum.

I was indeed worried that due to the state of finances of Halifax 57 Rescue (after the many costly charges of shipping the container of the Malta parts to Ottawa and Nanton that there was no way we could cover all these costs of acquiring these rare engines and parts from Hawkaair. Halifax 57 Rescue has had very few donations in the last few weeks and we could not, after the Malta Project, pay the shipping charges to get these engines and parts home to our parent museum!

A speedily called September meeting of the Directors of the Bomber Command

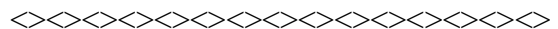


The first view of our Halifax 57 Rescue crew to see the “BRISTOL BUNKER” in Terrace, B.C. Museum member Jonathan Kjarsgaard inspecting.

Museum of Canada had some positive results. It was agreed that Halifax 57 Rescue would pay the logistical costs of the shipment (processing, packing, and boxing of the four engines and all the parts in Terrace). This ultimately cost (\$1700) and was paid by Halifax 57 Rescue. We are now, as of the date of this report, down to our emergency funds and the lowest level we have been in years.

I must point out that **honourable mention** must go at this time to **John Phillips**, one of the directors of the Bomber Command Museum of Canada. John, realizing the value of the Hercules engines to the Halifax project, stepped forward to pay for the entire truck shipping charges (\$2500) on his own!! John is to be complimented to the max for his help in our time of need! **MORE FUNDING IS URGENTLY NEEDED to keep this project alive.**

See photos and videos of the recovery of the treasure from the “Bristol Bunker” at: www.archerphotoworks.ca/museum A few photos to do with the Halifax project and the unloading of the items from Terrace on Oct. 14 are printed on the next page.





Displayed here are the Hastings/Halifax undercarriages from the island of Malta.



Unloading a Hercules engine from the Terrace, B.C. "bunker," with a fork lift borrowed from Alberta Marine Ltd.



Karl in front of the Halifax display. Note the two Hercules engines from Malta.



One of four Hercules engines complete with rotating stand; more parts in the big box.



Just some of the Hercules engine parts from Hawkair Ltd., Terrace, B.C.



*Bob Evans uses a forklift to place new extruded aluminium beams, made for use in restoring Halifax centre-sections. **Sprung Building Industries Ltd.**, Aldersyde, AB. had these made for the project. **THANKS** to Phil Sprung, his family and employees.*

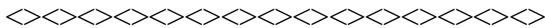
20 CAPA CONFERENCE REPORT

Bomber Command museum directors Brian Taylor, John Phillips and Bob Evans attended this event, which was held October 12-16 in Windsor, Ontario, and hosted by the Canadian Historical Aviation Association (CH2A). This group is the custodian of Lancaster FM212. They also have a De Havilland Mosquito project.

There were delegates from nine museums in attendance plus some associate members. As there are some 20 actual members, this attendance was quite low.

However, the CH2A volunteers had done a first class job of organising the conference. The seminars with speakers from Revenue Canada, Crown Assets, etc., were very informative.

I would encourage those museums who did not attend to send delegates to next year's conference. CAPA is a voice that can help us all. Let us all revitalize it!



CAPA delegates Windsor 2011



CH2A's Mosquito project.



Above are some of the dismantled sections of Lancaster FM 212 stored in a temporary fabric building. Some other components are being worked on in the upgraded WWII hangar that is the CH2A's main building. You will note the two jack-stands, on loan from our museum, are still in use.

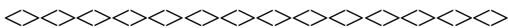


Francis Gardner's picker truck in use.



BOLY WINGS TO GREENWOOD

The day after the twenty fifth anniversary celebration, a military semi-trailer arrived from the Greenwood, N.S., museum to load two Boly wings donated by our museum for their project. Loading Boly wings in the semi was a bit tricky, but was finally accomplished. In the photo above the Greenwood crew are, L-R: Malcolm Uhlman, Dan Daigle, Cpl. Billy Hannaford and Cpl. John Mayhew.



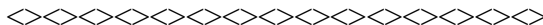
NOSE ART FOR 25th ANNIVERSARY

As part of celebrating the twenty fifth anniversary of the society, two artists to whom the museum had given pieces of aircraft aluminium skin for their personal use, agreed to donate reproduced nose art that was representative of one of 408 Squadrons wartime bombers. The art chosen was "Notorious Nan." >>>>>>>>

Dave Houbrechts, who had procured aircraft panels for his artist friend, Carmina Trsic, of Calgary, contacted her and she agreed to paint "Nan" on a small panel to be given to 408 Squadron during the event.

Todd Lacharite, to whom the museum had given vintage aircraft aluminium for artists in Lethbridge, convinced airbrush artist, Mike O'Brien to recreate the same nose art on a large Lanc wing panel, this to become a permanent display in the museum.

The Bomber Command Museum of Canada extends a **GRATEFUL THANKS** to **Carmina Trisc** and **Mike O'Brien** for their reproductions of "Notorious Nan"



This is the smaller version of "Notorious Nan" reproduced by artist Carmina Trsic.



Artist Mike O'Brien's full size reproduction of "Nan" on a Lancaster wing panel.

22 **TIGER MOTH 4080 REBUILD**

Early in the year the museum board of directors had contracted with AME Greg Morrison to recover the restored Tiger Moth wings during the past summer. Greg's proposal was more than generous and was a great step forward with this, the museum's only airworthy aircraft project.

To date both upper wings and the lower starboard wing are completed, painted with the registration letters and roundels applied. Due to a change in Greg's teaching schedule at SAIT the fourth and last wing has yet to be painted. He hopes to have this done in the near term.

This Tiger Moth will likely be exhibited next summer as static display. The engine, while it was major overhauled several years ago, has to be recertified by an approved engine shop. Funds to the tune of about **five grand** will need to be raised to cover this.



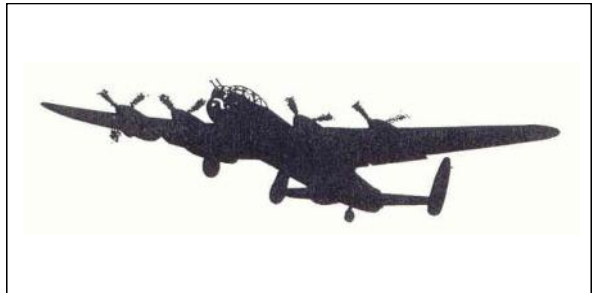
AME Greg Morrison, is checks out the wing to which he has just applied a coat of paint in the museum's improvised paint booth.



Photo shows the completed starboard lower wing in the foreground and in the rear the two upper wings standing on edge with the fuselage between. As this newsletter goes to print only the port lower wing remains to be painted.



Here all four wings are in the final stage of recovering. They are ready to be painted and have the lettering and roundels applied.



EDITOR/CURATOR COMMENTS

Twenty-five years ago a small group of individuals formed the Nanton Lancaster Society to create a tourist attraction out of one sad looking old bomber. Not one of them visualized what the result would be this many years later. From one lone bomber to 14 aircraft, a myriad of small artifacts and memorabilia, housed in a 40,000 sq. ft. museum, in a small town of 2000 persons, now known world wide! Your help and support made it all possible!

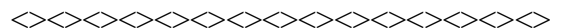
With the recent arrival of the Hastings/Halifax engines, centre-sections, etc., from Malta, plus four Bristol Hercules engines and parts from Terrace, B.C., we have started off the next 25 years with a bang!

While the Hali items are a tremendous addition to our museum's collection, they have created some problems. The need for additional floor space is again looming. Transportation of the Halifax items has at this time left our museum's bank account and that of our partner, **57 Rescue (Canada)** quite low on funds.

Such problems are not new to us, they just reoccur! As in the past we shall overcome! However, any assistance received from you, the members, will help us to continue with our preservation efforts and will be much appreciated!

Having spent the past 25 years helping the museum come into being, I sincerely hope it will continue to expand and be upgraded. Recently members of the next generation have shown great interest in helping with our preservation efforts. That is indeed a good indicator that its existence is assured.

Sincerely, Bob Evans



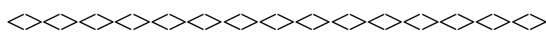
**A REMINDER
THE MUSEUM NEWSLETTER
is now
ONLINE & DOWNLOADABLE**

We now 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.

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: office@bombercommandmuseum.ca if you would like to receive the digital version.



Long-time museum member, Wayne Gilbertson, delivered his Merlin engine to the museum when attending the museum's twenty-fifth anniversary celebration. It is on loan for possible use as a spare engine for the Lanc. THANKS Wayne!

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