



BOMBER Command MUSEUM of Canada NEWSLETTER



Museum CUSTODIAN
THE NANTON LANCASTER SOCIETY

VOLUME 27 ISSUE 2

FALL/WINTER - 2013



FOUR MERLINS FIRST NIGHT RUN - A MAJOR MILESTONE page 11.



NEWEST ACQUISITION page 16



GOODBYE TO A FRIEND page 14

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PRESIDENT'S REPORT*by Rob Pedersen*

Looking back to the Spring Newsletter, I see that I had predicted that this year was going to be a very busy year. I think that was an understatement! This year has seen some of our museums biggest milestones. Perhaps the most significant in the history of FM-159, were the running of her four engines. Now that the quartet is complete, the Music of the Merlins can finally be heard as Roy Chadwick intended!

With the grand presentation of the "Fab Four" also came, with what I believe to be, the largest audience that the museum has ever seen. The crowd for the September event was so large that it spilled off the lawn and onto the street! With the amazing response the need for our new expansion is more apparent than ever.

This summer also saw the arrival of a Bf-109 replica/mock up. This aircraft looks very different from any other that we have in the museum. It stands out and helps us tell the story of Bomber Command and certainly helps show what our boys were up against when they climbed into their aircraft and few into enemy territory.

Not only have our events expanded but so has the number of volunteers and projects. Our Tuesday night shop nights have become a flurry of activity. It is not uncommon to see in the neighborhood of 12 separate projects all being worked on in a single evening. Often we'll see 30 plus volunteers diligently working to improve the museum and help us tell the Story of Bomber Command and the British Commonwealth Air Training Plan (BCATP).

As president I am offered a view of our museum in a very unique way. I see visitors and volunteers alike learning and working together to keep the memory of those who served in WWII alive. This museum is truly alive and continues to gain momentum every day.



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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Nanton, Alberta

Canada T0L 1R0

BECOME A MEMBER OF THE NANTON LANCASTER SOCIETY

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- ANNUAL MEMBERSHIP - \$20 -

SQUARE FOOTER MEMBERSHIP

For a donation of **\$150 or more** you become a **SQUARE FOOTER** member and receive:

- A **certificate** stating you are a Square Footer member; a **five-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.

DAMBUSTERS 70th

ANNIVERSARY COMMEMORATIONS

Our museum held a special event on May 11 to recognize the Dambusters 70th with a focus on the thirty Canadians who participated of which only fifteen returned. The Lancaster's Merlins were run in honour of the Dambusters and the museum turned to its extensive collection of aviation art for a special display to tell the story. The museum holds sixteen pieces of Dams Raid art which were assembled in the north hangar in chronological order. A pamphlet was prepared which guided visitors through the collection and explained details of the raid and the art as well.

The museum had been invited to participate in commemorative events in the UK and following our museum's special day museum director Dave Birrell and his wife Leslie travelled to Lincoln where he



Shown on a large screen during the May 11 event, Ken Brown, CGM, tells the Dams Raid story. This from a video presentation of his riveting presentation recorded at the museum's 50th Anniversary Commemoration in 1993.

attended a very special "Sunset Ceremony" at RAF Scampton, the aerodrome where 617 Squadron was formed. The event, which was televised live on BBC television, was held seventy years from the date and time that W/C Guy Gibson took off to lead what was the most audacious air raid of the war. The following day, Leslie and Dave were privileged to attend the Commemorative Service at Lincoln Cathedral. As one would expect, the RAF and the Battle of Britain Memorial Flight played a prominent role in both events.

Two interviews on the BBC gave Dave the opportunity to ensure that the story of Canada's contribution to the raid was told.



The museum's new Dambuster display signage. The main photo shows the RCAF aircrew who returned from the Dams Raid. The individual photos are those of the aircrew who did not return.



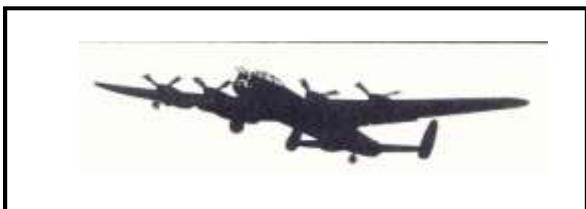


BBMF Lancaster over Lincoln Cathedral, May 11, 2013. (Courtesy of Sue Chafer.)

Dambusters Ceremony at RAF Scampton, UK, May 11, 2013

LIST OF DAMBUSTERS RELATIVES WHO ATTENDED THE NANTON EVENT

- Bill Hume -Wartime veteran of 617 "Dambusters" Squadron; came on squadron to replace crews lost on Dams Raid
- Don Hudson (Honourary President and Roy Chadwick's nephew –Chadwick designed the Lancaster and was awarded the CBE for his role in designing the special modifications to the aircraft to enable it to carry the Upkeep weapon)
- Jim Heather -Vulcan, Alberta (F/O Ken Earnshaw's nephew –F/Lt. Hopgood's navigator; killed when shot down over the Mohne Dam)
- Rob and Kathy Taerum - Calgary, Alberta (Rob is P/O Harlo Taerum's nephew –W/C Gibson's navigator; killed 3 months after Dams Raid)
- Leigh Taerum –Calgary, Alberta (currently serving with the #1 Combat Engineer Regiment at CFB Edmonton) (Rob and Kathy's son)
- Emily Taerum –Calgary, Alberta (Rob and Kathy's daughter)
- Hartley Garshowitz –Hamilton, Ontario (Sgt. Abram Garshowitz's nephew –F/Lt. Astell's wireless operator, killed when aircraft struck a hydro-electric tower en-route to Mohne Dam)
- Brock Brown –Red Deer, Alberta (Ken Brown's son) Together with Joe McCarthy, Ken attacked the Sorpe Dam; refer to Ken's speech in Joe English Room and Ken's painting in the art display.
- Rita and Jack McArthur and their daughter Dianne Young (Rita is the sister of John Fraser, F/Lt. Hopgood's bomb-aimer who was shot down over the Mohne Dam; evaded, and became a POW); refer to painting



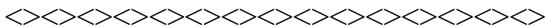
NANTON CELEBRATES HISTORY

Note the title, this used to be the Planes, Trains and Elevators event, but due to the day encompassing several other venues the new title seemed more appropriate.

We again hosted the Western Canada Regional Model Contest as we have done every two years. Again it brought crowds of contestants and visitors.

While we do not have photos, the other venues such as Ultimate Trains with their garden railway exhibit, the Grain Elevator Society, and the Museum of Miniatures saw lots of visitors during the day.

Of course, we ran the Lanc's two starboard Merlins and ground ran a Bristol Hercules for the first time for the public. All in all it was very successful day.



Starting the Bristol Hercules – now you see it, now you don't! A lot of smoke and noise when it is started.



The lineup of visitors waiting to go through the Lanc. This is always a popular part of any of the museum's events.

Top photo shows the Western Canada Regional Model Contest and the contributors tables in the museum's main hangar. The other photos show two of the hundreds of models displayed at the event.





BIKES & BOMBERS—JULY 6

Attending this event were some seventy plus motor bikes. These included such makes as; Harley Davidson's, Honda's, Yamaha's, BMW's. etc. Most wore a lot of chrome. One in particular had nose art that was reminiscent of that painted on WWII bombers, plus rotating Gatling guns fixed to the exhaust pipes.

Of course the highlights of the day were the running of the Lancaster's three Merlins and the "probable" start up of the Bristol Hercules engine. It did run and brought a lot of smiles from the visitors as the noise level is probably equal to that of a hundred Harley's!



Running three of the Lanc's Merlins.



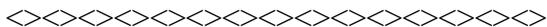
A three wheeler made for variety July 6.



A bike to go with the bombers complete with nose art and Gatling guns.



Some of the 70+ bikes lined up in front of the Lancaster bomber.



8 THE JOE ENGLISH MEMORIAL
FLY-IN JULY 27

Despite poor weather in the surrounding area, 40+ aircraft attended this year's fly-in. The local weather was great. However there was large crowd due to a more than usual number of people who drove.

As usual, the Nanton Lions Club served a another of their great pancake and bacon breakfasts along with fruit trays and muffins supplied by the museum.

On this page are a few photos of the aircraft that attended as well as a "small jet". The owner taxied this large RC model in front of the visitors with its "real" miniature jet engines sounding exactly like that of its large cousins!



The restored Beech 18 arrives over the A J Flying Ranch. This prestigious aircraft nearly always attends the annual fly-in.



Here is the Beech Expeditor on display.



A Cessna on final approach to the A J Flying Ranch runway.



A Nanchang jet trainer, built in China, was a hit with those attending the fly-in.



Some of the 40+ aircraft that attended this year's Joe English Memorial fly-in.



The owner of a jet powered Radio controlled model airplane is seen here taxiing it for the visiting flyers.

AUGUST LONG WEEKEND PARADE + RUNNING THE MERLINS

This long weekend had always been a busy one for the museum volunteers. We have always contributed several of our support vehicles to the parade and the last few years we have run up the engines on the Lanc as an extra crowd pleaser of the day. This page is a pictorial expression of the part our museum played this year.



Towing tractor driven by Derek Squire with 'Baz the Bear' hauling the big 'bomb.'



Wayne Bailey and the travelling display.



One of the museum's WWII fire trucks.



BCMC President, Rob Pedersen, driving the museum's 'on-loan' Jeep.



Visitors assembling for the running of the Lanc's Merlin's.



60 cwt RCAF wartime truck.



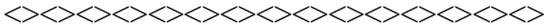
No folks, the Lanc isn't on fire - just the Bristol Hercules engine under the wing being started up!

SALUTE TO THE ROYAL CANADIAN LEGIONS AUGUST 23-24

The museum's major event of the year, celebrated the efforts of the Royal Canadian Legion in keeping alive the memory of Canada's military history.

This celebration included running all four of the Lancaster's engines plus running a Bristol Hercules engine. There were several special guests, many presentations and displays, a Royal Canadian Air Force helicopter arrived, and a flypast by vintage aircraft. The "Devil's Brigade" re-enactors (living historians) camped on site and re-created history for us.

The photos on these pages should give the reader some idea of the festivities.



First night run of all four of the Lancaster's Merlin's This was not announced so the crowd was pleasantly surprised!



The Piper piping in the Legion colour party as the afternoon program begins.



The 408 Squadron's helicopter arrives.



The meet and greet crowd on evening of August 23.



Nanton's Deputy Mayor, Dave Mitchell, brings greetings from the town.



John Walker, the son of Dambuster, Revie Walker, speaking as he's about to present his father's uniform to the museum.



The "unofficial" daylight running of all four of the Lancaster's Merlin Engines on the afternoon of August 24, 2013. This was watched by one of the largest crowds ever seen at a museum event. There was a loud cheer as the last engine came to life.



Joe Brink, President of the RCL Alberta/ NWT Command, brings greetings.



One of the "re-enactors" adjusting the oxygen mask on the 408 Squadron helicopter's weapons officer before he tries out the museum's operational Lancaster rear turret. Dan Fox stands by.



Lt. Col. Jason Stark, formerly the c/o of 429 Squadron that flies the C-17's.



A MUSEUM MILESTONE SEPTEMBER 20 & 21 OFFICIAL RUNNING OF FOUR MERLINS



Test running the Lancaster's four Merlins.



Photo of the night running of the Lancaster's four Merlins.



Three Cadet Squadrons who attended the official running of the `FOUR!`



Nanton's mayor, John Blake brought greetings from the town. He congratulated the museum volunteers on, not only the running of the four Merlins, but for two decades of effort that has resulted in the creation of a museum that is known world wide in a small town of 2000 persons.



Colonel (Retired) Terry Chester, National President of the Royal Canadian Air Force Association had many good things to say about our museum. Terry has known us from nearly our beginning. He brought greetings and congratulations from the RCAFA on this new milestone of having all four Merlins now running and thus bringing the Lancaster back to life!



Senator Anne Cools also extended greetings and congratulations on the museum reaching yet another milestone in the running of all the Lancaster's engines.



The Engine Crew (L-R) Fred Hollowell, Greg Morrison, John Phillips, Brian Taylor, Francis Gardner, Shane Chipchase.



Visitors from near and far who attended the official running of the four Merlin's. All have played huge part in the building of the Bomber Command Museum, both past and present. From L-R: Paul Whitfield, Dave Birrell, Fred Hollowell, Bob Evans, Derek Squire, Merrill Honeyman, Dan Fox, Peter Whitfield, Larry Wright, Brent Armstrong, and Garth Hurl.



The engine crew from the back! They are also part of the crews who run the Merlins.



The official running of Lancaster FM159's "Four Merlins" as seen over the top of Canada's Bomber Command Memorial Wall.



Some of the estimated 600 plus people who attended Gordon Jones' funeral.



Doug Robertson flies over the museum in his newly restored Tiger Moth in a salute to Gordon Jones as the funeral services conclude.

WWII INSTRUCTOR PASSES ON

A celebration of life for Gordon Jones of High River, Alberta, took place in the Bomber Command Museum on Friday September, 20, 2013. Gordon was a former WWII instructor, farmer, airport operator, long time member of the Alberta Flying Farmers, and good friend of the museum. He passed away at age 90 on September 10, 2013. More than 600 friends and neighbors attended the funeral,

One of the highlights of Gordon's life was when he purchased one of the former Tiger Moths in which he had instructed in back in 1941-42 at the High river EFTS. He has flown it for pleasure and that of others for past 17 years. Gordon was part of just about every fly-past scheduled by the museum over that period of time.

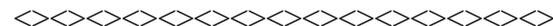
Last January after he had celebrated his 90th birthday, he realized one of his goals in that he flew the Tiger in his 90th year!

Gordon has willed his Tiger Moth to our museum. There it will become a part of permanent display with signage about the part it played in the BCATP and in Gordon Jones' life.



Former WWII air gunner, John Palen, who, is 90 years young, and his cousin Brian, from Langley BC, visited the museum during the summer. Bob Evans was on hand to show them around the museum. Bob also demonstrated the museum's operation rear turret, which for John, brought back many memories.

John's total recall of his wartime experiences with 635 Squadron, at Downham Market, was phenomenal to say the least! He related what had happened on several Ops, including the dates and times!



CAHA CONFERENCE REPORT

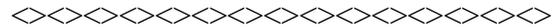
By Greg Morrison

Dave Birrell and myself attended the 50th Anniversary of the Canadian Aviation Historical Society conference in Ottawa this September. As this was my first time to such a meeting I was not sure what to expect!

It was a very busy conference with no down time. Some of the guest speakers included Mr. Peter Soye who gave a very good talk on the Fokker DVIII's that were sent back to Canada as war trophies after WWI. These aircraft were then flown at exhibitions in Canada by WWI vets. Surprisingly, one of these aircraft still exists today in Nova Scotia! His talk included a picture of William Barker sitting in his own Sopwith Camel after it had been brought back to Canada. I took a quick walk over to the Canadian War Museum that afternoon and there was the same aircraft, in the same condition as in the photo!

Linda Grandfield gave a remarkable talk on John Magee, the author of *High Flight*, and we even got to hear his voice on tape. She also had a recording of John's mother reading *High Flight*. We were not bound to the conference everyday; the first evening saw us whisked away to the Canadian Aviation Museum at Rockcliffe for a BBQ and a back yard tour of the shops, storage buildings and guided tour of the Northstar. The second evening we were the guests of Vintage Wings of Canada for their Meet and Greet the day before their airshow. The Meet and Greet had quite a few interesting people in attendance, yours truly got to chat and have a beer with Mikey McBryant of Buffalo Airways! The

following day we were once again the 15 VIP guests of Vintage Wings of Canada at their Wings over Gatineau Airshow. This was a very fine airshow, a warbird lovers heaven, with a Corsair, Spitfire, P-40, P-51, Fairey Firefly, T-28's and the F-86. The CWHM Avro Lancaster flew as well. All of the yellow BCATP aircraft of VWoC flew, such as the Cornell, Tiger Moth, and Fleet Finch. A truly rare sight was the flight of not one but two Westland Lysander's flying together at the same time. The next day saw us back at the Canadian Aviation Museum for the Battle of Britain ceremony, where once again we saw the Avro Lancaster, Spitfire, P-40, P-51 and Corsair make a beautiful pass. The RCAF Polaris aircraft made a pass with two CF-18's as well. Like I said, there was never a dull moment and we even made time to enjoy the Ottawa night life!



Greg Morrison AME and Mikey McBryant of Buffalo Airways chat at the Vintage Wings of Canada Meet and Greet.



Unloading the Bf109 mock-up at Nanton.

LUFTWAFFE FIGHTERS vs. BOMBER COMMAND

Through two significant acquisitions, the museum will soon be able to much better tell the story of the Nazi's efforts to defend against Bomber Command. Although anti-aircraft guns brought down thousands of aircraft, the majority of the 8325 bombers that were lost came at the hands of the Luftwaffe fighters and their aircrew.

We have acquired an exceptional full-size replica/mock-up of a Messerschmitt Bf109G. One of the first truly modern fighters of the era, the Bf109 (also called ME109) featured all-metal construction, a closed canopy, retractable undercarriage, and a liquid-cooled, inverted V-12 engine. It was the "backbone" of the Luftwaffe's fighter force from the Spanish Civil War to the end of WWII and was the most-produced fighter aircraft in history.

The replica was built as a hang up display, minus undercarriage, by Lech Lebidowski of Edmonton who had salvaged parts from a crash site. It features a fully equipped cockpit with some original instruments. The paint scheme and nose art represent an aircraft that operated in North Africa,

against Bomber Command and also in Normandy (June-August, 1944).

Dan Hawken, with help from other museum volunteers, has built and installed an undercarriage to the replica, and made other modifications, making it movable.

Together with the Bf109, we will be displaying the personal effects of Emil Weinmann, a Luftwaffe fighter pilot who survived the war and emigrated to Canada in 1959 where he lived in Prince George and worked in the forestry industry. The items include flying boots, uniform, flying pants and jacket, badges and medals, cap, logbooks, and flying helmet - all in remarkable condition. The collection was donated by Emil's friend, Stephen Bathy of Prince George, who also recorded extensive interviews with Emil and included his story in the book, "World War II Combatants: The Prince George Connection."

Our GRATEFUL THANKS to, Jeremy Sparks with Myshak Crane Ltd., Acheson, AB, for loading the Bf109 and Mike Wolansky, of CNS Logistics, Rocky View, AB for hauling the mock-up at NO CHARGE! MUCH APPRECIATED!



Some of Dan Hawken's crew installing the newly made undercarriage on the Bf109.

estimating for projects such as this, and he will help us with a budget for our proposal.

All of us at the museum are quite excited about these plans for the future, and are very confident that it will happen sooner rather than later.



Artist's concept of the proposed expansion.

MUSEUM EXPANSION NEWS

Dan Fox, Chairman - Expansion Committee

As most of you know by now, we are proposing to build a 33,600 sq. ft. hangar facility immediately northwest of the existing museum, with a large tarmac/parking area to the east. The need for this addition to our museum is quite apparent when you visit the present hangars, which are becoming very crowded with aircraft and artifacts. This is a good problem to have, but we require more space in the near future to house our additional displays.

Perhaps our greatest need right now is a large taxi area for the Lancaster with it's four runnable engines. We cannot properly display our centrepiece without it. Also, down the road, we are going to have an Anson, Mosquito, Tiger Moth, and eventually a Halifax in taxi-able condition .

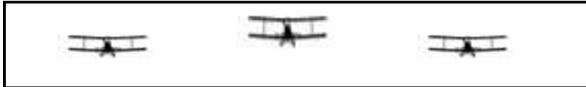
We are progressing slowly with expansion plans, but hope to speed things up in the new year. A fund-raising and expansion committee has been formed, and we are meeting with Town officials to secure a long-term lease for the land required. Also, we have a volunteer who is an expert in cost



Aerial concept of old and new hangars



Artist's concept of the interior of the new hangar showing multiple use of the building in holding community events, where crowds exceed the capacity of other town facilities.





Halifax propeller parts.

HALIFAX PROJECT REPORT

By Karl Kjarsgaard

Now, we have a new adventure and display coming in November which will build up even more contacts and cooperation as the BCMC, in partnership with Halifax 57 Rescue, will have a Remembrance Week display (Nov.2-11) at the National Air and Space Museum in Ottawa. Our portable Memorial Wall, with the over 10,000 names of our Bomber Command war dead, will be displayed there and there will be special showings of the BCMC documentary “The Belgian Forest”, produced by our own Jim Blondeau, all about discovery and recovery of RCAF Halifax LW682 and the great Bomber Command Memorial in London UK. Thanks to Stephen Quick and all his great staff for this opportunity to display our Memorial Wall.

I leave for London UK right after we set

up our Memorial Wall display in Ottawa.

On the big “Halifax hunt” we have lots going on. I would like to thank all of you who continue to support our cause and hope you will continue to send in those funds to keep us going.

The Hercules engine propeller has been crated and also the Halifax complete nose Perspex at a location north of London UK. I have to hire a van to deliver these to Air Canada air cargo in Heathrow and then they will be shipped, at some expense, direct to Calgary. Then we can work on these gems over the winter.

I am also going to meet with some warbird experts north of London and gather up special custom tools for the rebuild of our second Hercules rebuild, using parts from some of the (7) engines we have collected at the BCMC. All parts have been sourced, some at considerable effort and cost, so we can keep the Bristol Hercules



Halifax nose Perspex.

rebuild project going for the Halifax Project. As always I will be hunting and sniffing for all things Halifax when in the UK and I have my UK spies doing the same. The good old boys network is most effective for finding these treasures. Your renewed financial support ensures us we have the resources to find these Hali parts.

We are gearing up for the final push to get those main spar chunks out of the Halifax – Hastings wing sections stored in Ottawa. We were held up by lack of funds for George our Halifax engineer to continue but now we have just enough reserves to continue. The total rebuild of the 30 foot main spar is next and we will need your donations to make that happen. Remember we have the NEW spar beams for a Halifax waiting and then the actual rebuild of the entire spars can commence.

With regard to our “holy grail” of the ditched RCAF Halifax LW170 laying off the Irish coast, when in London UK this trip I will be having a meeting with Serica Energy who have an exploration block license for oil and gas off the NW coast of Ireland, about 50 miles from our Halifax! Serica is planning to go out next summer to do deep water exploration and their CEO, whose father flew with the RAF in WW2, is sympathetic to our cause. Hence my meeting with them to work out a deal to do a side trip to look for LW170 while they are out with their exploration team. Wish me luck on this great opportunity to find Canada’s most historic combat bomber!

We urgently need Corporate and personal sponsors for this historic project. See our website for info about how you can do this.

www.57rescuecanada.com

IN MEMORIAM

For Deceased members of the Nanton Lancaster Society

Gordon Jones—High River, AB. NLS member, passed on September 10-, 2013. (see article page 14.)

Ginu Poersch, Nanton, AB. Passed on May, 2013. Long time member sand supporter.

William Kondra, Saskatchewan passed away January 10, 2013. Long time member and supporter.

Mike Smith, Calgary, AB passed away in May, 2013.

A. R. Cross, Calgary, AB deceased as of May, 2013.

William Cowan, Texas, USA, passed to his reward, March, 22, 2013.

Nick Waslenchuk, Kamloops, BC, died in 2013.

William Cattanach, Williamstown, Ontario. Deceased, December, 12, 2012.

We extend deepest sympathy to the families and friends of the above.

MAY GOD BLESS





ANSON RESTORATION REPORT

I thought I would include a photograph of a couple of Anson's flying over the prairies. After looking at this photo, it is easy to close your eyes and then picture 7481 flying around over Fort Macleod and Pearce where she was stationed during the war. While Annie may not be ready to once again take to the air, thanks to her hard working restoration crew she is certainly starting to look like she's an airplane again!

The tail plane, which has been under restoration for over a year now, is finally reaching the assembly stage. John Maze has begun to put all the pieces back together and in the not too distant future, perhaps by the end of next summer, I believe we will



Anson horizontal stabilizer in shop.

see the tail plane covered and ready to be installed on Annie. The tail plane is not small at some 30' and Annie will certainly be fighting for some much needed space!

Now with the necessary wood on hand Terry Moynihan, Ken Hill, Carl Orde, and Charles Logie continue to work on flushing out Annie's fuselage. Stringers, control cabling, floors, instrumentation and steps are all being readied for assembly.

It is not unlike assembling a jig saw puzzle. Each piece added reveals where the next fits. Slowly the picture unfurls and reveals the artwork that lays hidden in the scattering of pieces.



Rear Crew window installed.



Navigator Floor under construction.

BRISTOL HERCULES REPORT

By Derek Squire

The summer of 2013 has been a good one for the Bristol Hercules team here at the museum. We had numerous engine runs at our events,

The public got its first look and listen to the Bristol Hercules during the Dambusters 70th anniversary event in May. Next time was in June at the Nanton Celebrates History event. Then the bikers were here on July 6. Their bikes were no competition for the sound of the large 14 cylinder radial engine. There were lots of large smiles all around as they took in the spectacle. Like a monster Harley!

During the Salute to the Legion weekend, we had a special assistant to start the engine. Harold Branton, from Calgary, who was a WWII, ground crew fitter with a Halifax squadron in Yorkshire. He pushed the button that started the big Hercules for the crowd. Harold had helped in the museum in the 1990s, when he would come out from Trail, B.C. to work at the museum while on vacation. During the official, September 21, "Four Engine Run" we again had special assistance to start up from Lance Robson of Wilkie, Saskatchewan. Lance was a Tail Gunner with 432 Squadron and flew 33 ops.

Work started on the second engine rebuild last spring, but has been on hold through the summer. At that time, all the pistons and sleeves were freed up. A single cylinder and sleeve were removed and an inspection of components was begun. Rebuilding will begin again through the winter. A trailer to transport the engine on which it can be run-up is being contemplated. Karl Kjarsgaard

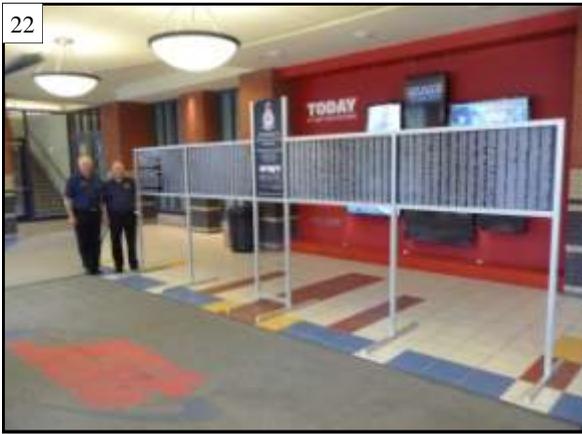
has located and purchased a 'club' prop ²¹ in the UK that will be mounted on the engine which will allow us to run the engine longer and at higher RPM.

The Reynolds Museum in Wetaskiwin has donated various parts and two Bristol Hercules engines. These were gratefully accepted and have been catalogued and are being used in the rebuilding process. In return for this assistance, a static museum display engine will be assembled and sent back to the Reynolds Museum. Seems like these big, old, round engines are quite popular.

We are anticipating a good amount of progress on the second engine rebuild over winter and hope to have another run-able Bristol Hercules engine next summer.



Now you see it - now you don't! The smoke results from oil settling in the lower cylinders when the engine hasn't been run-up for awhile. Yes, and it makes noise too!



Dan Fox and Karl Kjarsgaard with the Memorial Wall on display at the RCAF Association convention, at Saskatoon, Saskatchewan.

BOMBER COMMAND MUSEUM ATTEND RCAF ASSOCIATION AGM

On October 18-20, 2013 the RCAF Association had its Annual General Meeting in Saskatoon. The Bomber Command Museum of Canada was there and was represented by V.P. Dan Fox and one of the Directors Karl Kjarsgaard.

Our attendance was due to the invitation of the RCAFA president Terry Chester who has been a long time supporter of the BCMC. Terry has watched us grow and knew of our massive expansion plans in the works and felt we should remind the entire membership of the RCAFA of our proposed plans for the Museum and needs for support to bring this plan to fruition.

During our 3 day visit with the RCAFA in Saskatoon we were able to display our ½ scale Memorial Wall that the BCMC has made for such special events to remind all Canadians of the sacrifice of the RCAF crews in Bomber Command,

The BCMC was well received and there was much interest in the Memorial Wall. We brought along all our reference sources of the RCAF crew names on the Wall so that we could help RCAF alumni with searching for their family and relatives who were in Bomber Command.

Dan and Karl were most fortunate to attend a business meeting where the Chief of Air Staff, Lt. Gen. Yvan Blondin, gave a great speech on what his job was like as “THE BOSS” of the RCAF. Not only this, but after the Saturday night gala dinner and awards banquet Dan and Karl were able to give Lt. Gen. Blondin a tour and explanation of the Memorial Wall display pointing out all the high points of the display and our museum history along with our future plans. Lt. Gen. Blondin was pleased with all he heard and saw, along with his agreement that he would accept our invitation to come out to the BCMC next year and attend a Lancaster Merlin run event while in Alberta.



Photos: L-R; Dan Fox, Lt. Gen. Blondin, Karl Kjarsgaard, and Terry Chester.

Finally, the BCMC was given the opportunity on the last meeting venue of the RCAFA to give a presentation to the entire delegation on our massive expansion plans for the Bomber Command Museum. Dan Fox gave a fine presentation to the meeting attendees and really did a great job of promoting the museum and laying out future plans as we move forward to save our RCAF history and remember our fallen RCAF and RAF heroes.

Dan topped off his presentation with a 4 minute high quality BCMC promotional video, from our supporting professional film producer Jim Blondeau, which was very well received and appreciated by all at the meeting. In fact, Dan got a standing "O" when he finished off his address to all those assembled.

In closing this report, we feel that the Royal Canadian Air Force Association was very supportive and will continue to support us into the future with all our plans and objectives. It was very fruitful trip to Saskatoon.



This newsletter didn't have room for an up to date report on the restoration of the Calgary Mosquito. Please check out their Society's website for information.
<http://www.calgarymosquitosociety.com>

This year been one of the busiest the museum has ever seen. A total of seven events where we ran Lancaster FM159's Merlins. The last runs saw history made when all four engines were officially run-up before crowds that were estimated to up to nearly 2000 spectators! A veritable milestone in our Society's on-going growth.

Other things have been happening also. Running one of the Halifax projects Bristol Hercules engines on a stand has entertained event visitors (once the smoke cleared that is!) Yes it always has a residue of oil in the lower cylinders that has to burn off. And is it ever noisy! On our Bomber and Biker event day, there were huge smiles on the Harley Davidson riders faces, It sounds like a hundred Harleys all at full throttle!

On a more serious tone, we have moved on in the direction of the proposed (and much needed) museum expansion. The proposal for building a new 34000 square foot building cornering the present one was accepted in principle by Nanton's town council. However, this is only the first tiny step towards realizing much needed additional space for artifacts and aircraft presently under restoration.

Addition of a full size replica/mock-up of a Bf109 German fighter has added colour to the museum. It shows the type of aircraft that the bombers had to contend with as they went out night after night to their targets in Nazi held Europe. There is also a full size Spitfire project underway by one of our members that will eventually be another addition to the collection.

Do come visit us next summer for sure!
Sincerely, Bob Evans

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