



BOMBER COMMAND MUSEUM OF CANADA NEWSLETTER



MUSEUM OPERATED BY:
THE NANTON LANCASTER SOCIETY

VOLUME 29 ISSUE 2

Fall / Winter- 2015



On August 5 the museum was pleased to host an International Air Cadet Exchange Group which included 72 cadets along with twelve adults representing fourteen countries.



*Nanton Legion Colour Party seated during the rededication of the "Memorial Wall."
See Pgs. 22-23*



Richard De Boer (R) and two other Calgary Mosquito Society volunteers re-assembling the Hurricane's Merlin engine. See Pg. 14.

2014 BOARD OF DIRECTORS

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| | |
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PRESIDENT’S REPORT

by Rob Pedersen

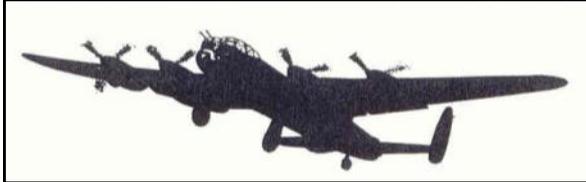
Well here we are again, at the end of our summer season and heading into winter.

Looking back, we had a very exciting summer with many visitors and many celebrations. Highlights for me this year were Lancaster FM 159’s 70th birthday and the rededication of our Memorial Wall. We even had FM 159 blow out her own birthday candles!

As we approach November 11, I think it is very fitting for us to remember our memorial wall and why that wall is so important. As we get older, and time passes, our collective memory dims. With each new generation and with the passing of the old, our living memory passes too. For our new generation to understand, storytellers and historians are needed. Symbols and memorials are our link and key to the past.

Next year will mark the 75th anniversary for several of our Canadian squadrons. Throughout next summer we will be honoring those squadrons that are turning 75 years in the Royal Canadian Air Force. In the past, it used to be that the museum would plan a big event!

Looking at our tentative event schedule for next year we have an event every month; April - September. It is great to see that there is always something happening at the museum. Please make sure you check the finalized event listing on our website which should be in place by early January .



MEMBERSHIPS

Annual - \$40

Museum Supporter (5 years) \$250+

Lifetime -\$1,000+

Wing Commanders Club \$5000+



**A membership card, certificate, and a official receipt for tax purposes will be issued. You will receive a bi-annual newsletter.*

**For memberships and donations of \$100 or more you will be given a form that may be used to print what you would like on a "Virtual Plaque" which will be displayed in the museum.*



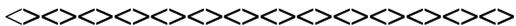
MUSEUM EXPANSION DONATIONS

For donations to the expansion we have a donation board made from Lancaster wing panels, which you can sign under the appropriate level.

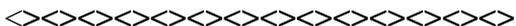


- DONATION LEVELS -

- > Pilot Officer \$100+
- > Flying Officer \$250+
- > Flight Lieutenant \$500+
- > Squadron Leader \$1,000+
- > Wing Commander \$ 5,000+
- > Group Captain \$25,000+
- > Air Chief Marshal \$100,000+



A certificate and an official receipt for income tax purposes will be issued, plus a form to indicate what you want printed on a "Virtual Plaque" that will be displayed in the museum. You will also receive a bi-annual newsletter.



MUSEUM HOURS

OPEN DAILY

April 16th to June 30th - 10 am to 4 pm

July 1st to August 31st - 9 am to 5 pm

Sept. 1st to October 15th - 10 am to 4 pm

!!!! SPECIAL NOTICE !!!!!

NOW OPEN FRIDAY, SATURDAY & SUNDAY from

October 16 to April 15 - 10 am to 4 pm

Or by appointment during the week

To book group or special visits

Call 1 (403) 646-2270

CONTACT INFORMATION

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Visitor Services:

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Curator:

curator@bombercommandmuseum.ca

Telephone: (403) 646-2270

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Website:

<www.bombercommandmuseum.ca>

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.

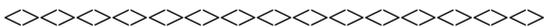
The Society is working toward restoration of Nanton's Lancaster Bomber and development of the Air Museum with this historic aircraft as the centerpiece. The museum honours all those associated with Bomber Command and commemorates the activities of the British Commonwealth Air Training Plan.

4 2015 EVENT SEASON KICK-OFF

The first event of the year 2015 took place April 25 with the rolling out of the Lancaster. Its four Merlins were run-up both in the morning and afternoon. Each time there were also demonstrations of running of the Bristol Hercules engine.

During the day several new displays were opened to the public as well as others that had been upgraded over the winter months. Photo opportunities were available with the Snowbird Tutor Jet and cockpit tours of the Lancaster, gun-turret demonstrations, etc.

All in all it was good day with lots of visitors and setting the pace for the summer events to come.



Rolling the Lancaster out for the first event.



First running of the Merlins for 2015.



The Gala banquet under way. Tickets for this had been sold out previous to the day.

FUND RAISING GALA MAY 9th

The following photos may give you some idea of what took place at the fund raising gala on May 9th. While it wasn't a big fund raiser it was a good start and was great publicity regarding the Society's project and need for this expansion.

We had invited a number of influential guests all of whom appeared to very impressed with the museum and left after the proceedings very aware that an addition to the museum was very much needed.



Country Singer, George Canyon commenced the proceedings with the singing of O Canada.



Nanton Mayor, Rick Everett, and NLS President Rob Pedersen signing the 25 year lease for the ground where the new building will be built.



Here auctioneer, Bernie Lalond is about to knock down an action item to a bidder.



MP John Barlow was one of the special guests at the fund raising. He had some optimistic words for those attending.



Nanton Mayor holds up a copy of the 25 year lease of the site where the addition to the present museum will be built. He reiterated the Town's support for the museum's expansion project.



Cadet leaders Lt. Lori-Lee Bott and Capt. Murray Clow stand with George Canyon.



The Gala evening finalized with the night run-up of the Lancaster's four Merlin engines.

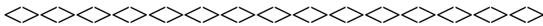
6 NANTON CELEBRATES HISTORY June 6, 2015

As part of the day's celebrations our museum again hosted the Western Canada Regional Model Contest as we have been doing every two years for several years. Again it brought a crowd of contestants and visitors.

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

Of course, we ran the Lancaster's four Merlins twice during the day and also ran the Bristol Hercules, which as usual started up in a cloud of smoke and its rumble could be heard all over town!

All in all it was another successful day for the museum and for the other venues.



Some of the tables exhibiting the various models and part of the crowd of visitors



Model vendors set up on the back hangar along with the displays that are under restoration. They appeared to be very busy!



First running of the day of the Lancaster's four Merlin engines. Visitors taking photos.



Running up the Fleet Fawn's Kinner B-5 engine is always a crowd pleaser!

The photos throughout this newsletter are mainly by our official volunteer photographers, Doug Bowman, and Carl Orde with a mix from other members.





Long-time BCMC volunteer and board member Francis Gardner in the Lanc's pilot's seat during an engine run. He is one of the "crew" who run-up the Merlins at events. Francis is a retired rancher and is very active with the museum. He was a licensed pilot and used a light aircraft in his ranching operations.



Looking at the crowd from behind No. 4 Merlin as it is started up.



Volunteer and museum board member, Todd Lemieux, "fires" the machine guns of the restored Lancaster rear turret. The sound and the flash is there but NO! It's all electronic with stereo and LED bulbs in the gun barrels. This upgrade to the turret is the work of "long-time" volunteer, Merrill Honeyman.



Karl Kjarsgaard shows Hank Jackson DFC, Halifax rear gunner of 428 Sqdn. how to use the remote starter box to start the



The Hercules engine – noise and smoke. Volunteer Todd Lemieux at the throttle.



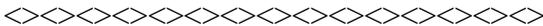
BIKES & BOMBERS = July 4th

The Museum hosted its third annual Bikes & Bombers event on July 4th. An estimated 200 hundred motorcycles attended. This is an increase in numbers from the last two years. Some bikes were parked in the museum hangar while the many were parked on the ball diamond that is adjacent to the museum.

Also attending were a few members of the Prairie Motor Brigade, with their wartime Jeeps and military vehicles. This group is a new contact and we expect a greater number to attend in another year.

The bikers were intrigued as usual with the running of museum's Bristol Hercules engine. This engine was used on Halifax Bombers and other wartime aircraft. The museum's Hercules is mounted on a trailer and is runnable. It generally makes a lot of smoke when run and sounds like a 100 Harleys! One biker smiled after the run-up and mouthed the word "sweet!"

The museum will host another Bikes & Bombers event in 2016. We are hoping for an even larger attendance.



Bikes parked in the ball diamond.



Some of the bikers and their steeds inside the museum.



Some of cars belonging to members of a Calgary Sports Car Club? who attended the air museum's Bikes & Bombers event. A mix of MGs, Triumphs and others.



A few of the bikers arriving at the museum for the Bikes & Bombers event..





A group of visiting bikers and other visitors in front of the Lancaster waiting for the running of its Merlins.

Guest, Keith Stephens, WWII A/C Fitter, fires up the Bristol Hercules engine with the remote starter box.



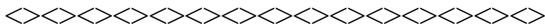
One of the Guests of honour of the day, Silas (Si) Campbell, DFC (R), stands with Museum curator, Bob Evans. Si flew 35 WWII operations as a Lancaster rear gunner.

Two WWII Jeeps belonging to members of the Prairie Motor Brigade with whom the museum is hoping to get together with next year and have them come in greater numbers.

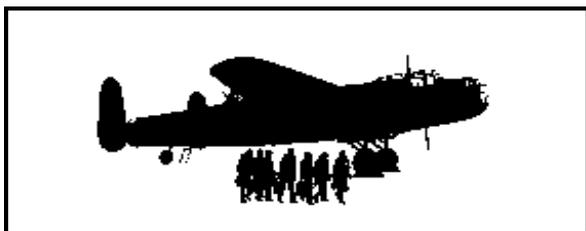
10 **FM159's 70th Birthday Celebration
August 21 & 22**

FM159 came off the assembly line in 1945. This year we celebrated its 70th "birthday" with a special event in which the old Lancaster blew out the "candles" on a cake made specially for the event.

A number of special guests were on hand including the family of the late Ray McMahon. Ray and his family looked after the Lanc for many years after it came to Nanton including painting of it in wartime camouflage. Other guests included Ret. Col. Terry Chester, (407 Sqdn.) Comox BC Capt. Jason LaChapelle, 407 Sqdn., Senator Cools, from Ottawa, and Mark Peapell from the Atlantic Aviation Museum in Nova Scotia. We have attempted to give you a glimpse of the proceeding via the following photos.



The crowd seated for the indoor ceremony.



Col. Terry Chester addressed those assembled. He related tales of FM159's service at Comox during peacetime. A new printing of the museum's Lucky Lancaster book contains more such stories and photos.



Karl Kjarsgaard speaks about Col. Terry Chester's long time interest and support of the Bomber Command Museum and of his visits to Nanton to be part of many special days. He then presented Terry with a gift from the museum that was a circular plaque made from the smelted aluminum of a Halifax Bomber recovered in Belgium, in appreciation of his continuing interest.



Capt. Jason LaChapelle, bringing greetings from 407 Squadron, Comox, BC



Major Cottrell 419 Sqdn returns the Mynarski axe to the museum for display and safe keeping again



*Greg Morrison, AME, museum volunteer is seen here being presented with the Frank Dwyer Award by one of Frank's family. This is a **new** award from Dwyer family honouring his memory. The late Frank Dwyer was very involved during the Museum's formative years. **Greg is the first recipient of the award.***



The upper photo shows the 70th Birthday cake on a rolling stand, while the lower photo is of Ben Schwartz holding the table with the cake into the slipstream of FM159s as #3 Merlin blows out the candles. Note that Ben has lost his cap!

See Page 12 for additional photos.



Bob Petersen who served as a Lancaster rear-gunner during World War. Event day was also his 90th birthday which was celebrated along with FM159's 70th! Here he tries out the controls of the museum's operational Lancaster rear gun-turret.



Bob Petersen's son, Sol, from New Zealand sang the poignant song that he wrote in honour of his father's WWII service as a rear gunner.



In order to place one more photo of WWII rear gunner Bob Peterson we minimized this photo to show him standing on the stairway in front of the Lancaster.



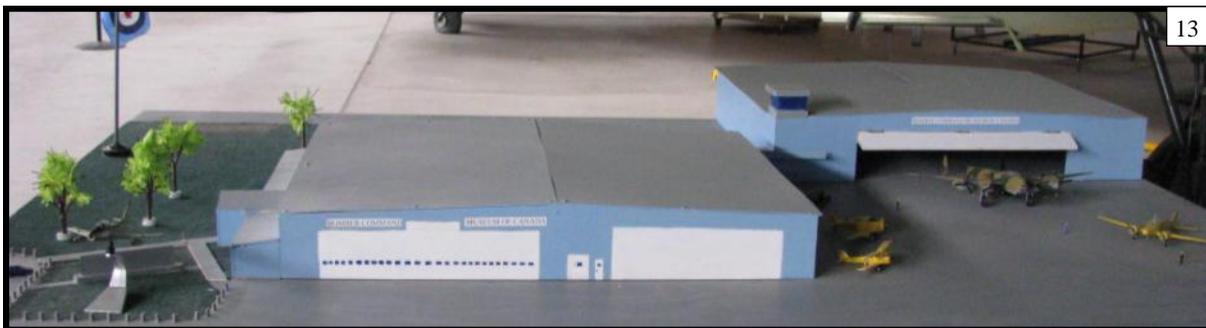
Expeditor CF-MPI's Port nacelle is intact.

PROGRESS REPORT BEECH EXPEDITOR CF-MPI

Restoration of an aircraft of a type, with such a long construction history, Jan 1937, the first prototype to Nov 1962, we are often reminded that, through this period in aviation history, many changes, and advancements were made in all types of aircraft, that made for safer, faster and more comfortable flying. Construction methods of the same basic models were changed many times in the name of expediency and improved costs as well as shorter production times.

The Beech 18, (Expeditor-Kansan, etc) over the years had 32 different variations and over 200 improvements and modification kits developed. We are reminded of these variations when we take components from a donor aircraft to another machine, and find ourselves reconfiguring the bits and pieces so they will fit. Such is the case with the engine nacelle shown here.

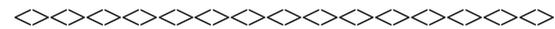
Although the differences are quite small, it takes some time and effort to fit and refit, and a good dose of patience. Also, as the pieces were built without jigs the screw and



+++++

Beech Expeditor Continued: - rivet holes were done by hand at the factory , necessitating remanufacturing of some fairings and panels.

As the photos show the nacelle for the port side is still in its original position but the starboard side has been liberated from MPI and we need to replace it with a donor unit. That meant that yours truly, Bruce Findlay, and Gary Stonall, found ourselves taking more than one attempt to fit the nacelle from the donor aircraft. After many holes drilled and rivets installed, to attach the nacelle, the next effort will be to reinstall the oil tank frame-work, then the many small accessory brackets will be refinished and reinstalled on the engine mount..Stay tuned!



This photo shows the Expeditor’s Starboard donor nacelle in the process of being fitted.

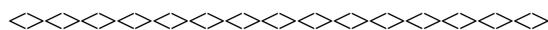
MUSEUM EXPANSION REPORT

By Dan Fox, Expansion Committee Chairman

Our May 9th Expansion Gala was a huge success, with a sold-out crowd of over 250 in attendance. During the evening, guests were led in singing “O Canada” by country music star, George Canyon, then enjoyed hors d’oeuvres while bidding on the many auction items (both silent and live). The Duncanley Lodge fishing trip, L-39 Albatross flight, shadow boxes and the Lancaster “cockpit ride” were popular items.

At the end of the evening, over \$50,000 was raised for our expansion, bringing us over the \$100,000 mark. We still have a long way to go, but we are confident that between private, corporate and government funding, our final goal will be realized. There is still a lot of room on our Expansion Board, with donations welcome at all levels from Pilot Officer (\$100+) to Air Chief Marshall (\$100,000+).

Other funding initiatives will be announced in the near future, so please support the museum expansion as much as you can afford and by spreading the word.



The photos throughout this newsletter are mainly by our official volunteer photographers, Doug Bowman, and Carl Orde with a mix by other members.

THANKS TO ALL !!



MOSQUITO RESTORATION REPORT

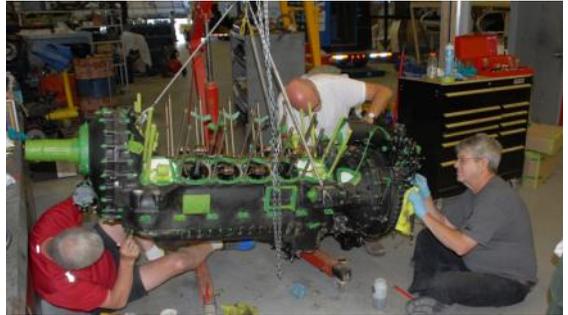
by Richard de Boer, Pres. CMS

Lots of good news and progress to report on from the Calgary Mosquito Society. Perhaps the most significant event is that we have begun to add new wood to the fuselage of the Mosquito! It's taken three years to get to this point: building a jig, sorting parts, sourcing materials, plans and manuals, learning what needs to be done and how best to do it. We are now starting to cut new ribs, stringers and skins. Not only are structural repairs on the fuselage happening, but we also have a new rudder pedal doghouse using a combination of new plywood and original blocks and gussets.

Also on the Mosquito front, Shop Boss Jack just returned from BC with a car load of some of the prettiest fine grained spruce in the country. September also saw the arrival of a complete set of new canopy panels for the Mosquito, made by Harwood Custom Composites in BC.

On the money front, we held our first casino in late August. Big thanks to our many members and supporters who put in some long hours. Estimates are that we should clear better than \$65,000 from it.

We are also making great progress on the Hurricane with the engine newly painted and starting to be reassembled, the radiator and oil cooler freshly scaled and cleaned, the propeller near completion by Aero Propeller and the acquisition of our first .303 Inglis/Browning machine gun. Just 11 more to go... Historic Aviation Services in Wetaskiwin are on schedule to have the Hurricane completed by the summer of 2017. Working toward that



CMS volunteers masking off some parts of the Hurricane Merlin 229 block prior to painting.



The "Boss," Jack McWilliam AME, readying the fuselage section for application of the balsa layer and plywood.

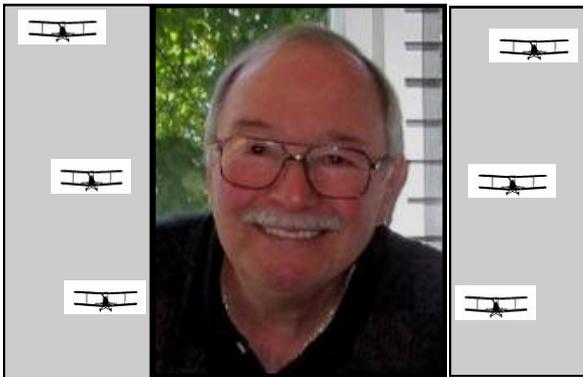
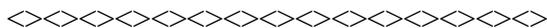


Three CMS volunteers checking the fit of the first piece of very thin plywood for repairing a part of the fuselage.

goal, we have also invested a great deal of time and effort in researching the full history and markings of our airplane. To this end we have engaged historians, modellers and researchers across Canada, in the USA and in Britain. Having operated in a combat squadron on the west coast, our Hurricane had colourful history and was flown by some prominent figures from WWII. Look for a full history on Hurricane 5389 in the near future on our website.

Speaking of the website, we have just posted a new quarterly report which details all of our activities for the July through September period. Check it out at <http://www.calgarymosquitosociety.com/home.htm>

As was mentioned in the last newsletter, we are also producing a series of 30 short videos about our two airplanes. We expect them to be finished by January at which time they will be available on a large touch screen next to the Mosquito, as well as on our YouTube channel and on DVD. Check us out at <https://www.youtube.com/channel/UCMvwQfjhUSYDt7v9r-64q1g>



The Museum's good friend and volunteer, Tink Robinson. (See - In Memoriam.)

IN MEMORIAM

Nanton Lancaster Society Members

Mildred Gwynn, Saskatoon, Sk., passed away February 3, 2015. Mildred and her late husband Bill, lived in Nanton for 19 years before retiring to Saskatoon. They were Lifetime Members of NLS.(BCMC.)

Doris (Dori) White, passed away September 9, 2015. She was Lifetime member of NLS. Her husband, the late George White, was one of the three persons who purchased the Lancaster bomber, back in 1960, as tourist attraction for the Town of Nanton.

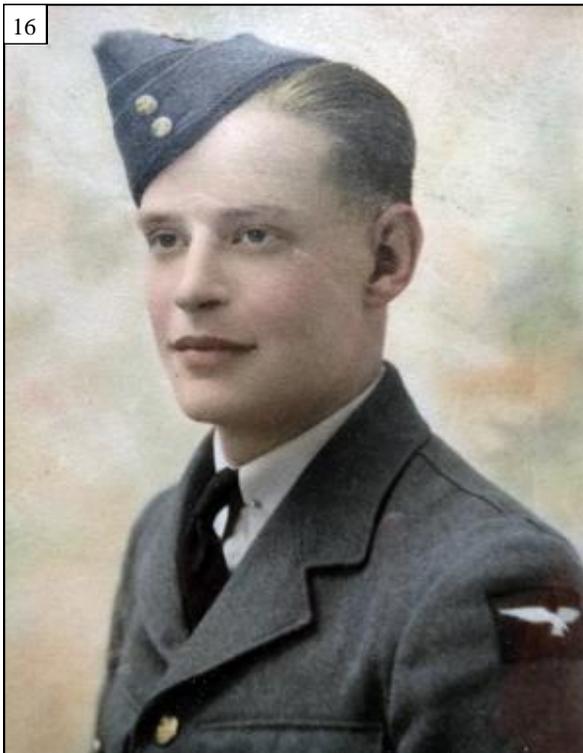
Einar Overn, Nanton, AB, Passed away, September 18, 2015. He had been an officer, technician in the development and construction of the WWII Radar installations. Einar was a Lifetime member and dedicated volunteer. His stories will be greatly missed.

Grant "Tink" Robinson, Nanton, AB, died October, 31, 2015. Tink was a Lifetime Member and a director of the BCMC, and very involved with its operations. Best known for his 'man on the microphone' at museum events. He will be greatly missed.

MAY GOD BLESS

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





A NAME IN THE SAND

Thomas Fetherston's family operated a grocery store in Nanton until they moved to High River. Thomas attended school in Nanton prior to the family moving to High River. He joined the RCAF and learned to fly at No. 5 EFTS at High River. He became a Halifax pilot with 102 Squadron and was killed-in-action over the North Sea, just 40 km. west of Wijk aan Zee, Holland in late 1942. It was his second operation.

Hundreds of bombers crashed into the North Sea with no trace of their crews ever being found. But for the most astounding factors of time and chance, this would have been the fate of the crew of Halifax W7864 -missing and forgotten, except to a few.

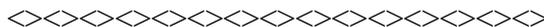
For you see, fifty-seven years later in 1999, Henk De Jong was walking along the

beach at Wijk aan Zee and discovered a rust covered bracelet in the sand, which to his amazement when cleaned, revealed that this was Thomas' bracelet with his full name and RCAF regimental number! Later, with the help of many grateful Dutch citizens, an entire Canadian family would have closure and a war mystery solved.

Imagine how you would feel if you were the bride of an airman missing-in-action, a new bride with an infant child who received, as thousands of families did, the darkest news of their airman MIA and then KIA. This was the heavy burden of Helen Fetherston and her daughter Sharon, who never knew her father as she was only eight months old when he was declared missing-in-action.

Then Like a bolt out of the blue Helen and Sharon received the news of the bracelet's discovery and that it would be returned to them along with a plan for a memorial to be built in Thomas' memory in Holland.

Read the story on our website at <http://www.bombercommandmuseum.ca/s.fetherston.pdf> Thomas Fetherston's name is, of course, on Canada's Bomber Command Memorial at the entrance to our museum, and his granddaughter, Daana, with his Bracelet, joined us on Remembrance Day to lay a wreath in his honour.



ANSON RESTORATION REPORT

By the Anson Restoration Team

Restoration work on the Anson is continuing on a number of fronts and progress has been made in several areas over the past six months. John Maze has continued his work on the Tail Plane and the complex and time consuming work on the tips of the horizontal stabilizer is now essentially complete.

Terry Moynihan and Carl Orde have continued their work on the formers and stringers, focusing on the aft top portion of the plane. This project has often taken the path of one step forward and two steps backward. After cutting the formers according to the existing drawings, and installing them, it was found that they didn't line up properly for installation of the stringers. Further investigation identified errors on the drawings, leading Terry to calculate the dimensions of the formers from "basic math". New formers were fabricated and installed, and after some adjustments the stringers appear to be fitting into place with proper alignment. Attaching the stringers to the formers requires very precise drilling of holes and a jig was built to facilitate this work.

Since the aft control cables will need to be installed before the side stringers are put in place, work has been completed to find and clean many of the required cables. Some of the required hardware will need to be salvaged from one of the Anson frames sitting outdoors in one location or other.

Doug Bowman has continued working on the restoration of the nose cone and is now sanding off some of the remaining old paint. Ken Hill and Garth Dwernychuk have been



The photo shows the back formers in place with two of the stringers in place

working on the Nav Table, which has turned out to be a very complex woodworking project. The table leaf and supporting brackets were completed using original hinges. Original parts for the table were found at the Annie Graveyard (floor brace, front door and latch). The completed table has been fitted into the airplane (never a simple process with the Anson). Painting of the table is now underway. Before the painting could begin, Ken had to track down oil based paint in the correct color (oil based paint is almost impossible to find these days). Ken was successful in his "paint search" and we now have a source for the paint we will need for future work on the Anson.

Ken has also undertaken to sort the multitude of brass screws we have in various places, and get them all into a single parts cabinet. The Anson is mainly wood construction, and the wood is fastened together with what seems like a million brass screws of various sizes, so being able to easily find the screws we need are important.



HALIFAX 57 RESCUE**EXCERPTS FROM OCTOBER 31st REPORT**

By Karl Kjarsgaard Project Manager

There is lots of action for our Halifax Projects. **Knox Tech Inc.** in Ottawa, the **Rebuildshop**, has completed the main spar of the center section. The next step is to make the 10 wings ribs which attach to the face of the main spar and extend back towards the rear spar. Then on to rebuilding and restoring the rear spar.

As I said before we have an agreement with **Sprung Corp.** to have them build a die and extrude-manufacture new build rear spar aluminium-alloy spar caps. These will be built at their factory from Halifax blueprints.

The cost of all this rear spar manufacture is \$5400 Can. On our last appeal for funding from all of you supporters we have raised about \$2100. – Thank you!

Regarding the continuing search for RCAF Halifax LW170, which rests in deep waters NW of Ireland. I have been in contact with the Irish Marine Institute after they searched for LW170 with their new multi-beam sonar in late March. They did gather data over our Halifax survey box but as the aircraft is at a depth of 6000 feet more sonar work needs to be done.

We will be talking to the Marine Institute about a further opportunity for another scientific sonar survey that could gather more info on objects that lie inside our Halifax search box.

Regarding our new Halifax Project, RCAF Halifax Mk.II HR871 of 405 Pathfinder Squadron, which ditched off the Swedish coast in 1943. The Havsresan of Lund University in Sweden and our group



The completed Halifax main spar.



Two Halifax wing ribs ready for rebuild.

has become a international team to recover this Halifax which was found in 50 feet) of water in May 2015.

I have been meeting with Havsresan as we work through the logistics and planning of when, where, and how we will recover HR871. I will keep you fully informed as to the official approval progress for permission to salvage. We expect this HR871 to be damaged of course but not too badly corroded as it is buried in silt.

Here is how you can support us at the Bomber Command Museum of Canada and Halifax 57 Rescue (Canada) on the HALIFAX PROJECT: Donate funds by sending in your cheques to the museum with the notation “Halifax project” marked on it or via the museum PAYPAL account noting that it is for the “Halifax project”. You can also purchase a beautiful limited-

edition signed print of our Halifax LW170 "INVINCIBLE ITEM" for (\$165.00 including postage) or an unsigned print for (\$60.00 including postage). These beautiful prints (2 feet by 3 feet) are available at the Bomber Command Museum gift shop. These funds go straight to the Halifax project. We need your HELP with this project that will honour all those brave men who gave their lives while serving in the bombers. WE LEAVE NO HALIFAX BEHIND



Editor's Note Check "**Projects**" section www.bombercommandmuseum.ca for the full Progress Report # 60.

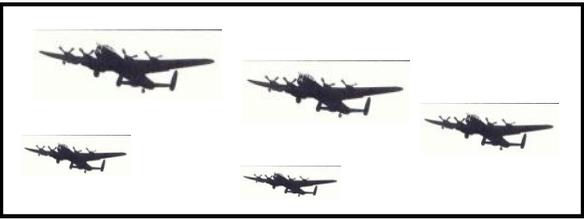


Three of the four Hercules engines needed for the Halifax .



Parts from engine in front are being used to restore a fourth runnable Hercules at back.

CORRECTION
In the photo above, Wayne Bailey, stands with the Museum Crest he made.
We had wrongly indicated in the Spring newsletter that it was one of the similar crests, made by the late Joe English, that he had restored. We extend our sincere apologies for this error.
*Wayne, who also leads the restoration of the museum's Beech Expeditor, has done a first class job in making this crest. **THANKS WAYNE** for all the things you do to improve and make the museum better.*





LANCASTER UPGRADE REPORT

by Brian Taylor

We had another busy and successful summer completing sixteen engine run ups and one taxi. Towards the end of the season we were experiencing problems with the starter on #1 engine. After some investigation it was determined that the starter clutch was not engaging properly.

The short term solution was turning the prop backwards prior to an engine start. In the off season the #1 engine will be pulled from the aircraft and have the rear portion of the engine removed (mainly the super charger) to gain access to the starter clutch. Once out, it will be sent to Vintage V12s in California for overhaul. We anticipate a quick turn around on repairs and will be ready for the 2016 season. Merrill, Fred and Francis are working on this project.

The second project is the replacement of the floor in the aircraft from the bombay aft to the tail section. This job started off as just replacing the floor over the H2S opening. This involved building two new formers and many inter-costal sections to fill in the opening. When some of the old floor was removed there was a lot of debris and corrosion under it. It was at the point

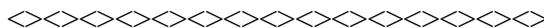
the job blossomed into a major project. Under the direction of Greg Morrison the aft two floor sections have been pulled up, cleaned, painted and replaced with new flooring. While doing this we decided to replace and get the three identification lamps operational. I was able to create new ones out of some parts and it also required a new wire harness to be made to run from the lamps to junction box 9. These lights are now close to being operational.

It was also decided to put in the ammo tracks to the rear turret. Dan Hawken is building a step over the ammo tracks into the rear centre section for people to step over the tracks without damaging them. Our goal is to have this floor replaced and ready for next season to allow people to tour right through the whole aircraft.

John Phillips (our fearless leader) is assisting the Calgary Mosquito group in assembling their Hurricane's Merlin 229 engine in our engine shop.

And last but not least, Shane Chipchase has been working at removing the dozens of access panels on the aircraft, cleaning and painting them. Nearly every screw has to be drilled out and new ones installed. This should make future work much easier.

See you at the spring engine run!



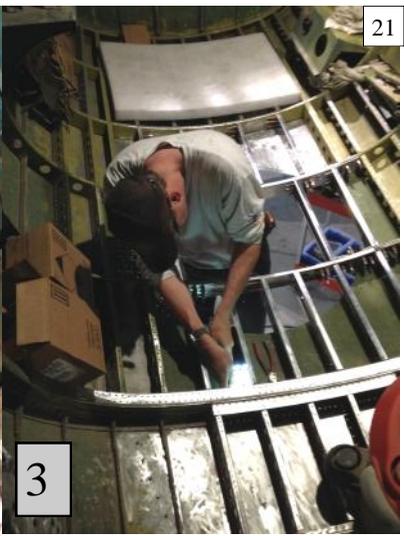
Cleanup at Evans acreage. Truck hauling Boly fuselage to new storage site.. —->>>



1



2



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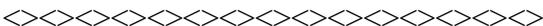
Photos 1 and 2 show floor repairs. photo 3 shows Greg Morrison repairing structure.

EVANS ACREAGE CLEANUP

A cleanup of the Evans acreage took place October 29. The photos herewith are only if a few of the items that were moved to the Logie acreage near Cayley where the BCMC has set up a SPRUNG building for storing some of these and other items. (Details in the Spring 2016 newsletter.)



SPRUNG building going up and completed.



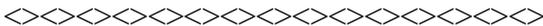


LAST RUNNING OF THE MERLINS for 2015

10th Anniversary of Memorial Wall

The Wall with its 10,000+ names was rededicated on September 19, 2015. There were a number of special guests in hand with Stephane Guevremont, the main speaker - his subject was, "A Thousand Shall Fall." Major Cottrell, from 419 Sqdn. returned the "Mynarski Crash Axe" for safe keeping and display by our museum.

Pastor, Jeff Enfield officiated in the rededication of the Wall. The local Legion's Colour Guard was marched in led by a Piper and the local RCMP Officer full scarlet uniform. Dignitaries honoured the 10,659 fallen airmen with the laying of wreaths at the Wall.



Piper leading the colour party to assembly.

BCMC President, Rob Pedersen starting proceedings, speaking of the significance of the Wall and being the only memorial dedicated to the 10,659 RCAF bomber crew who gave their lives in helping to preserve the freedom we enjoy today.



Pastor Jeff Enfield at the podium facing the crowd with the Piper standing by and the Colour Guard seated, begins rededication of the Wall.



Running the Lanc's Four Merlins as a Salute to the Ten Thousand! Lest we forget!

After another busy summer of events it is now time to again review to see if changes might be needed to improve future events and enhance the museum. Your board of directors have been discussing changes in the organizing of events which is taking its toll on the limited number volunteer's who are generally available to do this.

Also regarding volunteers, we have been short of people to man the greeting desk and have hired students and others part time to fill in. This is a symptom of a generation transition as we lose the older generation that has been the backbone of our greeting force and the next generation who are too busy making a living for volunteering yet. This will change in the future as that segment of society come to retirement age. Many have shown they will be interested.

One area where the number of volunteers has increased is in the restoration shops. Here, there is mix of both younger and older volunteers. This works out for the younger folks as most of the shop work is done Tuesday evenings so far. Some are available to work on Saturdays. In some cases we have had to really scurry around for projects to put them to work. We are presently making a list of more projects for any additional persons who may volunteer.

Those are my thoughts for the day! Come visit us and learn about a part of WWII history that many know nothing about.



The photos throughout this newsletter are mainly by our official volunteer photographers, Doug Bowman, and Carl Orde with a mix by other members.



Pastor Jeff Enfield speaking about the Wall and its importance in remembering those who gave their lives to preserve freedom.



The Hercules and the Fleet Fawn's Kinner engine were both started up as part of the dedication ceremony.



A fly-past with two T-28 Trojans (top) and two Harvards finished up the day of rededicating the Memorial Wall.

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