



BOMBER COMMAND MUSEUM OF CANADA NEWSLETTER



MUSEUM OPERATED BY:
THE NANTON LANCASTER SOCIETY

VOLUME 30 ISSUE 1 - 30th ANNIVERSARY ISSUE - SPRING/SUMMER - 2016



COLOUR PHOTOS FROM THE PAST - MOVING LANCASTER TO NANTON

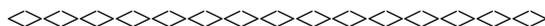
The above colour photo is one of eight that have come to light recently when one of the museum's directors, Brent Armstrong, was going through the late George White's collection of slides.

George White of course was one of the three locals who purchased Lancaster bomber FM159 in 1960 and brought it to Nanton as a tourist attraction.

The photo above shows the Lancaster

being hoisted up so the tail wheel could be attached to the fifth wheel on Archie Clark's tow truck for towing the aircraft to Nanton.. Just visible in the photo is a corner of one of the hangars at the old BCATP training base near Vulcan, Alberta, where the bomber had been stored.

The other seven photos are to be found on page 23 of this newsletter.



MAY 14 - FUNDING EVENT— CHECK REPORT ON PAGE 6 - AND WEBSITE

2016 BOARD OF DIRECTORS

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BECOME A MEMBER OF THE NANTON LANCASTER SOCIETY

- ANNUAL MEMBERSHIP - **\$40** -

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 virtual 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 **Virtual plaque** in the museum;
- an **official tax receipt** for income tax purposes; - **bi-annual newsletter**.

WING COMMANDER'S CLUB

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

- **all the rights of a Lifetime member**.

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.

PRESIDENT'S REPORT

By Rob Pedersen

Spring has come early to the Bomber Command Museum of Canada and this means that our summer tourist season has started off with a bang!

Our garden is blooming and our planning committee has been hard at work putting together a summer program that I think everyone will enjoy; this year looks like it's going to be very busy indeed.

Several significant events are in store for everyone. We will be celebrating our 30th anniversary with a big party in August plus two of our closely related RCAF squadrons (408 & 419) will be celebrating their 75th anniversary.

Our Bristol Hercules radial engine will be on the road again touring and visiting the squadrons for their celebrations.

Big news as well on the Halifax project. Our man Karl has been busy at work, fulfilling our dream to have both a Lancaster and a Halifax at Nanton. Recent trips to Sweden have moved us closer than ever before to seeing this as reality. With both a Halifax and Lancaster on site we will be in desperate need of our new hangar. To this end we will be having a huge fundraiser in May. Check out our event on May 14 and help support the new hangar.

This year also marks an advanced project to make our facility available to the public for weddings, dances and other events. If you are looking for a special venue for that special day we would like to help. You can contact our events co-coordinator @ (403) 646-2270 or via email at:

events@bombercommandmuseum.ca

I am looking forward to seeing everyone

this summer at the Bomber Command 3
Museum of Canada!



CONTACT INFORMATION

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Website:

<www.bombercommandmuseum.ca>

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The Nanton Lancaster Society

P.O. Box 1051

Nanton, Alberta

Canada T0L 1R0



MUSEUM HOURS

April 16 to June 30 10am - 4pm

July 1 to August 31 9am - 5pm

September 1 to October 15 10am- 4pm

To book group or special visits

Call 1-(403)-646-2270



L-R: Karl Kjarsgaard, Lt. Gen. Mike Hood, Dave Birrell, Chief W.O. Gerry Poitras and Dan Fox

Article by Steve Sucha. Reprinted with permission from the March 23 issue of the Nanton News.

The Bomber Command Museum was graced by a VIP guest last Thursday. Lieutenant-General Mike Hood, Commander of the Royal Canadian Air Force took a trip to Nanton to see the pieces of history the Bomber Command Museum of Canada is preserving.

Joining Hood was Chief Warrant Officer Gerry Poitras and Lieutenant-Colonel Holly Apostoliuk. The three were given a two-hour tour of the museum by Dan Fox, vice-president of the museum, Dave Birrell, director of archives and displays, and Karl Kjarsgaard, director.

Because of our national memorial that is at the Bomber Command Museum, we deal with the national headquarters of the Royal Canadian Air Force,” Kjarsgaard said before the VIP guest arrived. “After the

change of command to Lieutenant-General Mike Hood we put out a standing invitation for the new commander to come and visit the museum — we are very pleased that he is able to come and he is the first RCAF commander to visit our museum.”

Kjarsgaard added Hood is a bit of a history buff and with the RCAF’s 100 anniversary coming the RCAF commander saw a good opportunity.

As the tour progressed and moved into the restoration side of the museum where a Mosquito, a wooden bomber, is being restored, the topic of Kjarsgaard’s Halifax bomber retrieval project came up. (See page 18 for a story of the Halifax bomber retrieval project.)

Hood later expressed his full support for the project and said he would attempt to help in any way that he could. After the tour had concluded and the commander was further briefed on the

Halifax bomber project, Hood expressed his gratitude to his guides. He even asked Kjarsgaard to call him Mike and invited him to the RCAF’s mess dinner, which takes place April 1 after the Air Power Symposium in Ottawa.

“This is an incredible museum,” Commander Hood said. “In fact, out of all the museums I have visited in the past I think this is by far the most impressive in regards to history and telling the story of the RCAF — it is just amazing that this little gem is sitting in southern Alberta.” Hood then discussed his intent for coming to the Bomber Command Museum, aside from his natural interest in history.

“There are so many mom and pop museums out there,” Commander Hood said. “It makes it so there is not a defining vision of how we tell the RCAF story because they are influenced by really well-meaning local people — we want to try and bring all of that information together and see how we can tie this stuff to our history.” Apostoliuk said Hood is very interested in history and knows it helps inform how we operate and how we plan for the future.

“The reality is that we have wings of museums across Canada — we have small museums that have been established locally but they are not necessarily working together to tell the story of the RCAF,” she said.

“We want to find a way to cooperate or structure resources in a way that if one museum needs certain parts we can do that, maybe even move exhibits around.

When we see the efforts here, it motivates us further.”



Cadets surround the Museum’s Tutor.

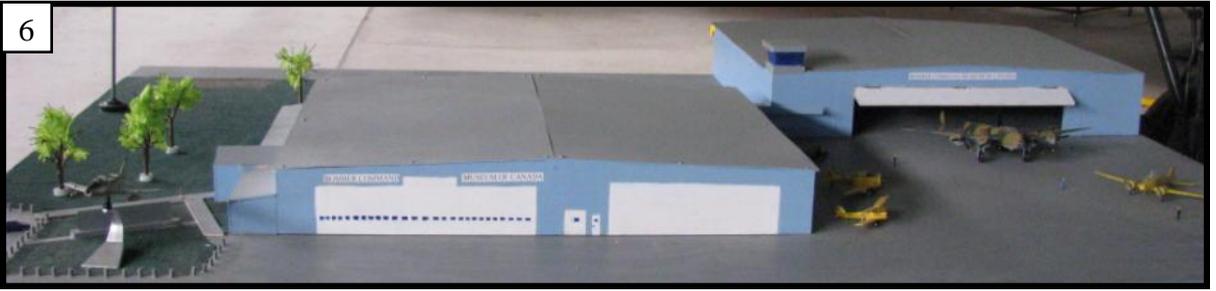
The two Cadet Squadrons from British Columbia, about forty in number, arrived on April 8th as they have done for several years now. They were the Elk Valley Air Cadet Squadron #279 under the direction of C.O. Captain, Murray Clow, and the Cranbrook #552 Squadron, with C.O. Lori-Lee Bott. For the following two days they made the museum spick and span as they washed the museum floors, wiped off the displays, polished aircraft and also did some outside work.

These cadet squadrons have been making this trip to Nanton for close to two decades. While they come to spruce-up the museum, the trip is also a learning experience. Museum volunteers were on hand to elaborate on the history of the RCAF as presented by the museum’s aircraft and displays.

They departed on April 18th leaving the museum clean and the aircraft polished and shiny.

The museum’s board directors and staff extend a **Grateful Thanks** to the cadets and their officers for their assistance!!





— Model showing new building cornering the existing museum and the new tarmac area. —

MUSEUM EXPANSION REPORT

By Dan Fox, Expansion Committee Chairman

While things have been rather quiet over the winter regarding our proposed expansion, we have been busy behind the scenes preparing for the spring and summer.

On May 14, we have planned a large combined silent auction, garage sale and “aero jumble” to be held in the main hangar all day. **This fund-raiser will feature aviation related artifacts, donated silent auction items (both large and small), as well as “garage sale” items which will be priced accordingly. Donations of good quality items will be accepted all through April and up until sale day, so we encourage you to help us out by dropping off items and also attending on May 14.**

As an alternative to the building illustrated on this page, we have also been negotiating with Sprung Instant Structures, who would like to be the supplier of a large hangar to house our Lancaster, a Halifax and other aircraft, plus all the amenities mentioned in previous newsletters. While nothing is finalized, this is another interesting option for us to look at.

Our funding committee has been investigating possible funding from large corporations to assist us in erecting the new addition. Also, with recent budget

announcements from the federal and provincial governments, we are hopeful that funding will become available from these sources as well. For details regarding May 14, Fund Raiser check museum’s Website.

www.bombercommandmuseum.ca



Artist’s concept of the enlarged tarmac.



Artist’s aerial concept of the old and new hangars and new visitor parking areas.

TRAVELING DISPLAY TURRET



The traveling display gun turret has had a lot of use at events and airshows over the past few years and needed some TLC.

Volunteer, Derek Squire took on this job. He has repaired and replaced some of the bearings the turret rotates on and reinforced the turret mounting points. As well he has reinforced the mounting framework in the mock-up Lanc mid fuselage that comprises the main part of the mobile display

As this newsletter is being formatted Derek is commencing to put the turret back together. Once in place the turret should stand up to the rigorous efforts of the young and older air gunners to shoot down an imaginary enemy.



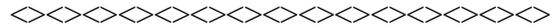
Dismantled traveling display gun turret.

SECOND SIMULATOR REVIVED 7

The first simulator where museum visitors can “fly” a Lancaster or an Anson has been in use for several years now and is great attraction for both young and old. It is housed in the cabin section of a Mk.V Anson.

As mentioned in the fall 2015 newsletter a second simulator that had been languishing for a number of years has been revived and is a step closer to becoming an additional “hands-on” display. Over winter, volunteer Kevin Charlton, along with limited help from Curator, Bob Evans, now have the wood components ready for applying the special varnish prior to the fabric cover being installed. We are now waiting for a warm day to apply this outside as it is a bit toxic. Once this stage is completed the fabric will be installed. This will be a learning experience under the direction of our volunteer, AME Greg Morrison.

The computer with the programming is ready to install once the fabric work is complete. We are “optimistic” that it should be operational later this fall??



Simulator ready for varnishing wood frame.

8 ***** 2016 SUMMER EVENTS *****

Date	Event	Engine Run Times
Saturday April 23	2016 Season Kick-off Engine Run Day	11:00 am & 2:00 pm
Saturday May 14	Museum Expansion— Fund Raiser	2:00 pm
Saturday June 4	Calgary Mosquito Soc. - Open House	11:00 am 2:00 pm
Saturday July 9	Bikes & Bombers	11:00 am
Saturday July 23	Joe English Memorial Fly-In	NO RUNS
Monday August 1	Nanton Parade Day	2:00 pm
Friday August 19	Museum's 30th Anniversary (Night Run)	9:30 pm
Saturday August 20	Museum's 30th Anniversary Celebration	11:00 am 2:00 pm
Friday September 19	Nanton Awards Night (Night Run)	10:00 pm
Saturday September 20	Salute to the Halifax Bomber	11:00 am

**ALL ENGINE RUNS ARE SUBJECT TO CHANGE AND/OR CANCELATION
PLEASE CHECK OUR WEBSITE PRIOR TO EVENT DATE FOR CHANGES.**

WEBSITE - www.bombercommandmuseum.ca

A NEW TABLE SAW FOR THE SHOP

The purchase of a new table saw for the wood shop was due in part as the original saw was showing wear from 20 years of use. But as the wood shop is now being used by larger numbers of both museum volunteers and Mosquito Society members, museum directors felt that this purchase was a mandatory safety upgrade.

The new saw has a “Saw-Stop” feature where-in if the operator accidentally touches the blade while it is in motion it will stop in micro-second. <><><><><><><><>



The new “Saw Stop” saw.



THE CALGARY MOSQUITO SOCIETY OPEN HOUSE - JUNE 4th

Come out to the Bomber Command Museum on June 4th and help us celebrate the 70th Anniversary of our “Wooden Wonder.” See the progress being made in the restoration of the Mossie’s fuselage and other components. Get a first hand tour of the restoration work to date and talk to the volunteers who are doing the work.

Historian Robert Stitt will be the featured speaker talking about the glory days of Spartan Air Services and their use of the Mosquito in photo mapping work during the late 1950s and early 1960s.

This Event is taking the place of the discontinued, Nanton Celebrates History, event due to a partner contributor, Ultimate Trains, no longer being in business, the owners having retired. The other two tourist entities, the **Miniatures Museum** and **Canadian Grain Elevator Discovery Centre** will be open daily as usual.



The above scene is from a previous open house showing volunteers at work on the Mosquito during a special 2015 event day at the Bomber Command Museum.

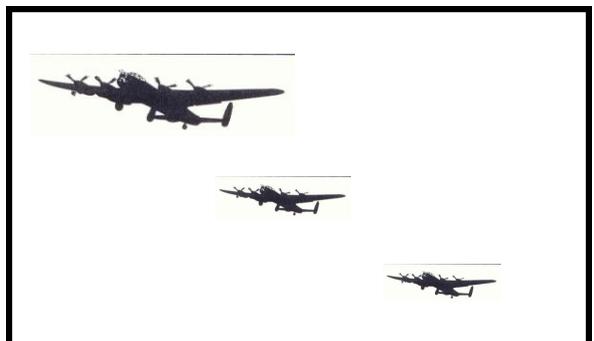


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Mosquito CF-HMS will look like this again when restoration is completed.



While attending the Calgary Mosquito Society Open House you could check out the Canadian Grain Elevator Discovery Centre and the Museum of Miniatures.





(1) Erecting the frame after leveling site.



(2) The fabric cover being installed .



(3) Installation of covering completed.



(4) Finished building and construction crew.

NEW STORAGE BUILDING

Report by: Dan Fox

After negotiating with Sprung Instant Structures Ltd, our museum purchased a 50' X 100' building to house large and small artifacts. Construction took place at the Logie property north of Cayley. To erect this building, we needed to supply at least five volunteers a day for about eight days to assist their technician, Ron Hockin.

In advance of the actual erection, we had to prep the site by removing the topsoil, then level gravel for the base. Gary Fox did this with his backhoe, then we hired a packer to compact the gravel. Next, earth anchors had to be installed, which took a lot of sweat equity. With the help of Dan Hjalte

and his crane, we lifted the aluminum beams into place then started installing the stressed membrane over these. By November 7, 2015, we had the two large end doors and the man door in place, complete with our logo over the entrance.

Many thanks to the following volunteers for a job well-done: Karl Kjarsgaard, Dan Hawken, Bob Long, Ben Schwartz, Carl Orde, Wayne Bailey, Francis Gardner, Dave Birrell, Brent Armstrong, Charles Logie, Todd Lemieux and Dan Fox.

This beautiful building should serve as a secure storage site for many years to come.



**FOURTH ANNUAL
BIKES AND BOMBER DAY
JULY 9th, 2016**

The museum will again host another Bikes & Bombers Day this year as we have in the previous three years,

An estimated 200 hundred motorcycles attended last year and we are hoping for even more this year.

For bikers who haven't attended in the past please do plan for this year. As part of the day's event, we will be running the Lancaster's four Merlins as usual as well as the Hercules radial engine on its trailer. This latter engine was used on Halifax Bombers during WWII. When fired up it sounds like about a hundred Harleys at full throttle!

COME Y'ALL!



Bikers and others assembled to watch the Merlins run-up on the Lancaster. (2015)



More bikes (2015)



Bikes of all makes and sizes parked inside the museum and outside. At the 2015 event.



Running the Bristol Hercules engine (it sounds like 100 Harleys at full throttle!) (2015 event)

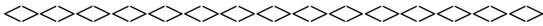




JOE ENGLISH MEMORIAL FLY-IN JULY 23, 2016

This event is jointly sponsored by the Bomber Command Museum and the AJ Flying Ranch. In the past it was an annual event but is now held **bi-annually**.

As usual, the Nanton & District Lions Club will be serving pancakes and bacon along with other breakfast goodies, from 8:00 a.m. to 10:00 a.m. There will be transportation available to and from the museum during the morning.



Members of the Joe English family stand beside the Beech 18 at the 2014 fly-in. This aircraft has attended past fly-ins and we hope to see it again this year. This year again several members of the late Joe English's family will be in attendance as they have in past years.



*A small sample of the airplane types that have attended **past fly-ins**. From vintage bi-planes, spray planes up to large twin engine aircraft like the Beech expeditor the Joe English family members are standing beside in the photo at left. <<<*



AVRO ANSON PROJECT REPORT

By Rob Pedersen, Project Leader

I am pleased to say that Annie is looking a little fuller this year! From the crew door aft Annie now has her stringers on and what a difference it makes!

Several components have been completed and several more started. Ken Hill has completed the navigator table and what a fantastic job he has done. We did not have any drawings for this and at first the job seemed “HUGE” until last year when Peter and Sheila Macklin donated their Anson to the museum. In the little bits and pieces of wood we found several original pieces of navigator table. Enough to help us understand what the old table looked like! From this we started drawing out a new table. A visit to Calgary Aerospace and a few old wartime photos of the navigator station yielded some great ideas as to what the table may look like. Now everything was in place for Ken to put the table together!

Terry Moynihan and Carl Orde have been very busy getting the aft fuselage flushed out. The stringers have been cut to match the original structure and are now fastened in place. A jig was built and placed inside to ensure that all the formers and stringers were accurately aligned.

Ken Hill has now moved on to the trailing edges of the wing. We were lucky enough to find one of these relatively complete and another that was somewhat less complete. Ken has dismantled the pair and started to restore them back to their original condition. The will also serve as a basis by which to judge the construction & shape of

the main plane when the time comes.

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Carl and Terry are now working to install the rudder and elevator control cables.

Malcolm Stick has joined the team and we send out a warm welcome to him! Malcolm has taken on the task of restoring the panel that fits up under the cockpit. After removing all of the fabric covering he has been busy gluing back together the formers that have delaminated over time.

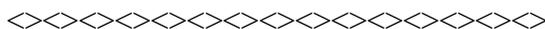


Photo shows the formers installed on the Anson fuselage along with the stringers.



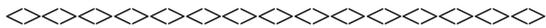
Restoration of the Anson's starboard trailing edge of the wing is now under way. The photo shows this section from the wing's rear spar back to the aileron attach points and trailing wing ribs.

IN MEMORIAM

Clifford Murray BLACK, DFC

One of the Bomber Command Museum's good friends and long time supporter passed away on April 1, 2016, in Calgary, Alberta, at the age of 99 years.

A native Nova Scotia, Cliff enlisted in the RCAF in June 1940. He served in Canada on both the Pacific and Atlantic coasts prior to being posted overseas to 419 Squadron in April 1944. From January 1945 until the end of the war Cliff served as the Commanding Officer of 426 Squadron based at Linton-on-Ouse. He continued his RCAF career after the war, serving for a total of thirty years.



The Nanton Lancaster Society extends deepest sympathy to family of Clifford Black.

MAY GOD BLESS

EDITOR'S NOTE :

Due to changes in the Museum's office the names of other deceased members were not available at this time. These names will be listed in the Fall/Winter 2016 Issue of this newsletter.



LANCASTER REPORT

By John Phillips

The Lancaster's #1 engine starter clutch/Bendix unit had failed to operate during the last couple of engine runs in 2015. In order to remove this for repairs the engine itself had to be removed from the bomber. This was accomplished last fall and the rear portion of the engine supercharger was removed to get at the Bendix unit. It was then shipped to Vintage V-12's in California to be repaired. The repaired unit was received back April 5th from Vintage V-12's. As this newsletter is being assembled, a frantic effort is underway to re-assemble the Merlin and install it back on the bomber before the first engine run on April 23rd.

Also this past winter a new exhaust side ignition harness has been installed to enable

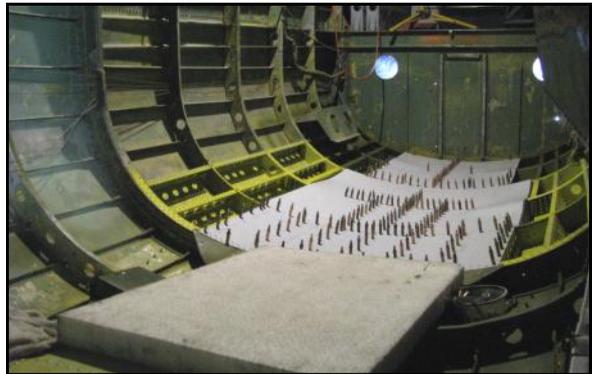


Removing #1 Merlin back in December to facilitate repairing its starter Bendix.

the use of automotive spark plugs to replace unobtainable shielded spark plugs. The intake plugs on all four engines have been running automotive plugs for some time.

Also, during the winter the sheet metal work on the rear portion of the fuselage and ammo track installation has been progressing steadily. A lot of extra hours have been put in by Greg Morrison and Brian Taylor on these projects. The sheet metal work will restore the aft flooring to airworthy condition. Completion of this work is expected by late April or early May. This will once again allow through-tours of the Lancaster on event days.

Merlin music will continue to play for the audience this summer as in the past!



Top photo shows the Lanc fuselage interior as restoration commenced in the spring of 2012. As of April 15, 2016 the new floor in the rear fuselage nearly complete..



Note the new rivets and some clecos in the under side of the fuselage where this area has been repaired. Photo below showing the Elsan (toilet) restored and installed against the horizontal stab main spar.



No.1 Merlin engine with supercharger removed in order to remove starter Bendix. As of April 15th all was reassembled ready to remount engine on the Lancaster.

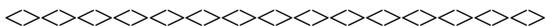


Correction of error in printed version of this newsletter: The canopy in the photos here is from the museum's other Tiger Moth and is being used as a template in rebuilding the one for Moth 4080. It is NOT the one being rebuilt.

TIGER MOTH 4080 CANOPY

The rebuild of the Museum's de Havilland Tiger Moth 4080's canopy has been going on for a couple of years now and the results are just now showing up as the sliding canopy is now nearing completion.

Volunteers, Bob Long and Pete Rowe have been quietly working away rebuilding the frames. Missing parts in some cases have been manufactured by Dan Hawken in his home machine shop. The result is a canopy that can be certified as air-worthy.



Corrected text: A close-up of the sliding canopy being used as a template in rebuilding the components for Tiger Moth 4080, which are nearly completed. The fall newsletter will have further info about progress in restoring the canopy.

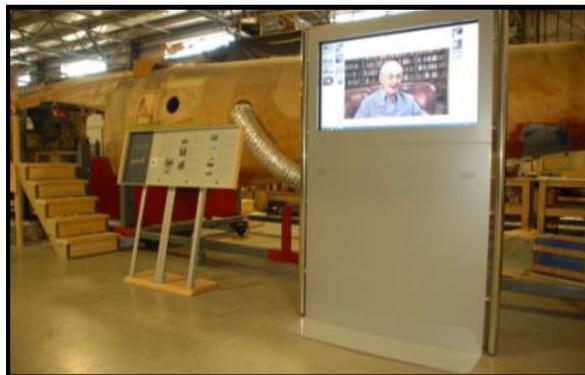
THE CALGARY MOSQUITO SOCIETY REPORT

Report by: Richard de Boer, Prez

The sawdust makers continue to work away at structural repairs on the Mosquito fuselage, uncovering structural damage, delamination and scabby old patches. We recently discovered that Spartan Air Services had added a second window in the rear fuselage to give the camera operator some natural light but that the window had been covered up during some previous restoration attempt, likely in the early 1960s.

The Hurricane's Merlin 29 is near completion; a project made possible only with the considerable assistance of our resident experts, John Phillips and Greg Morrison. We are now installing the magnetos and ignition harnesses and awaiting the return of the exhaust pipes from Acorn Welding in Edmonton. If all goes well, the Hurricane should be finished and ready to run late next year.

A new addition to the work space around the Mosquito is a large touch screen display



Large touch screen display - 35 short videos about Mosquito and Hurricane available.



Photo showing the Mosquito fuselage with three CMS volunteers repairing the plywood skin.

on which we will have available 35 short videos about the Hurricane and Mosquito. We are very pleased with the work done by Pan Productions and with the Calgary Foundation in making these videos possible. You can also see them all on our YouTube channel at: <https://www.youtube.com/channel/UCMvwQfjhUSYDt7v9r-64q1g>

For those with an interest, we would also like to encourage you to join us on Facebook where we have gotten very active posting regular updates and photos of both aircraft under our care. <https://www.facebook.com/groups/MossieSociety/>

Remember that June 4th is “Mosquito Celebration Day” at the Bomber Command Museum. Come out and help us celebrate the 70th Anniversary of our Wooden Wonder. Historian Robert Stitt will be our featured speaker talking about the glory days of Spartan Air Services and their use of the Mosquito in photo mapping work during the late 1950s and early 1960s. Get a first hand tour of the restoration work to date and join us in the celebrations.

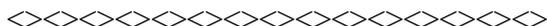


Photo of the area about to be reskinned. Note balsa wood layer (Light colour).



Hurricane’s Merlin nearly back together.

18 **Halifax 57 Rescue (Canada)**

EXCERPTS FROM PROGRESS REPORT
No. 61. To see complete report go to:

www.57rescuecanada.com

It has been a while since I reported to you on our progress for a Halifax bomber for the Bomber Command Museum. However, we have not been idle nor without interesting discoveries and acquisitions.

You will remember my recounting in Progress 60 of the poignant story of the discovery of a bracelet of a Canadian airman, Thomas Fetherston, washed up on a Dutch beach 57 years after his Halifax was shot down in the North Sea. This was indeed a story of Remembrance and sacrifice as this priceless family treasure was returned to his widow and family back in Canada after so many years.

Well, I have just become involved and pleased to help in the return of another family treasure of equal value to the relatives of Ronald Cecil Martin, pilot of RAAF Lancaster JB742 of 460 Squadron, whose bomber was shot down on Feb. 26, 1944 with all the crew killed near the small village of Stetten, Germany. His RCAF navigator on this operation was John Strain of Winnipeg and this was the crew's 12th and last combat operation.

A keen German aviation archaeological group recently investigated the crash site of JB742 near Stuttgart and discovered this, the actual watch worn by pilot Ronald Cecil Martin of Gloucester, New South Wales, Australia.

Let me begin with the big news, the Swedish government has just sent a letter to Halifax 57 Rescue (Canada) and the

Bomber Command Museum of Canada with permission for our Canadian team and the Havsresan–Lund University team of Sweden to recover RCAF Halifax HR871 this summer! This is great news and we have been conferring back and forth with Sweden these past two weeks to begin preparations with Havsresan for this historic recovery of our 405 Pathfinder Squadron bomber scheduled for this summer of 2016.

This will not be an easy project as much of the bomber has shifted and settled into the sand since 1943 when it sank into the brackish (slightly salty) waters about 15 km. offshore at a depth of 20 meters. We are assembling tools and manpower for this underwater excavation and recovery BUT we need you to know that there will be hard costs involved and much effort and this will not be cheap nor an instantaneous salvage.

The Halifax recovery in Norway cost \$330,000 and the recovery in Belgium of Halifax LW682 cost close to \$50,000. I will be approaching the federal government for funding, as they helped with grants before.

We urgently need more of your donations and renewal of memberships to keep things going on all fronts for our Halifax Project. helping save OUR history!

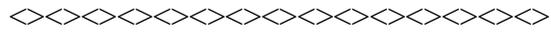
To help with funding this important recovery please check:

https://fundrazr.com/417498?ref=ab_15ZpC7

Knox Tech in Ottawa is doing well with the rebuild of our Halifax main spar and center-section. In fact, the main spar is rebuilt and now we have moved on to Phase 3a, the wing ribs rebuild as there are 10 large ribs behind the main spar and each one must be rebuilt before we can go on to Phase 3b, the REAR spar rebuild. See above in next



a big hit whenever we run this monster. In fact, we are taking this display #1 Hercules engine to Edmonton in JUNE for the 75th anniversary event for RCAF 408 Squadron. In addition, we will be running this engine at the 75th anniversary of RCAF 419 Squadron in Kamloops, B.C. in JULY. Word of the “rock and roll” of the Hercules engine runs is getting around! See our “pet monster” singing, below.



column the latest photos at the Knox Tech shop and Scott and his guys doing their good work on the Halifax

On the home front at the BCMC, Derek Squire and I have just moved one of the (2) “0-Time” rebuilt Hercules 216 engines to a rebuild stand. In the near future we have our two “0-time” Hercs up and running, that is the #2 and #3 engines. This Hercules engine will be our second runnable engine for the Halifax Project. See #2 Hercules in next column. It is a very good thing when you have a new engine to work with, to get it running, rather than doing an extensive rebuild of an “long in the tooth” engine requiring infusion of parts and cash. We also have another 3 Hercules parts-engines and tons of spares for these engines in store for the refurbishment of our 4 running Hercules engines.

The #1 Hercules engine is the one we run now on the airshow display trailer which is

Editors Note: Please check the website for the complete report at: www.57rescuecanada.com The excerpts herewith are only portion of the report.

DISPLAY PANEL UPGRAGE

Volunteer, Dave Birrell, has been the museum's Librarian and Archivist for many years. However, he also looks after displays and upgrades (designs) museum signage. Two new panels that he recently redesigned and had a sign maker mount are shown on this page (in a much reduced form). Nearly all the panels in the museum have now been redone, all in the same format as those shown.

21

6 GROUP RCAF

-The Canadian Bomber Squadrons

-A Canadian navigator, P/O S.R. Henderson, led the first Bomber Command aircraft of the war to the target on September 4 1939. He was one of hundreds of Canadians serving with the RAF at the outbreak of hostilities. Thousands of RCAF members served with RAF squadrons throughout the war as well.

-With the massive presence of the BCATP in Canada, the number of Canadians in Bomber Command grew significantly. On October 25 1942, 6 Group was formed, to be commanded by and operated by the RCAF. 6 Group began operations with just eight squadrons. There were fifteen RCAF bomber squadrons by war's end.

-No. 6 Group flew 271,981 hours to complete 40,822 sorties. 126,122 tons of bombs were dropped. 814 aircraft were lost. 8000 awards for bravery were presented to No. 6 Group aircrew. 6 Group ground-crew maintained the highest serviceability (80%) in Bomber Command.

-The eleven airfields operated by 6 Group were located in North Yorkshire.



6 Group Headquarters was in a 72 room estate mansion known as Allerton Park. Called "Castle Dismal".



6 Group start at the entrance to Allerton Park



- 6 Group RCAF Airfields
- Croft
- Dalton
- Disforth
- East Moor
- Leeming
- Linton-on-Ouse
- Midfilton St. George
- Shipton-on-Avons
- Thoftorpe
- Topcliffe
- Womblesdon

6 Group Squadron Codes

405 LQ	419 VR	425 OW	428 NA	432 GO
408 EQ	420 PT	426 CW	429 AL	433 BM
415 BG	424 QB	427 ZL	431 SE	434 IP

BOMBER COMMAND ROUNDELS

The Royal Air Force and Royal Canadian Air Force roundels are derived from the original Royal Flying Corps roundel of the First World War, which was itself derived from a military decoration known as a "cockade." This was a circular or oval shaped symbol of distinctive national colours worn on a soldier's headgear or clothing during the 18th and 19th centuries.



Note the "Cockade" worn by Bonnie Prince Charlie

When the First World War started, ground troops fired on all aircraft, friend or foe, which encouraged the need for some form of identification markings. Various flags and crosses were painted under the wings and on fuselages, but they did not solve the problem.

The French Air Force then decided to use a "cockade" of red, and then white, with a blue centre to identify their aircraft.

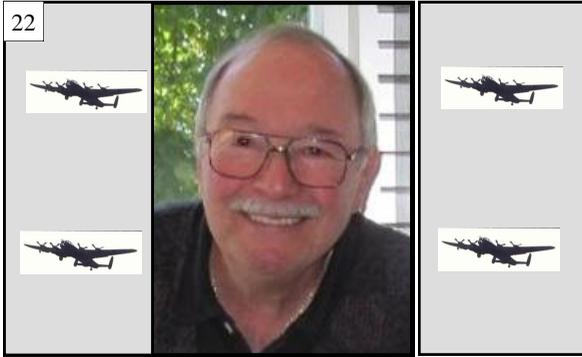
-  **TYPE A ROUNDEL** -The British reversed the colours of the French marking and the Type A Roundel became the identifier on Royal Flying Corps aircraft beginning in December 1914. During WW II the Type A was placed on most combat aircraft during the early years and on BCATP training aircraft throughout the war.
-  **TYPE A-1 ROUNDEL** -The addition of a thick outer ring of bright yellow made the roundel more visible against a darkly camouflaged wing or fuselage. Bomber Command aircraft carried the Type A-1 during the early years of the war.
-  **TYPE A-2 ROUNDEL** -It was then decided that the yellow ring on the A-1 Roundel was far too visible during both day and night operations and was even being used as a "Bull's-Eye" target by Luftwaffe fighter pilots. So the amount of yellow was reduced.
-  **TYPE C-1 ROUNDEL** -The roundel was reduced in visibility again when the white ring was narrowed significantly and, as well, the width of the yellow ring reduced again. The C-1 roundel was placed on the fuselages of almost all Bomber Command aircraft from May 1942 until the end of the war.
-  **TYPE B ROUNDEL** -This roundel was used on the upper surfaces of the wings of Bomber Command aircraft in order to reduce visibility from above.

-  405 Squadron's motto, "We Lead," reflects the facts that it was both the first RCAF Squadron to be formed (April 23 1941) and that it later became part of 6 Group. The Pathfinder, 405 Squadron maintained more operations than any other Canadian Squadron.
-  408, the "Goose" Squadron, operated twin-engine Hampden Bombers when it was formed in June 1941. The squadron also flew Manchester, Halifaxes, and the Bristol Hercules powered Mk. II Lancaster.
-  415 Squadron initially served as a torpedo-bombing unit with Coastal Command and during the D-Day invasion laid smokecreens to aid the Allied Naval forces. The squadron transferred to 6 Group during July 1944.
-  419 "Moose" Squadron's motto was "Moosa Aswayita" -Beware the Moose. 419 flew Wellingtons, Halifaxes, and Lancaster as it carried out 425 sorties and suffered the most losses (536 airmen) of 6 Group's squadrons.
-  420, the "Snowy Owl" Squadron, together with 424 and 426, served with 311 Wing RCAF based in North Africa for four months during 1943. They flew Wellington bombers in support of the Allied invasion of Sicily and Italy.
-  424 "Tiger" Squadron was adopted by the City of Hamilton. Their squadron crest with a tiger's head was in reference to the rugby team that went on to become the Hamilton Tiger Cats football club.
-  425 Squadron had a French-Canadian focus. The crest is derived from the squadron nickname "Alouette", and the motto comes from the refrain of the French Canadian folk song. The lark is shown in hovering position, indicative of a bomber over the target.
-  426 "Thunderbird" squadron's motto was "On Wings of Fire." 426 lost 16 Hercules-powered Mk II Lancaster during the Battle of Berlin from December 1943 until March 1944. They then converted to Halifaxes which they flew until the end of the war.
-  427 "Lion" squadron flew 2800 operations utilizing the Halifax bomber, more than any other 6 Group squadron. They logged 3277 operational sorties in total, with over half of them occurring during 1944.
-  428 was the "Ghost" squadron as its crest featuring a human skull within a shroud indicates. The "Ghost" came from the numerous hours of night-bombing that the squadron carried out. About 200 decorations for bravery were awarded to the aircrew of 428 Squadron.
-  429 "Bison" squadron's motto translates to "Nothing to Chance." In 2007, the squadron was reformed to begin operating the CC-177 Globemaster transport aircraft for today's RCAF.
-  431 "Innocent" Squadron suffered the highest percentage losses of all the 6 Group Squadrons. In 1977, the squadron was reformed as 431 Air Demonstration Squadron - "The Snowbirds" which have become a Canadian icon.
-  432 Squadron flew 494 operations utilizing the Wellington Bomber, more than any other 6 Group Squadron. The town of Leaside, Ontario "adopted" the squadron which then took the town's name as its nickname, becoming 432 "Leaside" Squadron.
-  433 "Porcupine" Squadron was the last of the 6 Group Squadrons to be formed. Their first losses occurred on December 19 1943 and a total of 146 Canadian airmen were killed while flying with 433.
-  434 was known as the "Bluenose" Squadron after it was adopted by the Rotary Club of Halifax. The squadron's first operational sortie was a bombing raid across the Alps to Milan, Italy.

MUSEUM LIGHTING UPGRADED

A major upgrade of the lighting in the museum has taken place this past winter with the mercury-vapor lights being replaced with new LED lights. The main hangar has been done and shortly there will be a huge change in our small artifact area as the spotlights are replaced. Visitors will notice a big difference wherever they go.





TINK ROBINSON CELEBRATION OF LIFE

Grant “Tink” Robinson passed away October 23rd, 2015. On March 23, 2016, a “celebration of his life” was held in the Bomber Command Museum with 300+ friends and relatives attending the beautiful service. Featured were tributes from over fourteen different speakers and video and audio presentations, which highlighted Tink’s amazing life as a performer, writer and announcer. Some of those attending came from various places cross Canada and the USA.

Tink was a long time director and supporter of the museum, Having been an entertainer most of his life he became the Museum’s “man on the mike” at most of the museum’s events.

Tink was also active within the Nanton community and was a member of the local branch Masonic Order.

After the ceremony refreshments and food was served in the north hangar, where we continued recollections of Tink and his exploits over the years.

May You Rest In Peace, Tink.



CURATOR/EDITOR’S REPORT

by Bob Evans

The months have gone by so fast since the last newsletter was mailed leaving me pondering what I should say in this report.

However, a lot of things have happened over winter most of which have already been already reported herein by others in this publication. As you will note on the next page, there are some very historic coloured photos of moving Lancaster FM159 from the SFTS # 19 near Vulcan to Nanton back in 1960. We are endeavoring to have part of this newsletter printed in colour but if this does not take place you might want to check our website later as it will be in colour when placed there.

Also there have been some recent changes in our staff with Dana Zielke being hired as our Office Administrator. She will also be involved with planning and supervising the summer events.

*As I write this we are about to go on our summer schedule and the museum will be open every day though to October 15th from 10;00 am - 4;00 pm **except in July and August when times will be from 9: am - 5:00 pm. See page 3 for details.***

You will have noted that Karl Kjarsgaard’s project to bring a Halifax bomber to our museum now has some enticing activity underway with the possible recovery of Hali components in shallow waters off the coast of Sweden. Do check the Halifax website for Karl’s full report. At: www.57rescuecanada.com

We look forward to seeing you all at some of our summer events.





Crossing a road ditch and through a fence.



Waiting for a fence to be taken down .



Across a farmers stubble field.



About to ford the Little Bow River.



Approaching the railway north of Nanton.



Laying ties to widen the railway crossing.



About to cross the railway track.



This photo was taken three years later.

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