



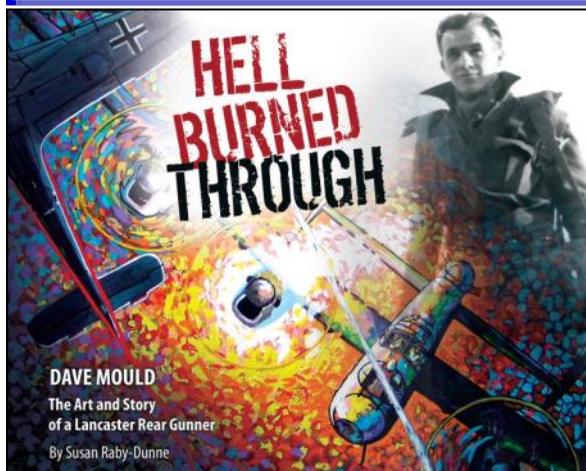
# BOMBER COMMAND MUSEUM OF CANADA NEWSLETTER



MUSEUM OPERATED BY:  
**THE NANTON LANCASTER SOCIETY**

VOLUME 31 ISSUE 2

FALL/WINTER 2017



*New Book—Story of a WWII Air Gunner. His Life and Art. By Susan Raby Dunne. Published by the Nanton Lancaster Society.*



*Karl Kjarsgaard presents a replacement “Caterpillar” pin to former bomber Navigator who parachuted from a burning plane during WWII. See page 16.*



*Richard de Boer peers through newly acquired Mossie nose cone. See page 21.*



*Gordon Jones’ Tiger Moth will soon be moved into the museum and placed on display along with signage of its history.*

**2017 BOARD OF DIRECTORS**

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***BECOME A MEMBER OF THE NANTON LANCASTER SOCIETY***

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

**MUSEUMS SUPPORTER MEMBER**

For a donation of **\$250 or more** you become a **SUPPORTER** member and receive:

- **A certificate** stating you are a Supporter with a **five year membership** and 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 **\$1,000 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; and a **bi-annual newsletter**.

**WING COMMANDERS CLUB**

For a donation of **\$5,000 or more** you become a member of the **WING COMMANDERS CLUB** and receive:

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



## PRESIDENT'S REPORT

by Rob Pedersen

As I look out the window and see the snow falling, I realize that it must be time for the fall president's report.

This year I thought I would share a special moment about Remembrance Day. I was called into work this year and unable to attend our Remembrance Day ceremony at the museum. This day has always held special significance for me and I was not overly happy about missing our ceremony. When I got to work, I was chatting with the security guard on duty. We chatted about Remembrance Day and that we both would be away from the ceremonies. He told me that if he can't be at the ceremony he would bring his own along and showed me the chest of medals that he wore beneath his security jacket.

He told me that he always wore them on Remembrance Day, not for the well wishes and thanks that it might bring to him, but as a living memorial on the day for the service men and women who have not come home. He cheerfully described each medal and where he was when he received them.

This opportunity to chat with this fellow on Remembrance Day went a long way to help connect me back to the museum and why we do what we do. The museum is a living memorial that helps bring the memories back for all those who serve not just on Remembrance Day but on the remaining 364 days of the year.



## CONTACT INFORMATION

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### Office Manager:

office@bombercommandmuseum.ca

### Visitor Services:

visitorservices@bombercommandmuseum.ca

### Curator:

curator@bombercommandmuseum.ca

**Telephone: (403) 646-2270**

**Fax No. (403) 646-2214**

### Website:

www.bombercommandmuseum.ca

### Mailing Address:

**Bomber Command Museum of Canada**

**P.O. Box 1051**

**Nanton, Alberta**

**Canada T0L 1R0**

## MUSEUM HOURS

**May 1 to June 30**

**(open daily 10:00 a.m. - 4:00 p.m.)**

**July 1 to August 31**

**(open daily 9:00 a.m.—5:00 p.m.)**

**September 1 to October 15**

**(open daily 10:00 a.m. - 4:00 p.m.)**

**October 16 to April 30**

**(open Sat, Sun 10:00 a.m. - — 4:00 p.m.)**

\*\*\*\*\*

### To book group or special visits

**Call 1-(403)-646-2270**

## NEWSLETTER PHOTOGRAPHS

Are by the following photographers:

**Dana Zielke — Doug Bowman,**

**Carl Orde — Dave Birrell,**

**Richard de Boer — Bob Evans,**

**Rob Pedersen & Karl Kjarsgaard.**



4 **April 22, 2017 Season Kick-off Event  
A Wartime Photograph Album  
Commemorating the First Lancaster  
Ops & A Salute to the Volunteers**

A wartime photo album with 290 prints was returned to its rightful owners on Saturday. The ceremony took place at the Bomber Command Museum of Canada in Nanton, Alberta and brought together the families of two Canadian crewmates, John Fraser and Ken Earnshaw, who had served together for several months in the RAF's 50 Squadron before being transferred to 617 Squadron, to undertake the Dams Raid in May 1943. Their aircraft had been shot down as it attacked the Möhne Dam; Earnshaw died as it crashed, but Fraser was able to bale out, and became a POW.

In the late 1990s, both families had separately sent material, including the airmens' RCAF logbooks, to London-based researcher Alex Bateman to help him in his work. However, he had failed to return the material when asked, and then claimed that the items had been stolen. After a long campaign by John Fraser's daughter, Shere

Fraser, Bateman has been prosecuted for the theft of the Fraser logbook, and is now serving a two year prison sentence. Earnshaw's logbook is still missing.

Commemoration of the first Lancaster Ops and a Salute to the Volunteers was also part of the day. The Lancaster was rolled out and its Merlins run-up twice during the day (at 11:00 am and again at 2:00pm). Following that, the "loud" smoke producing thing called a Bristol Hercules engine was also run-up. As the smoke cleared those on hand viewing this were seen holding hands over their ears and moving upwind from the smoke cloud.



*Shere Fraser, with Jim Heather, nephew of Ken Earnshaw, holding the "now returned" Earnshaw family photograph album .*



*Shere Fraser, daughter of John Fraser, shows the package with the recovered Earnshaw photos.*



*No.1 engine getting a tune up as it was not functioning properly at the start of the day.*



*Greg Morrison (centre with cap) helps Shere Fraser and others into the Lancaster.*



*Running (Old Smokey) the Bristol Hercules engine. The smoke gets worse than this!*



*First running of the Merlins for 2017. Note that No.1 engine is now running!*



The museum's 1942 Ford four-wheel drive fire truck is missing the two CO2 hose reels that would have been mounted on top and connected to the pressure tanks. We would like to obtain a pair of these reels with or without the original hoses to complete its static restoration. The fire fighting unit on the truck is a:

**C-O TWO HOSE SYSTEM  
LOCAL CONTROL TYPE - ULHR Size (100)**

**Made By**

**C-O TWO FIRE EQUIPMENT LTD  
of Canada, Toronto Canada**

Do any of our members know of collectors of antique vehicles who might have extra parts for this type of wartime fire truck?

**YOUR HELP WOULD BE MUCH APPRECIATED!!**



*Dan Fox talks about the Lanc rear gun turret and also introduces a visiting re-enactor who will be operating it.*

## HANGAR HOOTENNANY

May 13, was our major fund-raising event for 2017. It was a informal "Gala." A catered banquet started the evening. Our MC for the evening was the renowned speaker and former museum tour guide, Chris Koch. Chris has done motivational presentations all over the world and has a wicked sense of humour which he exhibited during the evening.

There was a large number of donated silent and live auction items on hand, including airplane rides, artwork, WWII artifacts and a chance to be a passenger during the Lancaster engine run-up later that evening.

Local auctioneer, Bernie Lalonde donated his time for the evening. He along with Chris did excellent job of working the guests and getting top dollar for most of the items on hand. The monies raised during the evening are one more step toward funding our much needed expansion. More is needed of course but we are committed to making it happen.

To Bernie, Chris and all those who attended, our grateful THANKS for making the evening a great success!!!



*A line up of items donated to the Hangar Hootenanny for the silent auction.*



*Local MLA, Pat Stier, standing with seated banquet guests in the background.*



*Vice President Dan Fox welcomes those attending and introduces the MC of the evening, Chris Koch.*



*The live auction is underway. Auctioneer Bernie Lalonde (back to camera - sorry about that Bernie!) looking for bids. In the background MC, Chris Koch assists.*

## MUSEUM EXPANSION REPORT

by Dan Fox, *Expansion Committee Chair.*

Our fund-raising efforts, in 2017, have been quite successful, with many individuals and businesses contributing to the cause.

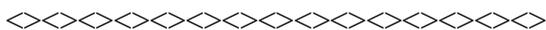
As well, our “Hangar Hootenanny” gala, in May, raised about \$25,000, thanks to many volunteers including Chris Koch as MC and Bernie Lalonde as Auctioneer.

We now have about \$175,000 in the account, which is a good start towards realizing our final goal. Next May 12th or 19th (date yet to be determined), we are hosting another fund-raiser called “The Hangar Hootenanny Dinner and Dance.” Details will be announced later.

The Expansion Committee has been considering other options for our future building plans. Plan “B” would involve adding a 120ft x 120ft addition to the back of the present main hangar, providing an additional 14,400 square feet of display area. This would enable us to house complete aircraft that will be coming in our future, such as the Halifax bomber, the Anson trainer, the Spitfire, etc. The cost of this expansion would be much lower than our original concept, thus more feasible from a fund-raising perspective.

We have not lost sight of our long-range goal of taxiing the Lancaster and other aircraft in the area north of the museum, but this may have to be put on the back burner for now.

Our Society had adopted the motto of WWII Bomber Command; “Press on Regardless” We will honour that motto!



## CURATOR/EDITOR'S CORNER

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Another tourist season is now behind us. It was without a doubt the busiest summer yet, with all events bringing in larger crowds than ever before. I have attempted through words and photos to give a sample of most of our summer activities.

In late April as usual, we started the year with a “Kick-Off” event where we start the Lancaster’s four Merlins for the first time this year. However, this year it became a much larger event with a much larger attendance than in any previous year. We know now that this trend continues with every one of our summer events!

The tourist year ended with a great “finale” when we hosted the Canadian Aeronautical Preservation Association (CAPA) annual conference. This organization of Air Museums from across Canada facilitates the exchange of information and vintage aircraft components as well as new ideas on “how to!”

After the two day conference, delegates headed home saying it was possibly the best conference ever. Even from our view point it went off very well.

On another subject, (please note Dan Fox’s comments about the planned expansion.) we are temporarily backing off on the building that would have nearly doubled the museum’s square footage. Instead we have decided to expand the present building which would at least make room for the Halifax project when it arrives.

However, if there is someone out there who has won one of the big lotteries and might be interested in helping fund plan #1 we would be pleased to hear from them!

Very best regards; *Bob Evans*

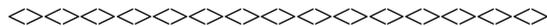
## ART TAKES FLIGHT JUNE 3rd

This Building Expansion Fundraiser featured 25 professional artists from Calgary, Okotoks, High River, Carlsland, Cayley, Fort MacLeod and Nanton. On exhibit around the Lancaster were paintings, glass art, jewellery, fibre-art, photography, sketches and even, cigar box guitars. This event will be held again on June 9, 2018.

Themes expressed by the artists were everything from nose art, contemporary to western and many more in between. This eclectic, original art and one-of-a-kind collector works are seldom gathered in one place and this was the first such exhibit of

its kind to our air museum.

The artists contributed 20% of their sales to assist the Bomber Command Museum's Building Expansion Fund. Our grateful **THANKS** go out to all who contributed!



*Lined up here are a few of the twenty plus artists who participated in the "Art Takes*

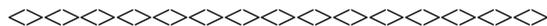
## WESTERN CANADIAN REGIONAL MODEL CONTEST - JUNE 10th

Once again the Rocky Mountain Model Club took over the main hangar of the museum with their displays. The museum is pleased to host biennial this major model competition and its contestants.

As in previous years, the entire hangar was filled with hundreds of beautifully crafted models of all types. They also filled the north hangar with various model distributors selling model kits and related materials.

During the day the Lancaster's four Merlin's were run-up; as was the Bristol Hercules radial engine on its trailer, which again produced a cloud of oily smoke and lots of noise.

The day was very successful with a large crowd attending.



*Museum Vice President Dan Fox's wife Bev stands beside her artwork.*



*The museum's office manager Dana Zielke is also an artist! Seen here with some of her paintings and art work.*



*Some of the model display tables in the main hangar.*



*Looking down on the cluttered back hangar with vendors and their merchandise.*



*Doug Bowman photo*

*One of the displays, a **working** model 1950s John Deere 12A pull type combine (6 foot cut) pulled by a **working** Model D John Deere tractor. This was built by Dan Hawken, (standing next to models) in his fabulous home machine shop. Dan has been one of the museum's resource volunteers.*



*The model contest wasn't just about airplanes. Above are a few examples of the different categories of models on display.*

**BIKES AND BOMBERS**  
 plus  
**FIELD OF DREAMS**  
**CAR SHOW & SHINE**  
**JULY 22, 2017**

Bikes and Bombers Day was a great success with an estimated 300 plus bikes attending. Bikes of all different kinds, including regular Harleys, Hondas, etc. Also three wheelers, bikes with sidecars and some antique models.

Parking was changed from past years as the ball diamond north of the museum was needed for the Field of Dreams AMC Show and Shine. Two hundred plus cars arrived for this event that had been scheduled for the same day. While this was not a museum sponsored event, it made for a better day for both entities, almost doubling the visitor numbers.

The Lancaster had been moved outside and the first bikers to arrive were lined up in the hanger until no space was left. The rest were guided through the hanger and out rear door of the museum and lined up outside. Even this space filled up forcing some later arrivals to find spaces in the visitors parking area.

Once again the Lanc's four Merlins were run up. The crowd enjoyed the unique sound of the Merlins, which was soon offset by the noise and smoke of the Bristol Hercules engine.

In spite of the parking congestion, it was great day for both the museum and the car show event. The museum registered some 540 visitors, probably one of the largest days ever!



*Some of the visiting Bikes parked in the museum's main hangar.*



*There were some fantastic bikes like these that were parked behind the museum.*



*Another group of bikes parked "outback" of the museum. You can see that it was a beautiful day for both the Bikes & Bombers Day and the show and shine!*

## LANCASTER REPORT

*Brian J Taylor DVM*

Another busy season has concluded for FM159 and its crew. We completed 17 official engine run ups, not including test runs following minor repairs. The season did begin with snags with the No 1 engine. On the first test run, it would not rev past 1200rpm but started well. It was determined that the problem was the cam timing on B bank following engine work last winter. Thanks again to John Phillips for reviewing the timing procedure and getting the engine to run correctly. As it turns out we were over interpreting the service manual which lead to more problems. Now we follow the manual precisely!

This season we started training two new flight engineers, Derek Squire and Ben Schwartz both of which did an excellent job. It can be stressful getting four Merlins started and watch all the engine dials looking for potential problems while having our AME Greg Morrison watching over you!

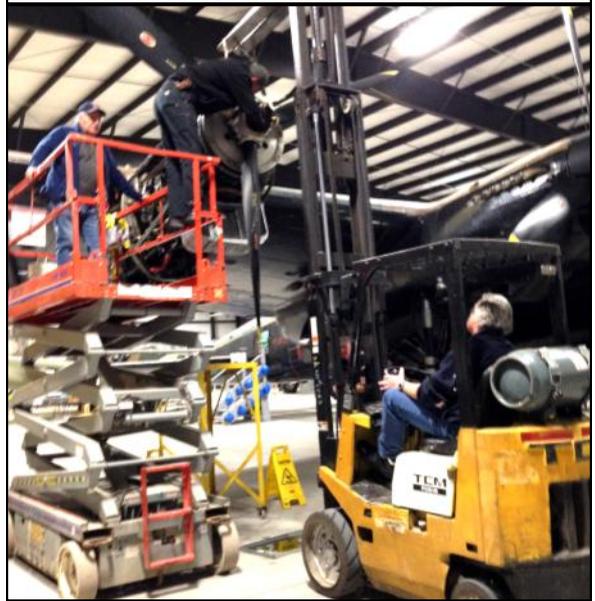
Mid season FM159 developed a prop seal leak and coolant leak at the same time. This repair required prop removal and draining all the coolant. Ben welded up the coolant line and the seal was changed easily. While this repair was underway, it was noted that two engine mount rubber pads had deteriorated and the engine mount bolts were loose! These pads were 50 years old and had become brittle and had broken down. Luckily we had spares and replaced these at the same time.

Our season ended with a night run for the CAPA convention hosted by the Bomber Command Museum. This run was a little more stressful as the crowd were all avia-

tion people with a lot of skill and knowledge. For that run, I was in the pilot position and Greg was engineering. One of our guests on board was Jim Van Dyk, the chief AME for Canadian Warplane Heritage Museum, home of VRA. All went well in spite of the cold and the Merlins all came to life!

On a sad note, in October we lost a founding member of the Lanc crew, Fred Hollowell. Fred had been a volunteer since the museum was formed. He will be sadly missed. (See 'In Memoriam' on page 14.)

This winter we will be doing major maintenance on all four engines in preparation for the 2018 season which will be the fifth anniversary of all four engines running! See you all next season!



*Off season repairs are already under way!  
Richard de Boer operates the fork life while  
Greg Morrison, Brian Taylor and Karl  
Kjarsgaard loosen the prop from #4 Merlin*

12 **AVRO ANSON PROJECT REPORT**

*By Rob Pedersen, Project Leader*

This year at the CAPA conference (Canadian Aeronautical Preservation Association) I presented a History of the Anson Restoration project.

As I compiled the history of the Anson's restoration progress I was truly amazed to see the transformation brought forth by the Restoration team. In this newsletter I wanted to bring to you in pictures a recap of how far Annie has come along in the last several years. We are slowly making progress.



**BEFORE AND AFTER >>**



***BEFORE AND AFTER COCKPIT FLOOR***



**BEFORE AND AFTER RADIO OPERATORS TABLE**



<< **NAVIGATOR'S TABLE**



*All the stringers on the turtle-deck of the fuselage are installed, including those on the underbelly, which are not visible here.*



**OLD AND NEW RUDDER**



*Photo shows the Anson fuselage belly ribs and stringers in place. Terry Moynihan spent many hours on his back to accomplish this! THANKS TERRY!!*



*Fuselage and work benches as seen from the storage mezzanine.*





### **ALVIN NELSON BERGER**

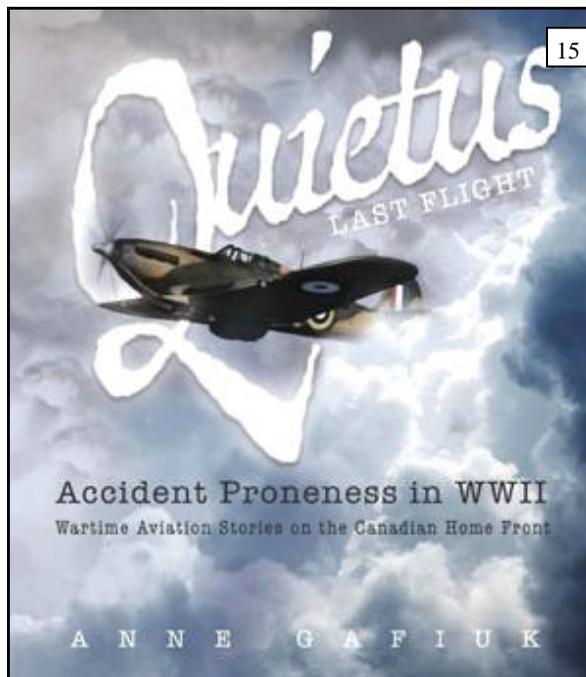
Alvin a long time member and volunteer of the Nanton Lancaster Society passed on to his reward on January 28, 2017 at the age of 94.

With his talents as a machinist and welder, he helped many times over the last thirty years making parts for aircraft on display in the museum. In the photo above, he holds counterweights for one of the propellers on the Blenheim (Bolingbroke) which he had made in his farm machine shop. Alvin made several replica machine guns for the two Lancaster gun turrets that he and his brother donated to the museum.

Alvin will be greatly missed not only by the museum for his machinist talents but also by the community for the great music he played on his accordion.

**Our condolences to Alvin's family.**

**REST IN PEACE ALVIN**



*The museum has recently published "Quietus: Lost Flight - Accident Proneness in World War II" written by Anne Gafiuk. In 1948, sixteen men were selected for a study on accident proneness. All were fully trained RCAF pilots who died between February 1943 and February 1944.*



Carl Orde photo

***Members of the Nanton Fire Department as seen here, volunteer every time the museum runs the Lanc's four engines and stand by in case of an engine fire. We extend a grateful THANK YOU to them all.***



*Rob Pedersen welcomes all those attending the 6 Group Commemoration. Note the board with all the squadron crests.*

**6 GROUP COMMEMORATION**

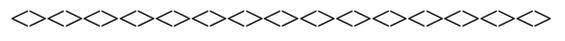
Although hundreds of Canadians were serving with Bomber Command in Royal Air Force squadrons at the outbreak of war, the Canadian involvement was one that grew as the war progressed. 6 Group RCAF Bomber Group was formed in October 1942, becoming a force of 14 squadrons. The Canadian Group flew a total of 40,822 sorties. 271,981 hours were flown, and 814 aircraft were lost. 10,250 Canadians were killed serving with Bomber Command. The formation of this “All Canadian” RCAF bomber group during WWII was a significant milestone in Canada’s history. Major Bill March, an historian with the RCAF’s Department of History and Heritage spoke of the significance of this to the airmen themselves.

The museum event also commemorated the 75<sup>th</sup> Anniversary of the formation of 6 Group RCAF. Our guest speaker was Lt. Col. David Bashow from the Royal Military College at Kingston. David is the author of “**No Prouder Place—Canadians and the Bomber Command Experience**” who reviewed the formation and successes

of 6 Group RCAF, the “All-Canadian” Bomber Group and why its contribution to the war effort and to Canada was so important.

Through out the day there were many activities, including running of the Lancaster’s Merlins and the Bristol Hercules.

A very special touch was the presentation of a replacement “Caterpillar Club” pin to 95 year old former bomber navigator William Lloyd Mracek by Karl Kjarsgaard. *Mracek’s* original pin, which unfortunately had been lost, was earned, when he parachuted from his burning bomber, making him an official member of the exclusive “Caterpillar Club.”



*Major Bill March, an historian with the RCAF’s Department of History and Heritage, speaks of the significance was one to the RCAF airmen.*



*Dan Fox, talks about the museum's operational rear turret and introduces the visiting re-enactor who is about to demo it.*



*A RCAF "Brass Quintet" band member cuts the cake honouring 75th anniversary of formation of 6 Group RCAF during WWII.*



*Pres. Rob Petersen stands in the background as the roundel that covers the fourteen recently added names on Canada's Bomber Command Memorial is removed by Pat Mulvihill, a family member .*



*Derek Squire shows 95 year old former bomber navigator, William Lloyd Mracek, which switch to push to start the Hercules engine, which he does in photo below.*

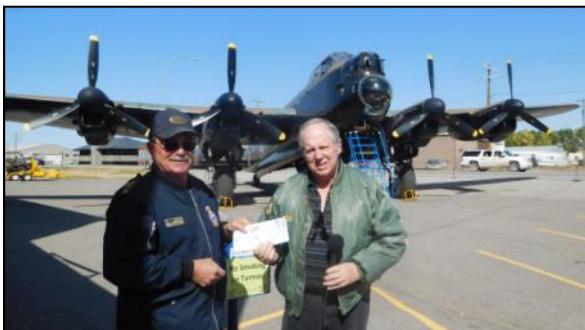


*The RCAF "4 Wing Brass Quintet" band from Cold Lake playing in front of FM159.*



*"Old Smoky" does it again !!*





### **NORM ETHERIDGE DONATION**

In photo above Dan Fox accepts a cheque in the amount in \$20,000 from Norm Etheridge's estate from his son Phil.

During the fall of 1987, four members of the newly formed Nanton Lancaster Society travelled to the Canadian Warplane Heritage Museum in Hamilton, Ontario to find out just what was involved in restoring Lancaster FM213. which was being restored to fly and would become the Mynarski Memorial Lancaster, in memory of [Andrew Mynarski](#), a Canadian Victoria Cross recipient who had been killed while flying in a Lancaster during World War II.

We were welcomed by the project's chief engineer, Norm Etheridge, and others including aircraft maintenance engineer, Tim Mols. They showed us all aspects of the restoration project and answered all the questions related to Lancasters and operating an aviation museum. Later, through trading some Lancaster parts with their museum, we were to play a minor role in their restoration effort.

Over the years, Norm and Tim have become good friends of our museum. Norm visited on a number of occasions, in particular as a guest speaker during our "[Salute to the Lancaster](#)" event in 1997. He also played a significant role in the creation

of [Canada's Bomber Command Memorial](#) and was present for its dedication in 2005. Both Norm and Tim have donated documentation, tools, and other material as well as advice that has been helpful to our restoration and our museum's development. ***WE EXTEND GRATEFUL THANKS TO THE ETHERTIGE FAMILY FOR THIS DONATION THAT WILL HELP GREATLY TO FURTHER OUR BUILDING EXPANTION PLANS***

### **ANOTHER GREAT DONATION**



In the photo above, Larry Oakman, Swift Current, Saskatchewan, had just donated \$5,000 to the museum's building expansion fund. Here he applies his name to the Wing Commander section of the Lancaster wing section that is the permanent record of donations to the fund.

The Oakman family has been a major contributor of BCATP aircraft and parts to the museum. Among these are the Fairchild Cornell and Fleet Fawn plus aircraft engines and other components. Larry continues that support.

***WE EXTEND A GRATEFUL THANKS TO LARRY AND THE OAKMAN FAMILY FOR THIS GENEROUS CONTRIBUTION.***

## Halifax 57 Rescue (Canada)

[www.57rescuecanada.com](http://www.57rescuecanada.com)

*Report by Karl Kjarsgaard, President*

It has been a challenging year in 2017 as we got started on the initial stages of actual recovery of the airframe of Halifax HR871 which is about 12 miles offshore of Falsterbo, Sweden in 60 feet of water.

After the beginning stages of recovery of two Merlins of HR871, and then some smaller important artifacts from the Halifax site in June of this year we, along with the Swedish Coast and Sea Center (SCSC) were prepared to work on the calmer days and weekends in July-August-September to do the underwater excavation of the large airframe pieces we had previously marked and were ready to uncover.

We had the manpower and enough boats this summer to get started, with larger boats with cranes standing by on short term rental, to lift the airframe when we had excavated the sand out of the way. Then we would be able to get lines on and lift these pieces. Also we have the big diesel water pump we bought outright for 6,000 kroner, to power both "Big Sue" and "Little Sue" (our vacuum tools) to dig and move tons of sand to release HR871 for recovery.

Then Mother Nature stepped in and just about shut us down for the entire summer! The high winds and big waves went on for weeks and was frustrating for the entire team. Nobody was going out on these Baltic waters this summer, most of the Swedish fish shops that sell local fish caught from these waters either closed down for lack of fish or, the last shops selling fish in Sept. were actually selling salmon brought in

from Norway!

As your Project Manager I do not want to have unsafe conditions for our divers and I want to preserve our resources and funding for an ideal time for recovery. Yesterday I talked with Jan Christensen our lead diver which confirmed our hold on plans. We looking at more efficient methods for our team starting in March 2018.

I have not been idle and have obtained another rare Halifax prop hub in Yorkshire UK and located two more prop hubs in Holland for which we have arranged a trading of parts.

Also we had a great HALIFAX event on Sept. 15-16 at the Bomber Command Museum of Canada (BCMC), where I informed the audience of over 200 of the latest on the Sweden Project, the rebuild of the (29 feet x 8 feet) wing center-section being built up by Knox Tech in Ottawa.

We are working on all fronts to get all the parts to recreate a Halifax bomber to be displayed along side our Lancaster FM159. Quite a few donations came out of this presentation which we greatly appreciated.



*One of the centre section ribs shown trial fitted here. Work has also started on restoring the rear spar.*





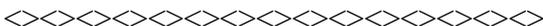
*Friday night running of the Lanc's Merlins.*

Our museum hosted the 2017 conference for the second time in its history, with delegates from nearly every aviation museum in Canada. Included were representatives from Atlantic Canada, Quebec, Ontario, Manitoba, and Alberta, Missing, were delegates from B.C.

As host museum we had a variety of excellent speakers on a variety of subjects that were of interest to museum operations along with updates of individual projects. Some of these were; an update by Don Christopher on the restoration of Lancaster FM212 in Windsor; Chris Colton about acquiring and moving Lancaster KB882. Keith Harder spoke about the "Gravitas" art display; and ten others who spoke on very interesting and informative topics.

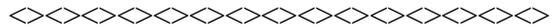
The guests visited the renowned Heritage Bar U Ranch where they enjoyed a typical western evening meal.

The event ended on Saturday with a banquet held in the RCAF room of the High River Community Centre. This ended the 2017 CAPA convention.



Richard de Boer, president of the Calgary Mosquito Society, started off day one of the conference with the story of how their society evolved with 400 members and how their group stopped the sale the Mossie out of country.

As well he explained why it is being restored in the Bomber Command Museum. He also spoke about the agreement with the City of Calgary and the progress that has been made with the restoration to date. His speech was well received by by assembled delegates.



*Dan Fox welcomes CAPA delegates and outlines the day's agenda.*





*Delegates seated at the banquet that ended the 2017 CAPA convention.*



*Lanc KB882 before its move to Trenton.*



*Chris Colton, manager of the National Air Force Museum of Canada in Trenton, Ontario, informs the convention delegates of the recent moving of Lancaster KB882 from Edmundston, New Brunswick to Trenton and their plans to refurbish it as a display next to the very scarce Halifax bomber that they restored a few years ago.*



*Richard de Boer, guest speaker at the Banquet, tells the story of his friend (and ours), **Jonathon Spinks, Airplane Hunter**, a young man who in the 70's and 80's searched farm yards and scrap yards for the remains of WWII aircraft. His accumulation of aircraft and parts helped many museums with their preservation projects. The BCMC's Lancaster bomber being one of them. Jonathon supplied parts for the museum's Bolingbroke and North American Yale projects. He also restored the Lancaster's pilots instrument panel.*



*The John Lawson, delegate from the Montreal Aviation Museum tries out the working rear gun turret.*

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