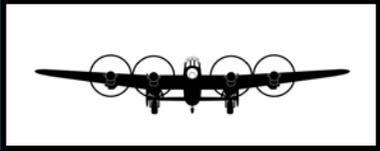




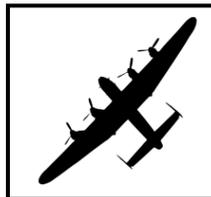
BOMBER COMMAND MUSEUM OF CANADA NEWSLETTER



MUSEUM OPERATED BY:
THE NANTON LANCASTER SOCIETY

VOLUME 32 ISSUE 1

SPRING/SUMMER - 2018



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NEWSLETTER CONTENTS

Executive list - Staff – Membership Options	2
President’s Report – Contact Info – Museum Hours	3
Museum Expansion Report – Johnny Fauquier Book	4
Cadet Clean-up	5
Halifax Report	6-7
Lancaster Report	8
Gordon Jones’ Tiger Moth	9
Lancaster Transformation	10
April Season Kick-off Event	11
Mosquito Report	12-13
Special Report from the IBCC in Lincoln, UK	14-15
Spitfire Project – Raffle	16
Upcoming Events	17
Anson Report – 75 th Anniversary of the Dam Busters .	18-19
In Memoriam	20-21
Nanton Walks – Winter at the Museum	22
Gift Shop Renovations	23
Advertisers	24

BECOME A MEMBER OF THE NANTON LANCASTER SOCIETY

ANNUAL MEMBERSHIP - \$40.00

MUSEUM SUPPORTER MEMBER

For a **\$250.00 donation or more** you become a **SUPPORTING** member and receive:

- A **Certificate** stating you are a Museum Supporter; with a **five year membership**; 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 **\$1000.00 or more**, you 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 **\$5000.00 or more** you become a member of the **WING COMMANDER’S CLUB** and receive:

- **All the rights of a Lifetime Member.**
- PLUS your name on a special permanent plaque on the Wing Commander’s 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 Pederson

For updates and our current schedule, call us at 403-646-2270 or check our Website at:

www.bombercommandmuseum.ca

As our summer season comes into view, it is nice to see that the never ending winter has finally come to an end.

Our gardens are starting to bloom and will be a welcoming sight to the museum when you come to visit. Another sight that will greet our guests will be the vastly improved gift shop and visitor greeting area.

This winter, our team took it upon themselves to give the front display area a major face lift. When you come to visit, please take some time to peruse through the many souvenir items the museum has to offer. If you can't arrange to visit us in person, then please take a moment to visit our online gift shop at

<http://www.bombercommandmuseum.ca/store/> .

Like our local gift shop, our online shop is getting a makeover too. So check back often to see the exciting changes there!

This year marks the 75th Anniversary of the Dam Buster Raid! Those brave men set off on the night of May 16th, 1943 and many did not return on the morning of May 17th. On August 25th we will be remembering them at our Dam Buster Memorial ceremony. We will be featuring world renowned author, Ted Barris, as our guest speaker. His presentations are always very dynamic and exciting! Ted will be releasing his new book on the Dams Raid and will be available to sign copies if you want to add one to your collection. In attendance, at the ceremony, will be family members of the crew who participated in the raid. If you can only make one event at the museum this year, this will be the one to attend!



CONTACT INFORMATION

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P.O. Box 1051

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Canada, T0L 1R0

Bomber Command Museum is connected!
Check out the facebook pages at:

1. Bomber Command Museum of Canada
2. Bomber Command Museum of Canada Curated Public Group
3. Lancaster FM159 Restoration Project

We are on Twitter at: @BCMofCanada

And we are on Instagram:

[bombercommandmuseum](https://www.instagram.com/bombercommandmuseum)

On your next visit, use the hash tags:

#Nanton #Lancaster #BomberMuseum
#WWII #rcac #warhistory

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 15

(open Sat. & Sun 10:00 a.m. – 4:00 p.m.)

To Book a group or special visits

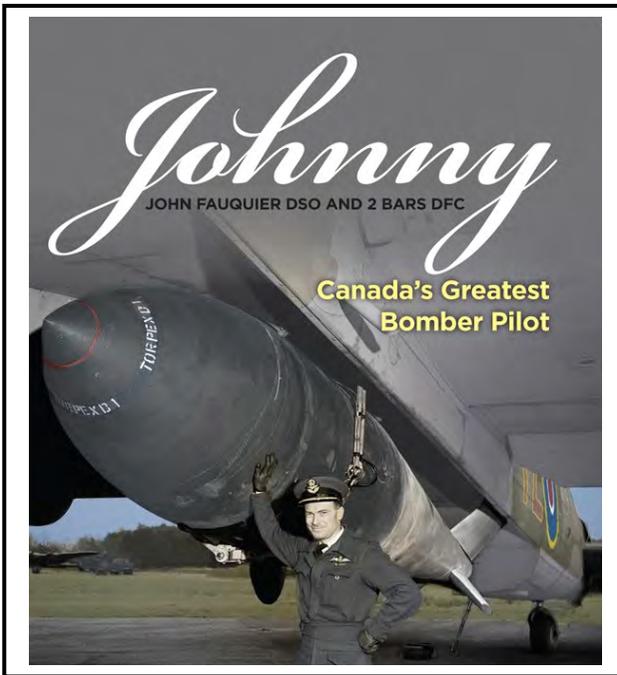
Two weeks in advance of visit

Call 1-(403) 646-2270

Or

Email

visitorservices@bombercommandmuseum.ca



‘JOHNNY’ – CANADA’S GREATEST BOMBER PILOT

Dave Birrell, Librarian

The museum has recently released the biography of Air Commodore John Fauquier DSO and 2 Bars DFC written by the museum’s own Dave Birrell. Johnny was Canada’s most decorated airman and its leading bomber pilot during World War II, flying at least 93 combat operations. Johnny did it all during his flying career. He was a bush pilot, flying instructor, bomber pilot, squadron commander, pathfinder, master bomber, base commander, and finally, leading the legendary ‘Dambusters’ squadron as they dropped 22,400 pound Grand Slam bombs on Nazi targets.

Read more about him on our website at

<http://www.bombercommandmuseum.ca/s.fauquier.html>

You can pick up a copy from our newly renovated gift shop the next time you visit the museum or you can order one from our online store at

<http://www.bombercommandmuseum.ca/store/?psc-product=johnny-canadas-greatest-bomber-pilot>

‘Johnny’ is the twelfth book published by the Bomber Command Museum of Canada. Check them all out at

http://www.bombercommandmuseum.ca/store_publications.html

MUSEUM EXPANSION REPORT

By Dan Fox, Expansion Committee Chair

Over the winter, our Expansion Committee has been exploring other options for the museum expansion. One of our prime objectives has been to enable the Lancaster Bomber to taxi to the north in the ball diamond area. We have been in negotiations with Sprung Instant Structures Ltd., headquartered at Aldersyde, Alberta. They can supply a 130-foot by 170-foot building, with a 120-foot door facing north, for a reasonable cost.

This building would be located directly west of the present main hangar and connected by a twenty-foot walkway between the two. The 22,000 square foot hangar would be big enough to house both the Lancaster and, in the future, a Halifax as well.

Final figures are not complete as of yet, but this could be an exciting development as we go forward.

NEWSLETTER PHOTOGRAPHS

Are by the following photographers:

Dana Zielke – Doug Bowman,

Carl Orde – Richard de Boer,

Rob Pederson – Karl Kjarsgaard



BC CADET CLEAN-UP

The 279 Elk Valley Squadron (from Elkford/Sparwood) under direction of CO Capt. Murray Clow and 552 Key City Squadron (Cranbrook) under direction of CO Capt. Lori-Lee Bott and Capt. Robb Bott arrived on April 13th for their annual spring clean up of our museum! They also got to see our Lancaster Merlin engines run. Our first for the year!

These cadet squadrons have been doing the cleanup of our museum for many years and it is the start of our spring season!

An appreciative thanks to all of the young people for their efforts on the museums behalf. We couldn't have done it without you!



HALIFAX 57 RESCUE (CANADA) UPDATE

www.57rescuecanada.com

Report by Karl Kjarsgaard, President

Please DONATE at this site:

<https://fundrazr.com/417498>

Greetings to all of you, our supporters and donors, as we save RCAF Halifax HR871 from the sands of time, literally and almost exactly 75 years ago!

As we have been gearing up for the summer season, so too has Halifax 57 Rescue been preparing with the Swedish Coast and Sea Centre (SCSC) for the diving season off of Falsterbo, Sweden to recover our aviation treasure of Halifax HR 871.

It may seem like things are quiet on your end but believe me, things are progressing steadily on our end as diving season begins, with improved weather expected in Sweden in a few days.

To this end, as we get ready for diving and the hard costs of doing this diving, I feel I must state, as your project manager, that while we are healthy financially to BEGIN the diving and digging underwater, we cannot complete our recovery due to a shortfall of our projected funding.

As you can see on our Fundrazr site, we still have NOT reached our bare minimum funding totals to FINISH the salvage! Please note that we are still at least \$20,000 away from having the minimum funds required to do a “lean and mean” recovery budget.

We will do the best we can to recover what we can of HR871 as the weeks progress. Costs will mount as SCSC brings up the larger sections of airframe with our new large salvage boat and transport them to our free-of-charge warehouse, thanks to our friends at the Port of Trelleborg.

Please do not delay in donating if you feel we are worthy of your continued support but were waiting until later this year. For our new supporters coming to us this year, we know you will also see our project as worthy and hope you can donate soon. We need your help NOW to continue this historic project as a tribute to our Bomber Boys!

In addition, I have tried to raise more interest in our Sweden recovery project with the press. I have been successful to get a short and sweet interview (only two minutes) on CBC Alberta television on March 22nd of what we have done so far and will do in the coming weeks and months. Please see the report and interview (only excerpts of the two minutes) by visiting the address below: <http://www.cbc.ca/news/canada/calgary/halifax-bomber-nanton-sweeden-1.4582097>

or

See the last TV program done on Nov. 10, 2017 by CBC ‘The National’ on our Halifax project which was a good shot in the arm for our saving RCAF history and raising support, just visit the address below:

<http://www.cbc.ca/news/thenational/halifax-bomber-resurrected-1.3846765>

So while we gear up on the main recovery project, all sorts of special supporting projects are going on, on your behalf.

See the work (photos) going on the main wheels and brakes at BCNC from two Hadley Page Hastings that we salvaged from Malta. These wheels will be rebuilt and used for our Halifax main gear (and for the Lancaster FM159 main wheels at BCMC) because there are NO reliable Lancaster and Halifax main gear tires left in the world. All Lancaster’s running and taxiing in the world today have been modified to take (Hastings and Shackleton) wheels and tires so that they can operate safely. The same wheels and tires will apply and be installed on our Halifax rebuild.





And why are we working on these tires-wheels-brakes units? Because they must go into the Halifax center-section airframe (29 feet by 8 feet) that is being rebuilt at the REBUILDSHOP of Knox Tech in Ottawa. This back bone of a Halifax – the center section – from which all engines, main landing gear, and other airframe sections bolt to, is the foundation of our entire Halifax project.



Scott and Harry of Knox Tech with wing ribs completed and the rear spars about to be machined and go on the center section of our Halifax

Knox Tech have just entirely remodelled and expanded (at their own expense) their REBUILDSHOP in Ottawa so that the Halifax rebuild and assembly can continue without any restriction. They are in for the long run!

Please look at their Facebook page called “REBUILDSHOP” and save it for your future visits to see how the rebuild of our Halifax is going with videos and photos:

<http://www.facebook.com/Rebuldshop-1533756926866315/>

All of these people – all these efforts are in tribute to the Bomber Boys of the RCAF and RAF who sacrificed so much in WWII for your Freedom. If they were Canadian lads who flew in bombers of the RCAF, they did the majority of their combat in HALIFAX’s.

There are some people in this world who think there was only one bomber type that won the war, that is because they either do not know their RCAF history or they believe everything the press tells them as gospel. But we know differently and we are going to right the wrong, that myth that only one bomber type flew in WWII!

When you decide if you should donate to our cause, or renew your support, let me give you that special reason why you should back this honourable cause:

On March 30, 1944, 74 years ago, Bomber Command launched the infamous Nuremburg raid where 96 bombers of all types were shot down in one night in combat. The sacrifice of this darkest day was huge and must not be downplayed, nor brushed aside, but be remembered always.

There were 542 airman killed-in-action that night. 109 airmen from the RCAF and how many were flying Halifax’s as compared to Lancaster’s? 80% Halifax’s to 20% Lancasters.

Help us do the right thing – help fund this historic recovery. Remember, WE LEAVE NO HALIFAX BEHIND.

LANCASTER REPORT

By Brian Taylor, DVM

This winter was the first time that complete engine maintenance was carried out on all four engines on FM 159. This was also an opportunity to upgrade some previous work that was done quickly when we were initially pushing to get all engines running.

Each engine had the oil drained and the oil screens cleaned. The fuel sediment bowls and carb filters were serviced. Two small inline filters in the high pressure priming system were removed and serviced by Greg Morrison. They had not been touched in 60 years!

The next tedious job was removing all 96 spark plugs and cleaning, testing and replace bad ones. The original lodge plugs are only used in three engines on the exhaust side. This winter, John Phillips rebuilt the intake ignition harness for number four engine for use with automotive plugs. If any if you have ever worked on the intake plugs on a Merlin, you will appreciate that it takes the dexterity of Gumby and some contortion manoeuvres not to lose a plug down the V between the banks.

Near the end of last season, we noted that a couple of the original engine mount pads had cracked and started to disintegrate with age. Derek Squire found a place in Calgary that made us new fiber composite pads to replace the old ones. Changing the 16 pads was easy on three mounts of each engine, then there was the forward mount on B bank side. To be able to pull the bolt far enough to slide in the new pad, I had to drain the coolant, loosen all avimo fittings to rotate the thermostat 90 degrees. This made it a much bigger job.

Last month we removed the Bombay doors and the mid-upper turret as we are transforming FM159 into a Type 464 Lancaster M-Mother ED925 as flown by F/L John V. Hopgood DFC & Bar on May 16, 1943. More on that to follow.

On April 14, 2018 we preformed our first engine run of the season to make sure our winter's work help up to the test. Except for a minor coolant leak and a sticky pop off valve, all engines started and performed extremely well! In September this year, FM159 will be running with all four engines for 5 years!

Congratulations to all of the crew for a job well done!



GORDON JONES TIGER MOTH

Dave Birrell, Librarian

This spring, de Havilland Tiger Moth 1214 will be placed on permanent display at the museum together with a display focussing on Gordon Jones, who donated the aircraft to the museum.

This aircraft was built in Canada and delivered to the RCAF on 12 February 1942, serving at 5 EFTS in High River. Following the war, its owners and the aircraft's history are not clear, although it is known that it was operated by the Edmonton Flying Club and then, in the early 1970's, stored in a dairy barn in the Edmonton area until it was restored to flying condition in 1984. '1214' was purchased by Gordon Jones of High River who made arrangements for his Tiger Moth to be donated to the museum following his death. Although the museum flew the aircraft as recently as 2017, Tiger Moth 1214 is currently maintained in 'taxi able' condition.

Posted to 5 EFTS in High River during August 1941, Gordon Jones learned to fly in Tiger Moths, flying 1214 ten times as a student. After completing his training at 7 SFTS in Fort Macleod, Gordon became a flight instructor. He was then posted back to 5 EFTS, where he instructed rookie pilots on the Tiger Moth prior to the biplanes being replaced by Cornells in late 1942. Following the war, Gordon farmed near High River but continued flying and his career as a flight instructor.

After renting 1214 to be part of a 5 EFTS Reunion in 1992, Gordon purchased the aircraft in 1994. He kept it in his private hangar at High River, flying it regularly until he was 90. Gordon was a regular volunteer at the museum and always happy to perform flypasts during museum special events. Gordon's biography, 'Wings over High River' by Anne Gafiuk has been published by the museum and is available in the museum's shop.



Photo by Don Molyneaux

LANCASTER TRANSFORMATION

Karl Kjarsgaard

The whole Lancaster team at BCMC is going ahead full speed with our plans for the airframe modification and squadron markings changed over to RAF 617 DAMBUSTERS squadron in honour of the 75th anniversary of the Dambuster raid in 1943.

We have removed the bomb bay doors, extracted the Frasier Nash min-upper turret, and changed over all the markings of FM159 to the official markings of the AJ-“M for Mother” of John Hopgood crew flying Lancaster ED925 on the Dams Raid. We await now the arrival of a new FULL scale constructed replica of the Barnes Wallis bouncing bomb which will be mounted in our FM159 by our Lancaster team at BCMC.

This project is typical of the gung-ho spirit of our team at BCMC and will be our own unique way to honour all the RAF and RCAF aircrews who flew and died during the Dambuster raid.

It should be noted that there are no other Lancaster or Lancaster museums in the world doing an actual airframe modification to a Dambuster Lancaster for the occasion of the Dambuster raid – the keyword is airframe. This is because we do know there are Lancasters who have changed or are changing their Lancasters to carry the markings of 617 Dambuster Squadron Lancasters in honour of this most famous bomber raid.

So stay tuned as we work our way through this Dambuster Lancaster conversion, which in our own unique BCMC way, will be a special tribute to this historic raid and all those thousands of other Bomber Command raids that defeated tyranny and gave us our Freedom!



APRIL 28, 2018 SEASON KICK-OFF EVENT



4 year old Johanna P.



Author Susan Raby-Dunne signs new book 'Hell Burned Through' at season kick off on April 28th, 2018.



Karl and Peter Yorke with McKenzie 210 Cubs



Volunteers' Sean Kenny and Bev Nelson cut the cake at our season kickoff event!



Terry Moynihan accepting the Frank Dwyer Volunteer of the Year Award on behalf of himself and his wife Marg, April 28th, 2018.

MOSQUITO REPORT

By: Richard de Boer, President

The most noticeable progress on the Mosquito since the last newsletter would likely be in the area of the cockpit. We have now completed all structural repairs on the forward fuselage including the upper and lower seams where the halves are joined, the forward nose window frames and the little round ferrules, which are the attach points for everything mounted in the fuselage. The visual evidence of this progress is that with the repair work complete, we have been able to repaint the interior of the forward fuselage.

As well almost all of the structural repairs down the left, or port side of the fuselage, are nearing completion and we are now moving people and focus to the starboard side of the fuselage. As well, a great deal of work has been completed in the Spartan created camera bay and interior of the rear fuselage.

In addition to the Mosquito, a lot of our time and energy is directed toward the Hurricane which is nearing completion in the hands of Historic Aviation Services in Wetaskiwin. If all goes well, we anticipate having it ready to fire up by the end of the summer, after which we return it to the City of Calgary who will put it on display at the Hangar Flight Museum. We'll be sure to let you know when you can see it running.

We are pleased to work with the Bomber Command Museum the themed event for July 7. Calgary Mosquito Celebration Day will feature personal tours of the restoration progress by our head of restoration, Jack McWilliam, presentations on the history of our fine bird and, if possible, one of the world's coolest wartime Mosquito pilots. Stay tuned for updates.



We will close our update by honouring Bob Evans, who passed away March 12. In addition to being central to the success of the Bomber Command Museum, we want it known that we owe our very existence to Bob. Back in 2007, Bob wrote to the Calgary Museum suggesting that, as the Mosquito was in storage and not available for public viewing, the Bomber Command Museum of Canada would be very pleased to display it, on a long term loan basis, even in 'as is' condition. Bob received a somewhat cryptic reply that led him to believe that there were efforts afoot to sell and export the Mosquito out of the country. Bob called me and here we are eleven years later with Bob's desire to see the Mosquito in the museum fulfilled.



SPECIAL REPORT FROM THE IBCC IN LINCOLN, UK

Greetings to all of our BCMC members and supporters with an initial report on the great memorial trip our Museum Directors and team had to the UK, for the most significant Bomber Command memorial ceremony in many years! This International Bomber Command Center (IBCC) ceremony will probably be the LAST ceremony ever for our surviving Bomber Boys as I do not see another time when so many will be in the UK at one time.

I have reviewed all my personal photos of this monumental event and our weeklong tour in the UK and wanted to add my photos to this report to share this adventure and bitter-sweet poignant tribute and good bye to our bomber aircrew.

We first arrived in the UK on Tuesday, April 10 and wasted no time driving three hours north to Lincoln to our hotel and base of operations. Bright and early we departed Wednesday morning for a great tour of the best original and preserved RCAF Yorkshire bomber base left in the UK, RCAF Tholthorpe, home to 431 and 434 Squadrons and later 420 and 425 Squadrons.

This whole tour was arranged and guided by Geoff Wood (who was a boy at Tholthorpe in WWII), assisted by Dave Donaghy with colour commentary added by Ken Cothliff (who lost his father in combat at 425 Squadron).

Next, thanks to the Walker family who live in the Tholthorpe tower, now rebuilt, we were given a tour of the building inside, outside, and on top of the old Tower. A wonderful meal was put on by the New Inn pub in Tholthorpe to get refueled for our afternoon jaunt out to the old east-west runway. We walked the runway and gave thanks for the many young men who launched and fought for us from this runway, with over 600 of them never to return to home base.

The most heart warming moment was a phone call from this runway, that I dialed on speaker phone, to Bill Burrell, mid-under gunner of a 420 Squadron Halifax who survived his combat tour and now lives in Brampton, Ontario.

I promised Bill, because he could not go to the UK for this IBCC memorial service, that myself and all my friends would call him at home in Canada while standing on his old runway from which he departed 32 times and returned 32 times! A very happy and thankful conversation was had by all with Bill.

Jim Blondeau, the film producer, captured Bill's conversation with us, on the runway, for the documentary we are doing on this IBCC memorial pilgrimage. More on this later as we had to head back, after a wonderful day at Tholthorpe, to Lincoln to get ready for the big ceremony Thursday. the next day at the IBCC. Well done Geoff, Dave and Ken.

Please be patient with me as I must recount all that happened in this long report and it gets "more gooder" as our trip continues. I hope I can fit it all in here.



Our Bomber Command Museum of Canada group with our guides at the Tholthorpe center memorial to the RCAF bomber squadrons.

The IBCC ceremony on Thursday, April 12th was carried out in foggy and cold conditions; with that Brit humidity cutting through all present but we persevered for our Bomber Boys.

Over 4,000 people attended the wonderful ceremony. Over 300 Bomber veterans attended with our main man, Stu Vallieres, a 427 Squadron aircrew who was shot down in a Halifax, in attendance with the official RCAF party.

Present to attend the ceremony on behalf of the entire RCAF was MGen Meinzinger, the newly appointed Commander of the RCAF.

It was a fitting and beautiful ceremony and then we adjourned inside for some warmth and friendship with Blondeau filming the whole time to capture everything he could for his documentary, ably assisted by BCMC photographer Doug Bowman.

We were on a roll now and when the official RCAF memorial party of senior RCAF officers and RCAF Association executives invited us to the Petwood Hotel late that afternoon (which is the past home of 617 Dambusters squadron), the BCMC group eagerly set out in our van and rendezvoused with our memorial comrades at said location.

Finally, the next day, on the morning of Friday the 13th, we were able, thanks to the RCAFA, have a great tour of the BBMF facility at RAF Coningsby to see the Lancasters, Spitfires, and Hurricanes that are still flying as memorials to the RAF in WW2.

The final tour we did was to visit RAF East Kirkby, a restored bomber base and museum, home of Lancaster "Just Jane". Their new attraction is the Mosquito being restored by Tony Agar to running condition, to run beside "Jane" very soon.

To all our Bomber Boys, we will remember them!



The magnificent 102+ foot high memorial spire, in the foreground is Jim Blondeau interviewing Dean Black of the RCAF Association. All around us were the concentric steel walls with the 57,000+ engraved names of the Bomber Command war dead, including the 10,500+ Canadian lads names killed-in-action.



MGen Meinzinger and his party with the RCAFA members and all our BCMC group from Nanton for a final good-bye photo taken in the Petwood Hotel.

2018
ENGINE RUNS & SPECIAL EVENTS

Hanger Hootenanny postponed till Fall.

June 2 – CAHS Convention, 10am-3pm, Engine Runs at 11am & 2pm.

June 9 – Art Takes Flight Exhibition and Sale, 9am-5pm.

July 7 – Calgary Mosquito Society Showcase, 10am-4pm, Engine Runs at 11am & 2pm.

July 14 – Joe English Fly-In, AJ Flying Ranch, Cayley, AB, 8 am.

July 21 – Calgary Philharmonic Concert Night, 1940's Themed Dinner & Dance, 5:30pm-11:00pm.

July 28 – Bikes & Bombers, AMC Field of Dreams Charitable Show & Shine, 10am-4pm, Engine Runs, 11 am & 2pm.

August 4 – Nanton Round Up Days – Bomber Girls Fashion Show, 1pm.

August 6 – Nanton Parade Day, Parade 10am, Engine Run 2pm.

August 24 – Commemorating Dambusters 75th, Engine Run 10pm.

August 25 – Commemorating Dambusters 75th, 10am-4pm, Engine Runs at 11am & 3pm.

September 21 – “Merlins at Night”, Engine Run 9pm.

September 22 – Halifax 57 Rescue Updates, 10am-4pm, Engine Runs 11am & 2pm.

SPITFIRE PROJECT

Rick Featherstone

The Spitfire Project is on-going. The museum is currently acquiring frames to start construction of the cockpit and work on the bubble canopy is progressing along.

Spitfire merchandise is available in the Gift Shop and sold outside at all the summer events. The Spitfire Crew is currently looking for new volunteers who would like to work on the Spitfire Project or sell merchandise outside at events.

Building Expansion Fundraising

RAFFLE



**BUILDING EXPANSION PROJECT
FUNDRAISER RAFFLE**

We have a raffle for an “Airplane Themed” Quilt, valued at \$850.

The Raffle runs from April 28 to September 22, 2018.

1st Prize: Airplane Themed Quilt, value \$850, made and donated by Beverley Zielke of High River and long arm quilted by Carol Evans of Nanton.

2nd Prize: \$100 Cash

3rd prize: \$50 Cash

Raffle License #492588/ 2,500 Tickets

Tickets are available through the Gift Shop.

Quilt will be on display at all the summer events.



UPCOMING EVENTS

For more information please check out our website



Art Takes Flight Exhibition & Sale

Saturday, June 9, 2018
9:00 a.m. to 5:00 p.m.

Colleen Annable, Carmangay
Denise Archambault, Calgary
Elsie Archer, Didsbury
Christine Blake, Nanton
Paul Canfield, Nanton
Karen Coe, Lethbridge
Barb Curle, Nanton
Jan Daley, Fort Macleod
Gerry Dilschneider, Nanton
Jean Elliott, Didsbury

Milt Fischbein, Calgary
Hilary Forge, Calgary
Galle Gallup, Longview
Sandy Heavens, High River
Tobin Heshka, Calgary
Kim Holowatiuk, Carseland
Fran Hutton, Lethbridge
Dustine Kinsella, Innisfail
Adam Lagace, Calgary
Tim Martens, Okotoks

Maggie McNeil, Calgary
JD Moor, Nanton
Dale Neilson, Calgary
Shirley Paradis, Okotoks
Bob & Connie Pike, High River
Virgin Senden, Okotoks
Janet Sippola, Nanton
Marg Smith, Okotoks
Lila Weiss, Sundre
Dana Zielke, High River

A Building Expansion Fundraiser for

Bomber Command Museum of Canada

1659 – 21 Ave, Hwy 2 South, Nanton, AB 403-646-2270



Joe English Memorial Fly-In



Saturday, July 14, 2018

**Nanton Lions Club
Pancake
Breakfast**
8:00 to 10:00 a.m.

Calling all pilots and airplane enthusiasts for
the **Joe English Memorial Bi-Annual Fly-In**
(co-hosted by the *Bomber Command Museum of
Canada* and the *AJ Flying Ranch*)

658 Ave. & 168 Street, 4 miles east of Cayley
N50 27 32; W113 45 46

For information: 403-646-2270

www.bombercommandmuseum.ca

Bomber Party

Saturday, July 21, 2018, 5 pm
Bomber Command Museum of Canada
1659 21 Ave, Nanton, AB

\$60 at the door; Includes dinner/dessert
*Price includes admission to the Bomber Museum
Doors open 5pm; Dinner 6; Concert 7:30
An Ear Party 2018 Event

Our BIGGEST event!

This is a full concert with a sit down dinner held
inside the large airplane hanger at the Bomber
Museum; let the music of Prokofiev,
Shostakovich and Messiaen take you back to the
intense and raw emotions of wartime while
sitting alongside some of the actual warplanes
from WWII. This will be a powerfully moving
experience! Afterwards we will lighten the mood
with a fun dance party and great original music
from the 40's!

It's sure to be a moving, once in a lifetime
experience!

Buy Now at www.earparty.ca
Bomber Command Museum phone: (403) 646-2270

*Tickets will also be available at the door and at the museum gift shop;
space is limited to purchase ahead to ensure a guaranteed spot!

Prokofiev
Flute Sonata (1943)
Shostakovich
and Piano Trio (1944)
Messiaen
Quartet for the End of
Time (1941)

Bikes & Bombers



Saturday, July 28, 2018
10:00 a.m. to 3:00 p.m.

Lancaster Bomber Merlin V-12 Four Engine Runs 11 a.m. & 2 p.m.
Bristol Hercules Engine Runs, Spitfire Display, Gift Shop
Exclusive Motorcycle Parking Area on North Ball Diamonds
AMC "Field of Dreams Charitable Show & Shine" in Diamond #3
High River Hospital Auxiliary Food Concession in North Hangar
Ride in and get your "Participation Patch"!

**A Special Day for Motorcycle Enthusiasts at the
Bomber Command Museum of Canada**
Hwy 2 South at 17th Street, Nanton, AB



www.bombercommandmuseum.ca

403-646-2270

ANSON REPORT

Rob Pederson, Project Leader

The crew working on 'Faithful Annie' continues to make progress. Sometimes the progress is slow and other times the look of her changes overnight.

Main Plane:

Ken Hill has been doing a smash up job on the Trailing edge. Ken is finally at the stage where pieces are coming together and the trailing edge shows it! Ken is currently working on the Trailing edge and has had to construct several jigs to allow the shaping and fitting of the pieces together.



The Tail Plane:

Finally the tail plane is the last phase of restoration before being covered and painted. The tail plane is top side up and the last pieces are being added along with the hardware to support the trim tab controls and elevator hinges. It will be exciting to see the Tail plane covered and finally installed on the Airframe!



Hydraulics:

Bruce has been working on bringing Annie's Hydraulic systems back online. A long range goal, once finished we will be able to raise and lower her Under Carriage as a 'living' display in the museum.

Crew Door:

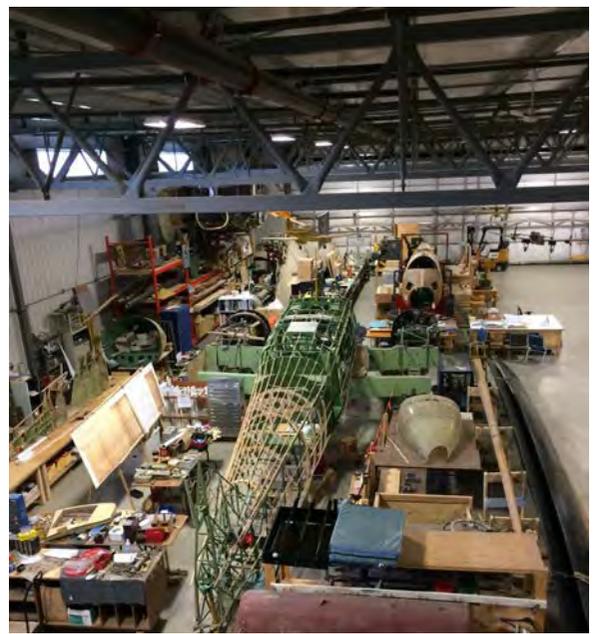
Carl Orde, with Bruce's assistance, has been finishing the crew door. The initial restoration of the door was accomplished by Harry Volk. Sadly Harry passed away several years ago before the door could be finished and installed. We look forward to seeing the finished result when Carl and Bruce are done.



Bomb Release:

Another exciting project that is on the go is the Bomb release system. Brian is actively installing all the electrical for the Bomb release system. We are fabricating new wiring harnesses using modern day, technology. The final result is a very close match to the original. Back in the day electrical wires were wrapped with a Cellulose weave that resembles Fabric. Today we are using a Nylon weave that without close inspection, very much matches colour and look of the original. On the ends of the wires, that Brian is fabricated and installing, will be the bomb release latches that were restored by Charlie Cobb.

THE 75th ANNIVERSARY OF THE DAMBUSTER'S RAID



BOMBER COMMAND MUSEUM OF CANADA

THE DAMBUSTERS

-75th ANNIVERSARY COMMEMORATION-

- One of the most daring and tactically demanding air operations of World War II, the legendary Dambusters Raid utilized a bouncing bomb released at an altitude of sixty feet to destroy enemy hydroelectric dams.
- This brilliant tactical success was achieved but eight of the nineteen Lancaster bombers did not return. Of the 133 airmen who flew on the raid, 53 were killed and three became Prisoners of War.
- As with all aspects of Bomber Command, Canadians played a significant role in the Dams Raid. Of the thirty Canadians who flew, only fifteen returned.

Friday/Saturday, 24/25 August

FRIDAY EVENING

- Museum Open 7:00 - 10:00
- "The Dams Raid as told by Ken Brown CGM" - A video replay of Ken's riveting presentation as recorded at the museum's 50th Anniversary Commemoration in 1993
- Lancaster Cockpit Tours
- Book Signing with Ted Barris
- 10:00 Lancaster Bomber 'Night Run'

SATURDAY

- 10:30 Morning Engine Runs - Bristol Hercules, Fleet Fawn, de Havilland Tiger Moth
- 11:00 Book Signing with Ted Barris
- 11:00 Lancaster Cockpit Tours
- 1:00 Commemorative Program in the main hangar

'The Dambusters: Canadian Airmen and the Secret Raid Against Nazi Germany'

-by Ted Barris

Presentation and Book Launch
Following his best-selling, 'The Great Escape: A Canadian Story', accomplished author, journalist and broadcaster Ted Barris now tells the story of the Dambusters through the eyes of the Canadian airmen who played prominent roles in this legendary operation.

- 3:00 Lancaster Bomber Engine Run in honour of the Dambusters Bristol Hercules Run-up - This 14 cylinder radial powered many Bomber Command's aircraft. Fleet Fawn and Tiger Moth Run ups

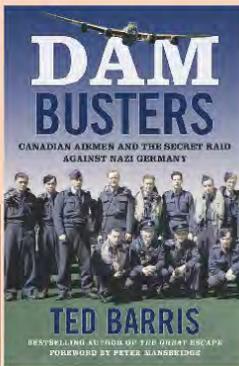
SPECIAL GUESTS

- Family members of the Canadian Dambusters
- 4 Wing Brass Quintet from RCAF Cold Lake

SPECIAL DISPLAYS

- The museum's Lancaster with the markings of a 617 Dams Raid aircraft and a full-size, steel bouncing bomb in the bomb-bay.
- 'The Dambusters - The Legendary Raid in Art' featuring the museum's eighteen original paintings and limited edition prints that tell the story of the Dams Raid.
- Dambuster related artifacts and memorabilia from the museum's archives.

*Lunch available on-site



THE DAMBUSTERS

75th ANNIVERSARY COMMEMORATION

During 2018 the markings of the 'Ian Bazagette Memorial Lancaster' (F2-T) have been temporarily replaced with 'AJ-M' - those that were on the aircraft flown by F/Lt John Hoggood on the Dambusters Raid. As well, the bomb doors and mid-upper gun turret have been removed as they were for the legendary Dams Raid. A full-size, steel Upkeep (Bouncing Bomb) mock-up will be placed on the aircraft.

AJ-M's Crew

John Hoggood DFC was an RAF pilot and had been selected for the secret raid from 186 Squadron, having served there under W/C Sgt Gibson who served. As soon as I saw him I thought, "What an ideal squadron type. I like that crew!" There were two RCAF airmen on the crew. F/O Ken Earnshaw from Okotoks, Alberta was the navigator. He had completed a tour of operations with 58 Squadron. Sgt. John Fraser was the bomb-aimer. He was from Kamloops, B.C. and, Ken Earnshaw, had completed a tour of operations with 58 Squadron prior to being selected to join 617 Squadron.

The other crewmembers were RAF - Sgt. G. Brown (flight engineer), Sgt. J.W. Minchin (wireless operator), F/O G.H. Gregory (front-gunner), and P/O Tony Butcher (DM in co-pilot).

FLYING TO THE MOHNE DAM

Like all the attacking aircraft, Lancaster AJ-M flew to the Dams at an extremely low level. At one point the rear-gunner, saw a looping arc of high tension cables above his line of vision. It then seemed to drop away behind the aircraft as Hoggood gained height. "Flight under the bloody thing!" and James the front-gunner, "Story about that," said Hoggood.

Soon after that AJ-M was raked by ground fire. Butcher, the rear-gunner, was hit in the groin and stomach. A searchlight blazed onto the aircraft but Butcher shot it out. There's a slight burst alongside and Hoggood feathered an engine that had been set on fire.

As well as Butcher being wounded, the wireless operator had been hit in the leg and the front gunner did not respond over the intercom, having been seriously injured or killed. The flight engineer shouted, "Christ, look at the blood" as he held a handkerchief to his pilot's head. "Yes, OK," shouted Hoggood, "Carry on and don't worry."

It was still an hour to the Mohne Dam and F/Lt Hoggood could certainly have returned to base with honour. But his character and determination was typical of those chosen for 617 Squadron and he pressed on to the target.

ATTACKING THE MOHNE DAM

AJ-M was the second aircraft to attack. Bomb-aimer John Fraser recalled, "Gibson got away with it because he had the element of surprise. They [the Germans] crossed up on us and the light flash battery came in on the side. We had to fly through the middle of it. I released the bomb. We were put on fire to the point where, The one engine came on fire immediately. We flew on and the pilot gave the order to abandon the aircraft within about 25 seconds after we passed over the dam."

Hoggood shouted over the intercom, "If only I could get another 500 feet. I can't get any more height." He was struggling to get enough altitude so that some of his crew could escape. He knew that he would not survive. Butcher was struck by the full plane as he jumped from the crew door. His back was broken but he survived. Fraser recalled, "I built being forward over the escape hatch and I saw that the trees looked awful dense close. I thought there was only one thing to do and that was to pull the tail cord and let the pilot chute go out first and then let it pull the chute out one after the other and that's what I did. I rolled out and the tail wheel whizzed by my ear. I swung in the vertical and within ten or three seconds I touched the ground. While I was in the air, before I touched the ground, the aircraft crashed."

A voice broadcast on the squadron radio reported, "Power off and Hefty". Sgt. Fraser and P/O Butcher became Prisoners of War. F/Lt Hoggood and the other four crewmembers were killed.



AJ-M approaching the Mohne Dam by Gary Probst/Probsts



AJ-M over the Mohne Dam by Len Kotticher

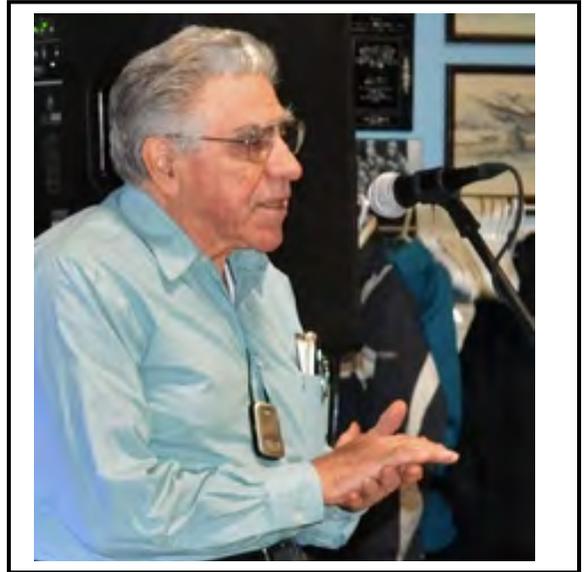


IN MEMORIAM



JOHN RICHARD GREEN

John passed away peacefully at the Claresholm Hospital on Saturday, March 10th, 2018 four days short of his 96th birthday. John was a passionate family man, farmer, and pilot. He farmed for 70 years in the High River, Nanton areas and was an active member of the Flying Farmer community for close to 30 years. He was a founding member and long-time volunteer at the Bomber Command Museum of Canada.



BOHDAN "DAN" DEMETRIUS PUHACH

Dan passed away on November 24th, 2017 at the age of 83. He was born in Wondering River, AB on August 4th, 1934 and had many interests including hunting, the outdoors, hockey, reading, dancing and he was a proud volunteer at the Bomber Command Museum of Canada.

William Edward Turner, Thunder Bay, Manitoba passed away August 8, 2017 at the age of 93. Served as a Lancaster bomber pilot with the RCAF. Long time member of the Bomber Command Museum of Canada.

James Harry Glenn, Passed away October 27, 2017 at the age of 81. Volunteer at the Bomber Command Museum of Canada and with Meals on Wheels in Nanton, Alberta. He was a member of the Royal Canadian Legion for 39 year; and gave 25 years of dedicated service to the Royal Canadian Air Force.

Douglas Hewson Christie, Passed away July 1, 2017 at the age of 97 in Deloraine, Manitoba. He was a tail gunner who completed 33 bombing raids over Europe.

William R. Bale, Lacombe, Alberta passed away July 24, 2017 at the age of 94. He was a RAF Lancaster navigator during WW2. Regular visitor to the Bomber Command Museum of Canada.

Paul Douglas, Passed away December 15, 2017. He volunteered with the Mosquito society at the Bomber Command Museum of Canada.



ROBERT "BOB" WILLIAM EVANS

April 19, 1928 – March 12, 2018

It is with saddened hearts that we share the passing of Robert (Bob) Evans of Nanton, Alberta on March 12, 2018. Born and raised in Bracken, Saskatchewan, Bob took over the family grain and cattle farm after graduating from high school. He was very involved in the Bracken community as a municipal councillor, director of the local Credit Union, volunteered as a projection operator for the theatre and sat on the School and Co-op board. In 1958 he obtained his private pilot's licence, bought his own airplane and became an active Saskatchewan Flying Farmer. Through this connection he met his wife, Carol. In 1975, the family moved to Nanton where they have resided for the last 42 years. He proudly gave back to the Nanton community serving as the curator and editor of the biannual Newsletter for the Bomber Command Museum of Canada and as a charter member of the Nanton Lions Club.



Carol Evans accepting the Jon Spinks Award on behalf of her late husband Bob and climbing the ladder for her Lancaster Ride April 28th, 2018

MUSEUM HOSTED “NANTON WALKS” IN OFF SEASON

Dana Zielke

Winter can be a tough season for seniors, but a new program in Nanton called “*Nanton Walks*”, helped keep them healthy and connected.

Nicole Van Langen, executive director of the Nanton Quality of Life Foundation, says about 40 seniors signed up for the program at the Bomber Command Museum of Canada.

She was excited to finally have this program going after working on it for a few years. “We haven’t had a walking program in Nanton,” said Van Langen. “We came up with a really fantastic partnership with the Bomber Command Museum of Canada, they hosted the program, and the Nanton Legion was incredibly generous and funded the program.”

The program was free for participants and ran Tuesday, Wednesday and Thursday from 9:30 to 11:30 from November, 2017 to April 26, 2018.

Prizes were donated to a draw and every time the walker would come walk, they entered their name. Alvin Schmunk won the top prize, a Timex pedometer, donated by museum volunteer, Todd Lemieux.



Alvin Schmunk and his wife, Marjorie, take a walk around the Bomber Command Museum.



Museum Director Dan Fox snow blowing during the long winter.



Museum Director Karl Kjarsgaard shovels the Museums roof after a heavy snow fall.



GIFT SHOP RENOVATION

Rick Featherstone

The Museum's Board of Directors made a decision at the monthly board meeting in February to improve the Gift Shop before the opening weekend. In March, 2018, the gift shop renovation fell together quickly and it took ten days from start to finish to complete.

You will find the large airplane tire relocated by the main door and several displays distributed throughout the main hangar. Residential painter Teresa Johnstone from Crowsnest Pass added a fresh coat of paint to the walls and the floor. Director Rick Featherstone led the team and he is currently finding interesting items locally and abroad to sell in the newly renovated gift shop.

On the recent trip to England, he purchased several new items that are now for sale in the glass case in the gift shop. The Museum and Deborah Moshenko, owner and operator of Big Sky Picture Framing in High River, are working together to offer the visitors to the museum framed and matted prints to buy and take home from the Gift Shop.



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