



BOMBER COMMAND MUSEUM OF CANADA NEWSLETTER

VOLUME 32 ISSUE 2

Fall/Winter - 2018



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SAVE THE DATE 2019

Engine Run Days *

Saturday, April 27* – Kick off to Season

Engine run

Saturday, June 1 – “Art Takes Flight”

Exhibition & Sale for Building Expansion

Saturday, June 8* – Rocky Mountain Model Club

Show & D-Day G.I. Jive “Merlins at Night”

Saturday, June 29* – Salute to Calgary Mosquito Society

Saturday, July 20* – Bike and Bombers & Field of Dreams Charitable Car Show

Sunday, August 4* - Remembering Sq. Leader Pilot Ian Bazalgette

Monday, August 5* – Nanton Days Parade 10 a.m. & Bomber Command Engine Run 2 p.m.

Friday, August 23* – “Merlins at Night”

Saturday, August 24* – Remembering Sq. Leader Pilot Ian Bazalgette

Friday, September 20*– Hangar Hootenanny, Dance and Auction, “Merlins at Night”

Saturday, September 21* – Rescuing a Halifax – Halifax 57 Rescue Update

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

As Remembrance Day draws near, I am reminded why this museum exists. Certainly, a fine collection of artifacts is something to be proud of, but when those artifacts are used to tell the story of the brave men and women who served their country, well now you really have something to hold you head up high for. This museum's volunteers have done an outstanding job this year doing just that.

Certainly, the highlight for me was the work and effort put forth to bring the worlds only Dambuster Conversion Lancaster together. At the risk of leaving someone out, I must pay special thanks to Ben Schwartz, Carl Orde, Brian Taylor, Greg Morrison & Derek Squire for making this conversion something very special and truly a one of a kind! Of course, the Lancaster conversion was featured during our summer big event, "75th Anniversary of Operation Chastise"

As we approach our winter season, our volunteers will begin to work on next year's projects. Top on the list is to complete our armament display with a Grand Slam bomb; to go along with our "Up Keep" (Dam buster bouncing bomb) and our Tall Boy.



CONTACT INFORMATION

Office Manager:

office@bombercommandmuseum.ca

Visitor Services:

visitorservices@bombercommandmuseum.ca

Curator:

curator@bombercommandmuseum.ca

Telephone: 1 (403) 646-2270

Fax No. 1 (403) 646-2214

Website:

www.bombercommandmuseum.ca

Mailing Address:

Bomber Command Museum of Canada

P.O. Box 1051

Nanton, Alberta

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

On your next visit, use the hash tags: #Nanton

#Lancaster #BomberMuseum #WWII #rcaf

#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 30

(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

ANSON REPORT

Rob Pederson, Project Leader

“Annie” continues to progress and soon will be a shining star, well at least some of her will be. Brian Wynker has been installing Annie’s interior lighting and soon we’ll have working lights!

Carl Orde has picked up the installation of the crew door and has made good progress on “Getting the Crew” inside! The door was started several years ago by Harry Volk but remained in an unfinished state after his passing. The trailing edge took a slight pause while Ken Hill constructed 30 Dambuster Bombsights. Now that summer is over, Ken has resumed the trailing edge construction. See attached photo of Ken and Bruce with the flap as it’s being fitted to the trailing edge. It is a perfect fit!

Myself, I tend to hunt lost and missing parts for “Annie”, electrical connectors, hydraulic reservoirs, landing gear cylinders, engine mount bushings and just some of the elusive parts needed. Sadly we can’t just go to “Anson’s are Us” and buy what we need so many hours are spent searching for spare parts.

EXPANSION COMMITTEE REPORT

by Dan Fox, Chairman

Over the summer, we have been meeting with a project manager, Michael McCreadie and John Wallace, who have volunteered to gather estimates on building costs for the expansion. We are still looking at cheaper options for the north facing 120-foot door, so we can taxi the Lancaster out on special occasions.

When all this is in place, we will be meeting with the Town of Nanton, then provincial and federal representatives to apply for funding.

Donations have been coming in for the expansion fund and we would welcome your help for this worthwhile project. Tax receipts will be issued for any donations that are made. Buy a Lancaster Keepsake and support the museum. All proceeds to the Building Expansion.



NEWSLETTER PHOTOGRAPHS

are by the following photographers:

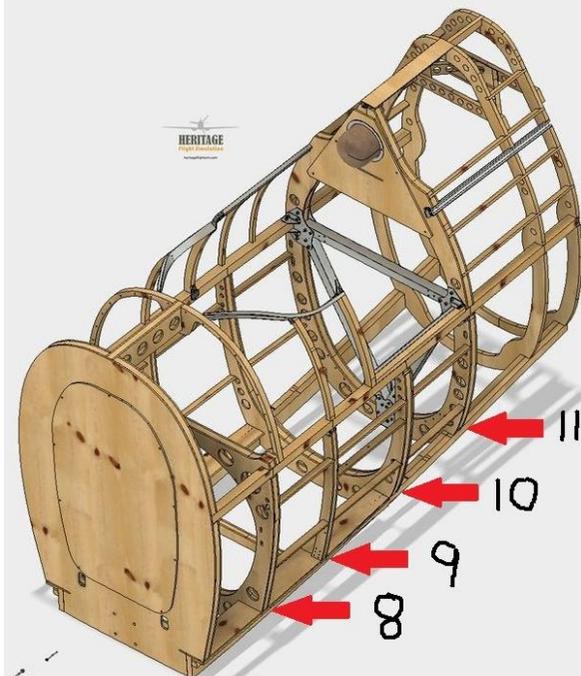
**Dana Zielke – Doug Bowman,
Carl Orde – Richard de Boer,
Rob Pederson – Karl Kjarsgaard,
Courtney Sutherland**

SPITFIRE REPORT

By Rick Featherstone

As I write this, the crew overseas is busy building frames 8-11 for our project. Once built and brought back to Canada, we plan to start the build of our beloved Spitfire. Frames 8-11 are frames for the cockpit section. Once constructed, we will be able to attach a great many of the items collected over the years. We hope to have something substantial, that we can perhaps even move outdoors next event year, for the public to inspect and be educated on what it was like for our young boys in combat and all alone. I have attached a picture of the projected pieces currently being built.

"Kites rise highest against the wind - not with it" W.C.



BUILDING A GRAND SLAM!

By Dave Birrell

As you know, our Crowd-Funding campaign to build a replica of the 22,400-pound Grand Slam is well underway. Lots of background, details, and the donation opportunity at

https://fundrazr.com/41P1y3?ref=ab_1Swjm58ykqg1Swjm58ykqg

John Morel is a master craftsman -almost always as a furniture maker. But he was fascinated by the geometry of the 12,000-pound Tallboy, so left furniture for a while to build the replica for us -including the aluminum fabrication for the tail section. John does it all.

Now John's again ready to leave furniture for a while and take on the even bigger challenge of the 22,400-pound Grand Slam. It will be a 'huge' addition to our museum. Here is a photo of John with the Tallboy while it was under construction in his shop.



John Morel working on the Bomber Command Museum's Tallboy.

DAMBUSTER EVENT

By Dave Birrell

Our museum commemorated the 75th Anniversary of the legendary Dambusters Raid with a special event on August 24/25. The Dams Raid was the most daring and tactically demanding air operation of World War II. Utilizing a bouncing bomb released at an altitude of 60 feet to destroy enemy hydroelectric dams, a brilliant tactical success was achieved, but eight of the 19 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 30 Canadians who flew, only 15 returned.

Over 40 family members representing the 15 of the Canadians who flew on the raid were in attendance at the commemoration. It featured the launch of Ted Barris's new book, 'The Dambusters -Canadian Airmen and the Secret Raid Against Nazi Germany', in which he tells the story of the Dambusters through the eyes of the Canadian airmen who played prominent roles. Ted's dynamic presentation was followed by a run-up of the Lancaster as a tribute to the Dambusters.

For this year only, the museum's Lancaster is carrying the markings of F/Lt. John Hopgood's Dams Raid Lancaster (AJ-M). It was shot down over the Mohne Dam with only two survivors. Of the three Canadian's aboard, John Fraser, AJ-M's bomb aimer, survived but Calgarian Charles Brennan, the flight engineer, and Albertan Ken Earnshaw, the navigator, were killed.

Members of all three families were present including John Fraser's daughter, Shere Lowe, who presented a donation in memory of her father.

Shere's donation enabled the museum to construct a full-size, steel replica of the Upkeep (bouncing bomb). It has been placed on our aircraft.

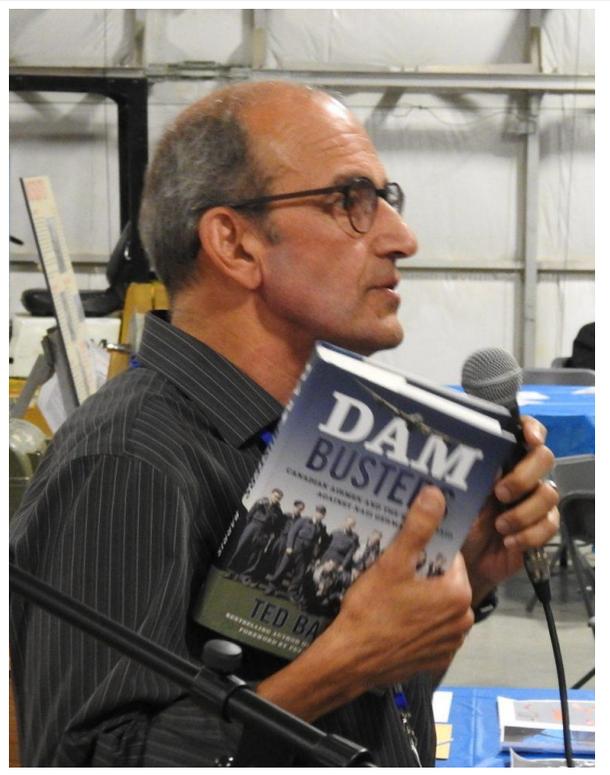
Later in the war, Canadian 'Johnny' Fauquier took command of the Dambusters Squadron; 14 members of Johnny's family attended the event.

Music by the 4 Wing Band from Cold Lake (including the Dambusters March) enhanced all aspects of the event.





Ken Hill, Dambuster bomb sight project team leader with the display of 30 bomb sights before the Dambuster fundraiser.



Ted Barris with his newest book "Dam Busters: Canadian Airmen and the Secret Raid Against Nazi Germany" during the book launch at the Museum.



Dambuster Family members riding in the Lancaster during an engine run at the museum's Dambster event in August.



The Ramlo Family signs donor panel in memory of F/S Grant McDonald AJ-F.

R.C.A.F.A. CONFERENCE: OCTOBER 14, 2018

By Dan Fox

On October 14th, the Royal Canadian Air Force Association held part of their annual conference at the Bomber Command Museum of Canada, hosted by 718 Squadron, Edmonton. The day started with a march-past and memorial service in front of the cenotaph. This was followed by a tour of the museum for all 85 delegates, led by Director Dan Fox. Lunch followed in the main hangar, served by Sage Catering of High River.

At this time, Steve MacDonnell, the National President, made presentations to Museum Event Coordinator Dana Zielke and Museum Director Dan Fox, of commemorative coins and a beautiful print of the 2018 demonstration CF-18 jet. He also presented us with a \$2,000 cheque from the RCAFA; half of which will be going to the Expansion Fund.

After lunch, Dan did a rear-turret demo, with “air-gunner” Terry Chester, doing his “first-op” at the controls. He was surprised at how small the rear-turret is inside! The highlight of the day was at 2:00 pm, when the delegates were treated to our Lancaster engine run, with two lucky participants riding in the Lancaster.



HALIFAX REPORT

By Karl Kjarsgaard - Project Manager
Halifax 57 Rescue

57rescuecanada@rogers.com

Greetings to all our supporters as we progress on saving our Halifax heritage and history from around the world.

I wanted to give you an UPDATE on the latest news of a surprise visit to Holland on Oct. 15 - 18 as I have just returned from there with a successful recovery and salvage operation of two cores of two Halifax - Stirling propeller hubs!

Remember, the Stirling bomber has the same propeller as a Halifax (with Bristol Hercules engines). So, when H57RC heard that a Dutch museum had two Hercules engines from a Stirling crash site (with the hubs of the propellers still attached!) we approached the directors of this museum with a proposed trade for these hub parts.

So, the deal was struck and for a trade of (a spare 1154 and 1155 bomber transmitter and receiver, plus a bombaimers sighting head - aka the bombsight) H57RC were allowed to de-assemble and save the prop spider and all internal parts of the prop hubs.

The proviso was H57RC had to put the Stirling hubs back together so that the external view of the hub was exactly as we found it. Necessity is the mother of invention and we devised a technical "substitute spider" and all the internals we were salvaging. And it worked!

These substitute spiders are the innovative work of a friend of ours in Leeds UK, Peter Grieve of Flight Engineering. Peter is a master machinist and has come to our rescue on saving propeller hubs and spiders for our Halifax Project.



Karl at Halifax display engines display and leaning on the all-important hub that we wished to salvage.



Prop hubs which were dug out of the Dutch soil in 1989 still intact.



He made from scratch our replacement spiders that we are using to save the real McCoys!

All the warbird guys around the UK and the aviation world know Peter as "Merlin Pete" for his years of work saving Merlins.

The Halifax propeller is five times as rare as the Lancaster prop hub so please understand that we want original prop hubs and all other Halifax parts, whenever possible, for our Halifax Project. It is hard enough finding one Halifax type hub and then we found two in one location!

I arrived in Holland on Oct. 15th at Amsterdam airport and proceeded to the museum to scout out the prop hub situation and deliver our donation of radios and bombsight to the museum. My main man in arranging all this was museum executive Ed Beekman and he showed me the wrecks of the engines and hubs. Many thanks to Ed and the guys at Crash 40-45 Museum for permitting this trade to help the Halifax Project.

Also, vital to the success of this Halifax hub adventure was another Halifax Project friend Paul Ruiter, who set aside two full days from his machinist and shop work (Paul lived 90 minutes away from the museum!) to help save the hubs. His mechanical skill and shop van full of tools were a great asset to the completion of our hub recovery!

As the hubs started to come apart quite smoothly and easily, even 75 years after they had last been worked on, we discovered what good condition they were inside because of the 100-wt. thick oil preserving them for so long! Look closely at the good condition of the bearings and metal surfaces.



Karl describing to Paul Ruiter the shortcuts and concerns they should have for working on the hubs from previous work on hubs in the UK last year, as Paul dug into the de-assembly of the 400-pound hub units.



The good condition of the bearings and metal surfaces inside the hub after 75 years since they had last been worked on.

On all fronts, we have done good work to find and save all we can, to this point in time, for a Halifax for the Bomber Command Museum.

From the UK, Holland, Sweden and beyond this is the best we can do with the funding we have to save our Halifax and her history for Canada and the aviation world. We are counting on you to support us as we do all these explorations, recoveries, and restorations of all things Halifax.

Thanks you to all of you who have renewed your membership for 2019 and to all the new members who have joined lately. Your continued donations, if you join now, will ensure you are members for the next 14 months until the end of 2019.

No one said this journey was going to be easy or short, if you want a second Halifax for Canada in Alberta.

But we hope you will recognize that we are worthy of your support by our example and efforts to go where we must go and do what we must do.

Seven out of every ten Canadians that flew in bombers in WW2 flew on the Halifax aircraft of the RCAF, above all others. Honour, excellence, and sacrifice is theirs and we must bring a Halifax home for them!

That is why "WE LEAVE NO HALIFAX BEHIND".



Karl fitting the substitute spider on the Hercules engine shaft before bolting all assemblies back together.



A shot of the two spiders and all the bearings with shims etc. that were able to be saved from a long day's effort. If not for Paul, it would have taken a second day wrestling with these babies. But we "got 'er done" the first day!



MOSQUITO REPORT

By: *Richard de Boer, President*

Did you know that we Mosquito types put in over 500 volunteer hours per month? Well now you do. But do we get anything done or is all 'sit around, chat and eat' time? Well read on, and then decide.

We got off to a great start this quarter with Mosquito Celebration Day on July 7. We put out new artifact displays, did tours of the Mosquito restoration progress, sold books and merchandise and did a talk in the hangar titled "13 ½ Amazing Things About the Mosquito". Thanks to Bomber Command for the Lancaster engine runs, the honour to put some people in the airplane and for 'anti-Mosquito' Bristol Hercules smoke.

Big doings on the restoration front as we now have a successful technique for attaching new outer skins to the fuselage. This issue has plagued us for months as we solved one small problem after another. Skill, experience, creativity and persistence all combined to come up with a vacuum system that allows us to glue new 2 mm thick birch skins to the fuselage. Stop by and we'll show you how it works. While there, check out our other vacuum system for getting epoxy into the fuselage structure in areas where we don't want to open it up.

A big thanks goes out to the Windsor Mosquito Bomber Group for supplying a crew access ladder. We have been on the hunt for this 'hen's teeth' item for over 10 years! We loaned our friends in Windsor some parts that they needed to duplicate and got the ladder as payment. It's good to have generous friends.



Our other project, the Hawker Hurricane, continues to make progress as well, though not as quickly as we had thought. We were hoping to have it finished for this November, however ongoing issues with missing parts has plagued us for years. In order to supply an airplane to 'run and taxi' status, we have to have all systems, electrical, fuel, hydraulic, pneumatic and oil, fully functional. Hard to do when you are missing a junction or cooling pipe, etc. Check our website for further details at www.calgarymosquitosociety.com As it stands, we are estimating completion for early next spring. We'll be sure to let you know when it happens.



AN IMPORTANT NEW AIRCRAFT DISPLAY FOR THE MUSEUM

By Dave Birrell

Our museum's most recent acquisition, a Cessna Crane, has arrived at the museum and is on display. The aircraft is complete, having been securely stored in a hangar since it last flew in 2004. The donation of the Crane is of great significance to the museum for the following reasons:

-826 Cranes served with the RCAF, making the Crane comparable in significance with the Avro Anson as a twin-engined trainer used at Service Flying Training Schools to train future bomber pilots.

-Cranes were the primary aircraft used at 3 SFTS in Calgary, 2 Flying Instructor School in Vulcan, and 15 SFTS in Claresholm so were a common sight in the skies over southern Alberta.

-Although our Crane will need to be painted 'BCATP' yellow and will require some mechanical attention, it will join our Lancaster, Fleet Fawn, and Tiger Moth to become the museum's fourth runnable aircraft.



CESSNA CRANE

By Dave Birrell

The British built Airspeed Oxford and Avro Anson Mk I were the only twin-engined trainers available for service with the British Commonwealth Air Training Plan in Canada at the beginning of the war. Although Great Britain had promised to provide a certain number of aircraft, their worsening strategic situation in the spring and summer of 1940 severely curtailed this source of supply. Canadian industry was being prepped to produce various types of aircraft, but it would be many months before these factories came on line. Therefore, the RCAF turned to the United States to acquire aircraft to bridge the gap with respect to BCATP training needs.

First flown in 1939, the American-built Cessna Crane was developed as a five-seat, light transport civilian aircraft. It was originally intended to serve only a minor role within the BCATP (an initial 180 were ordered in 1940) until the Canadian-built Avro Anson's became available in greater numbers. This was the first large order that Cessna had received for one of its products. Eventually, more than 5,400 Cranes would be produced, of which 826 saw service with the RCAF. Cessna Cranes were used primarily to teach future bomber pilots, after they had received their initial training, to fly multi-engined aircraft at Service Flying Training Schools in western Canada.

Powered by 245-horsepower Jacobs R-755-9 radial engines, Cessna Cranes featured wooden wings and tail married to a fuselage constructed of welded steel tubing.

Most of the aircraft was fabric-covered. It was cheap, reliable and relatively easy to fly, with a top speed of 315 kilometres (195 miles) per hour.

The Crane provided twin-engined complexity with economy of operation and went on to become one of the most important aircraft used by the BCATP. Cranes continued to serve with the RCAF until 1947, after which many were purchased by private individuals and companies.

In southern Alberta, the Crane was the primary training aircraft at No.3 SFTS, Calgary and No.15 SFTS, Claresholm, each of which had about one hundred Cranes on strength, as well as at No.2 Flying Instructor School at Vulcan (28 km east of Nanton) and later at Pearce which utilized about fifty. Nicknamed the "Bamboo Bomber" because of its largely wood construction, the Crane had a reputation as a stable and reliable aircraft. Although not an ideal training aircraft because of its poor single-engined performance and load-carrying capability, it performed its duties satisfactorily and helped train several thousand bomber pilots.



MUSEUM'S CESSNA CRANE TO HONOUR CALGARY PILOT

By Dave Birrell

Born in Calgary, Donald attended Elbow Park and Western Canada High School before enlisting and becoming an RCAF pilot. Following his training he spent seven months as an instructor at No.3 SFTS, now the site of Mount Royal University in Calgary. During his training and instructing, Donald completed 675 flights in Cessna Cranes, including 75 flights in Crane 8177.

Donald was then posted overseas, serving with 405 Squadron and later became a Flight Commander with 426 Sqn, completing 34 combat operations. Many of these were in his 'personal' Halifax, 'Willi the Wolf from the West' that featured a spectacular piece of nose art, a full-size replica of which is displayed adjacent to the Crane.

S/L Patterson returned to Calgary following the war, raising a family and working in the petroleum industry.

The museum's Crane will carry the markings of 3 SFTS Crane 8177 in honour of S/L Donald Patterson.





Volunteer Opportunities

VOLUNTEER OPPORTUNITIES

Volunteers are the backbone of our highly respected, dynamic aviation museum that has gained an international reputation for its efforts to honour Canada's contributions to Bomber Command during World War II. Please feel free to contact us if you would like additional information regarding how you might be able to participate.



WELCOMING VISITORS

Our museum volunteers' welcome visitors from across the country and around the world.

On weekends during the winter, spring, and fall, our volunteers are stationed at the museum's kiosk where they greet visitors, provide information, and operate the museum's gift shop.

Shifts are generally three hours once every two – three weeks or you may choose to begin by having your name placed on our "Spare" list.

Our volunteers work in pairs and are trained and assisted by the museum's Visitor Services Manager. A series of informative brochures regarding the museum and our displays is readily available to assist in providing information.

Please contact Ashley for additional information at 403-646-2270 or

RESTORATION SHOP

Our shop volunteers work towards the restoration of the museum's aircraft and vehicles every Tuesday evening and at other times that fit their schedules.

Many of our volunteers choose to work on engines that are being restored and maintained to runnable condition. Several of the museum's aircraft offer wood-working and metalworking opportunities.

Other volunteer opportunities exist working with our library, archives, and photo collection as well in the development of displays, research and writing related to the museum.

Please contact Karl Kjarsgaard, our museum's Curator (a volunteer), for additional information at 403-646-2270 or visit our shop on Tuesday night.

LANCASTER FM159 REPORT

by Greg Morrison, AME

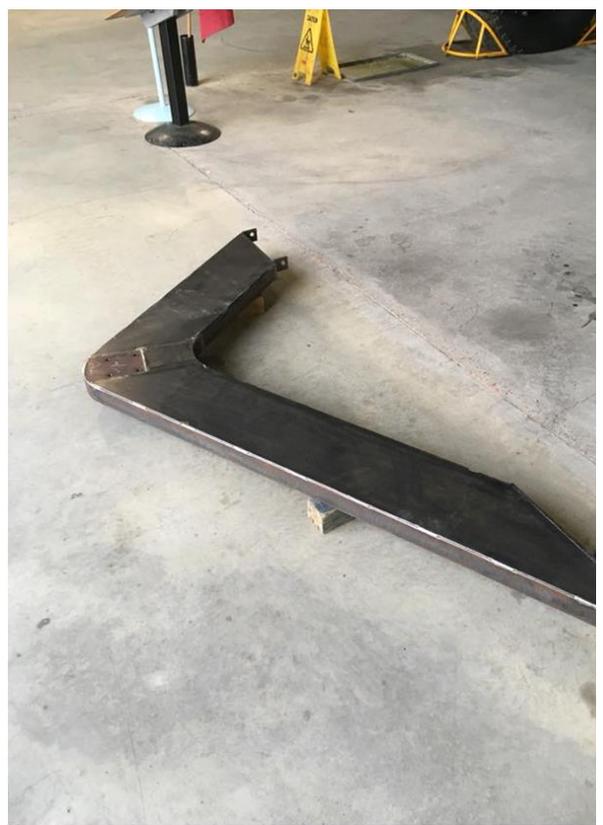
Hello everyone! This year saw some unique and exciting work done to FM159. During the winter of 2017 the crew removed the bomb bay doors in preparation for the start of conversion to the Type 464 Lancaster or more commonly known as the 'Dambuster Lanc'. Next up the mid upper turret was removed. The markings were changed from F2@T to AJ@M 'ED925" M for Mother. Those were the easy changes!

The real meat and potatoes of the conversion would be the construction of the full-size Upkeep bomb and the cradle. Museum Director Ben Swartz took on the task of lining up a company that could construct the Upkeep in such a way that we would be able to have it rotate in the cradle just like the original. While this was happening, Ben personally took on the mammoth job of actually building a cradle that would support the replica Upkeep, allow it to be spun, all the while not compromising the aircraft's structure. I pointed out to Ben where we could actually attach to the airframe, we are actually using the long-range fuel tank mounts in the bomb bay that were used post war. These would provide more than adequate support for the weight. The replica Upkeep tips the scales at about 960 lbs!

Once we had the Upkeep and the cradles in construction, our attention turned to how we were going to make this Upkeep rotate. Museum Director Carl Orde stepped forward to take on this task. Due to his vast experience as an electrical engineer, he researched and found a 24V motor with its own controller. This is one of the areas where we deviated from the original design.



The framework for the Upkeep Cradle mounted to the long-range fuel tank mounts.



One of the Upkeep cradle arms.

The actual Upkeeps were driven hydraulically by a British submarine hydraulic motor using the bomb bay door hydraulic system. We opted for an electric motor for ease of installation and the fact that our Upkeep was only 960 lbs vs the 9500 lbs original! The electric motor controller would give us control over speed and direction of rotation. I installed breakers in the MDP (Main Distribution Panel) of the Lancaster and ran wiring from the Flight Engineer's Panel out to the bomb bay. Replica sighting lights were also installed in the bomb bay and focused to form the figure 8 beside the starboard wheel.

Two weeks prior to our August 2018 summer event we pulled all of the pieces together and installed the cradles, the Upkeep and the motor. Then came the big test! We spooled up the motor and had the Upkeep spinning! I installed the same balancing gear that I use on the helicopters I maintain, we opted to settle at 200 RPM for our Upkeep vs the original 500 RPM. This saw your museum as the first to install an Upkeep on a Lancaster since 1947 when the last remaining Upkeeps were flown out to the Atlantic and dropped in deep water.

While all of this was going on, Brian Taylor was kept busy carrying out the routine maintenance on the Lancaster mostly by himself! Brian would come in on his days off and weekends to work on FM159 doing such tasks as checking all the oil and fuel screens on the engines. One major task that we carried out during the winter was to re-manufacture and install new engine mount pads for all four engines. The #4 propeller was removed so that the vibration isolator could be replaced with a new one due to cracking. The Lancaster team has dwindled in personal the last couple years, with two retirements and two of our members passing away.



The replica Upkeep being mounted for the first time.



The now painted Upkeep and the sighting lights shown on the floor.

We are now joined by Sean Cooke and Museum Director Doug Eaglesham on our crew.

The Type 464 conversion was a success and FM159 ran flawlessly all summer, putting on about another 15 hrs of running time. The last run of the year saw former Museum Director Todd Lemieux checked out on running the Lancaster and Sean performing his first runs as Flight Engineer.

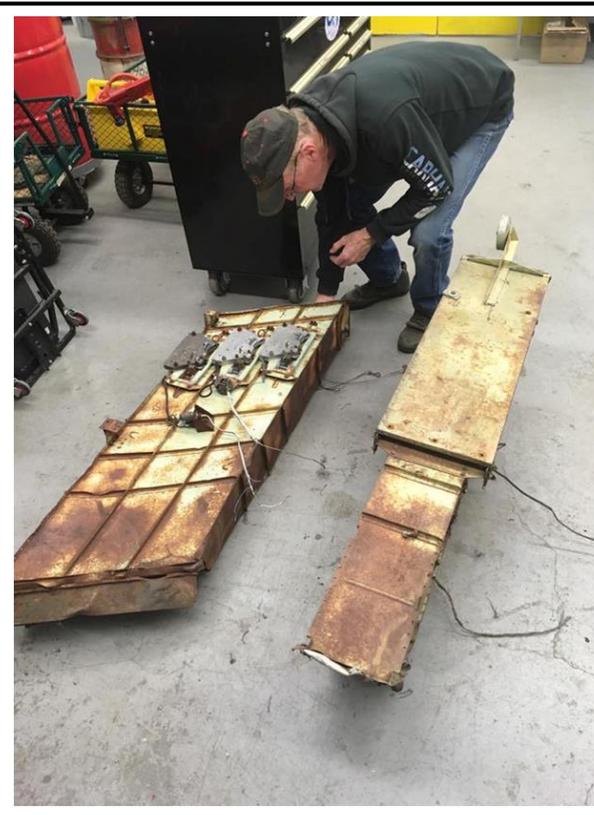
Already work has started on FM159 for next year seeing Sean working on rebuilding the Rear Gunners wooden crawl way. Brian is busy rebuilding a Flare Chute for the rear fuselage section. Winter maintenance is underway on the Lancaster as well. I've been busy working with the wheel conversion that we have to carry out in the near future. Thank you for your continued support!



'ED925' out and running with the Upkeep spinning.



Sean working on the Rear Gunner's crawlway.



Brian working on the Flare Chute.



BUILDING EXPANSION PROJECT FUNDRAISER RAFFLE

Congratulations to the Raffle winners!

1st Place, an \$850 quilt went to Greg Samms,
Brooks

2nd Place, \$100, went to Pavan Grewal,
Calgary

3rd Place, \$50, went to Johanna Kramer,
Calgary



Charles “Charlie” William Cobb

Calgary, AB, passed away June 27, 2018 at the age of 88. He was born in London, England on June 5, 1930. He served in the Royal Navy after the war. He was a volunteer and Director at the Bomber Command Museum of Canada where he worked on restoring and repairing the planes and especially the Bristol Turret.

MEMORIAL DONATIONS WERE MADE TO THE MUSEUM IN THE MEMORY OF:

Gary Dempsey, Calgary, AB passed away October 17, 2018 at the age of 72.

B. Pauline Wiersma (nee Hykoo), Nanton, AB, passed away November 18, 2018 at the age of 83.

Harold Yeomans, Langley, BC, passed away May 1, 2018 at the age of 92. He was a veteran of WWII, having served in the Royal Canadian Air Force as a rear runner aboard the Lancaster.

Earl Kickley, Lampman, SK, passed away November 27, 2018 at the age of 81. Western Vice Chair of Canadian Owners and Pilots Association.

Doris June Watt (nee Campbell), Nanton, AB, passed away June 20th, 2018 at the age of 90.

Geert “Gerry” Dozeman, Nanton, AB, passed away July 10th, 2018 at the age of 89.

William “Bill” Edgar Pearson, Coquitlam, BC, passed away October 15th, 2018 at the age of 96. He joined the Second World War effort with the RCAF in 1941 and flew over 37 missions, earning him Flight Lieutenant status and many decorations including the DFC. Bill was shot down in 1944 and became a POW until the end of the war. In 2016, France awarded Bill the rank of “Knight of the French National Order of the Legion of Honor”, the highest national order of France.

DAMBUSTER BOMB SIGHT REPLICATED AT BCMC

By John Chalmers

A unique project of the Bomber Command Museum of Canada at Nanton, AB, has seen the making of 30 copies of the simple wooden bomb sight used by the Royal Air Force 617 Squadron in the famous “Dambusters” bombing raid of the legendary Operation Chastise in May 1943.

Created as a fund-raising project to support the museum’s expansion, the bomb sights were made as part of the museum’s commemoration of the 75th anniversary of the famous raid on dams of the Möhne and Eder rivers of the Ruhr Valley in Germany in the Second World War. Made of mahogany, like the bomb sights used during the war, the replicas are exact copies of the simple Y-shaped device used for aiming and dropping the bouncing bombs used in the raid.

“Of the 133 air crew members who served in the Dambusters raid, 30 were Canadians, so each one of our replicas commemorates one of those men,” says Karl Kjarsgaard. “The replicas are being made available to collectors, museums, and individuals who wish to acquire a significant artefact and symbol of the bombing operation.”



Karl Kjarsgaard, a director of the Bomber Command Museum, is seen with the prototype bomb sight replica on which others were modeled. (Chalmers photo)



Meticulous work by volunteers at the museum has produced replicas of the original, exact in every detail. In January 2015, an original bomb sight used in the 1943 raid sold for £41,000 – equal to nearly \$72,000 Canadian today! (Chalmers photo)



The two photos above show the various components used in making the bomb sights. (Kjarsgaard photos)

NANTON QUALITY OF LIFE FOUNDATION

Nanton Walks



Indoor Walking Program

The Nanton Walks: Indoor Walking Program is a free indoor walking program targeted towards older adults with the objective of improving strength, endurance, bone health and flexibility. Participants meet up to walk every Tuesday, Wednesday, Thursday from 9:30-11:30 am. Program times are flexible, and participants are welcome to stay for as long or as little as they wish within the set time limit.

Participating in the Nanton Walks: Indoor Walking Program is voluntary. The Program does not replace medical advice. Please speak to your doctor about the program before you register, and participate in the Nanton Walks: Indoor Walking Program.

Days: **Tuesday, Wednesday, Thursday, excluding all statutory holidays**

Times: **9:30-11:30 am**

Location: **Bomber Command Museum of Canada (1659 21 Avenue, Nanton)**

Cost: **FREE! (Pre-registration is required)**

To Register: **Drop by the Nanton Quality of Life Foundation to complete the Registration Form. We are located at 1601 21 Avenue, Nanton)**

For more information, please call the Nanton Quality of Life Foundation @ (403)646-2436.

The Nanton Walks: Indoor Walking Program is a community partnership between the Nanton Bomber Command Museum of Canada, and the Nanton Quality of Life Foundation.

