

# BOMBER COMMAND MUSEUM NEWSLETTER

Fall 2021



Bomber Command Museum of Canada  
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[www.bombercommandmuseum.ca](http://www.bombercommandmuseum.ca)

Volume 35 Issue 2

## PRESIDENT'S REPORT

As Fall passes and winter approaches we are once again planning for our 2022 season. If COVID behaves and we can actually hold special events we will have quite a season planned.

2021 certainly brought us many challenges. Sadly we had to cancel our season half way through the summer due to lock downs. This severely impacted our ability to fund raise. To this point I must thank all of our supporters. It was through your kind donations that we were able to keep our doors open and still be here to plan for our 2022 season. You who have donated or supported us in other ways are truly the ones to be recognized.

As Christmas and the holidays fast approach, I want to think of those who served during WWII and the conflicts to follow. Those who were away from their loved ones at a time meant for family and friends. While many would eventually return home to their families many would not. As we share the warmth and love of our families and friends, let us remember those who would never again have that opportunity. Let us remember their sacrifice that we may be free to enjoy this season

-Rob Pedersen, president.



## 2021 SUMMER EVENTS

*-Between Covid waves #3 and #4, we were able to host an 'Engine Run Day' on July 24th, the 'Ian Bazalgette Memorial Engine Run' on Nanton's Parade Day (August 2nd), and our most well-attended ever 'Bikes & Bombers' on August 28th.*



## **BIKERS TOUR MUSEUM**

*-The museum's portable display and Bristol Hercules engine attended the 'Rally in the Rockies' event held by Calgary Harley Davidson from August 13<sup>th</sup> to 15<sup>th</sup>. Several veteran's biker groups visited the museum last summer, including the Vulcan Legion and the 'Rolling Barrage'.*



## **THE HARVARD PROJECT**

*-Shane has completed the re-build of our Pratt & Whitney R-1340 – a major milestone in our efforts to have a runnable Harvard in the collection.*

Harvard Mk IV #20419 was built in Canada in 1952. It is very similar to the wartime Mk II's although this version features an improved cockpit canopy and a larger fuel capacity. It initially served at #2 Advanced Flying School at MacDonald, Manitoba and Portage La Prairie, Manitoba. In 1957 it was transferred to #4 Flying Training School at Penhold, Alberta.

On 9 October 1962, #20419 suffered Category 'A' damage when it made a forced landing one mile west of Penhold after an engine failure while commencing an overshoot. The aircraft was struck off strength on 8 November, 1962.

It was acquired by the Canadian Museum of Flight and Transportation in Langley, British Columbia and in 1996, the aircraft became the property of the Bomber Command Museum of Canada.



## MEMBER'S SECTION

PLEASE NOTE THAT WE ARE A VOLUNTEER-DRIVEN, REGISTERED CHARITABLE SOCIETY.  
We depend upon private donations for our operation and development. Please help if you can.

***-Support the Bomber Command Museum by becoming a member:***

### Membership Benefits include:

- Donations are not expected at the museum
- Free access to Lancaster fuselage tours
- Free Lancaster cockpit tours (during special events when available)

\*Please check our website for details of membership options and benefits

### Membership Options:

- Annual: \$40
- Family: \$75
- Museum Supporter (5 years): \$250
- Lifetime: \$1000
- Wing Commander's Club: \$5000

***-If you are currently a 2021 member, we encourage you to renew for 2022.***

***-For further details and to join the Bomber Command Museum visit:***

<http://www.bombercommandmuseum.ca/membership.html>

*or,*

***Complete the following form and mail to:***

**Bomber Command Museum of Canada; Box 1051; Nanton, Alberta; T0L 1R0**

### BOMBER COMMAND MUSEUM MEMBERSHIP INFORMATION

NAME: \_\_\_\_\_

ADDRESS: \_\_\_\_\_ CITY: \_\_\_\_\_

PROVINCE: \_\_\_\_\_ COUNTRY: \_\_\_\_\_ POSTAL CODE \_\_\_\_\_

EMAIL ADDRESS: \_\_\_\_\_

#### MEMBERSHIP TYPE (Please circle):

Annual(\$40) Family(\$75) Museum Supporter(\$250) Lifetime(\$1000) Wing Commander(\$5000)

MEMBERSHIP AMOUNT: \$ \_\_\_\_\_

ADDITIONAL DONATION: \$ \_\_\_\_\_

TOTAL AMOUNT ENCLOSED: \$ \_\_\_\_\_

[An official receipt for tax purposes will be issued for donation of \$25 or more]

## VOLUNTEER OPPORTUNITIES

***Volunteer at the Bomber Command Museum of Canada:***

- Welcome visitors at our front desk and help them enjoy and learn at the museum.
- Work on a restoration project in our well-equipped metal and wood shops.
- Assist in our library and archives.

Contact: [visitorinfo@bombercommandmuseum.ca](mailto:visitorinfo@bombercommandmuseum.ca) or 403-646-2270

# **AN UPDATE FROM THE CALGARY MOSQUITO SOCIETY**

## **-So, What Are the Wooden Wonder Guys Up To These Days?**



In short, the answer to that question is Lots! With the completion of the structural repairs on the fuselage our attention has turned to several other areas of the airframe. We got started on the horizontal stabilizer a couple of years ago and it is now nearing completion with most of the original structure restored and after a bit of fine tuning we will finish it off by installing the last two new skins.

One of the things we discovered when we brought the horizontal stabilizer into the hangar was that Spartan Air Services had some of their own modifications to it. Spartan often operated from rough gravel strips in the far north and the stabilizer took quite a beating from rocks picked up by the propellers on takeoff. The rocks had enough force to penetrate the plywood skin of the stabilizer and do significant damage. How do we know? Because we found the rocks once we got the skins off. Some were as big as the last joint of a good size thumb! Spartan's solution was to cover the stabilizer with fibreglass and then a good layer of epoxy over top of that. All of that had to be carefully sanded off before we could remove the original skin and work on the internal structure.

The other part of the project to which we have devoted considerable attention is the wing. We began last autumn by removing the fuel tanks and beginning to strip the paint and grunge from those areas. Before tackling any structural repairs or skin replacements, we need to convert the wing holding structure into a more rigid jig. New sections have been designed and manufactured for this purpose and have very recently been added to the steel structure holding the wing. The next step in the process was to bring the wing to a full vertical position and then to secure the spars before starting any structural repairs.

That said, Gary T. and Dick S. have been busy with sections of the wing that do not need to wait for a jig, specifically the 4 flap sections and the wingtips. All of these are virtually complete and Gary is now focused on rebuilding the trailing edge of the wing which can be added to the core structure after it has been restored.

Though Saturdays are still our big volunteer turn out days, several of our regulars come in through the week to work on their project areas. As well, we have seen quite an uptick in our volunteer hours as people look to make meaningful contributions to an important project and to connect with others.

Though not in the museum, we have also been busy on our other project, the Hurricane, and the issues that prevent it from running properly. We did get the newly overhauled fuel nozzle installed in late August, but discovered other significant issues with the engine at the time. Drop by and ask us about it.



Richard de Boer, Prez



## [YALE 3404 REAR FUSELAGE SECTION IS NOW ON DISPLAY](#)

The Yale is a fixed undercarriage, lower powered and lighter-weight version of the well known Harvard. Early in 1939, the French purchased 230 Yales and just over 100 had been delivered when France fell to the Nazis in 1940. 119 were en-route to France but then were transferred to the RCAF for use within the BCATP. The aircraft included French markings and stenciling, instruments calibrated in metric, and control linkages which operated differently from North American linkage.

Initially the Yales served at Service Flying Training Schools as pilot trainers. Later, as more Harvards became available, they were relegated to the role of wireless operator training.

The museum's Yale (3404) served at 6 SFTS at Dunnville, Ontario. It was eventually acquired by Jon Spinks, an avid collector and historian who volunteered with the museum. Following Jon's untimely death, his family donated the aircraft to the museum, to be restored in memory of Jon.

Much progress has been made on 3404's restoration including the acquisition of a 'zero-time' engine. The rear fuselage section on display was re-skinned in the museum's restoration hangar and the tubular framework of the forward fuselage section completely restored.



### [JON SPINKS](#)

At the age of fifteen, Jon realized that there was a wealth of historical artifacts, and in some cases entire airplanes, in farmer's yards, sheds, and junk piles all across western Canada. Focusing on the Lancasters, he mapped the locations where they had been broken up for scrap in the early 1950's and searched for the leftovers -gun turrets, instrument panels, pilot's seats, bomb bay doors, escape hatches, etcetera.

His efforts and enthusiasm were responsible for the museum acquiring numerous aircraft and artifacts from farm-yards in southern Alberta.



### [CLIFFORD GARBUTT](#)

Born and raised in Nanton, Clifford Garbutt became an RCAF pilot and served at 2 Wireless School in Calgary. During 1943, the Yale he was training in crashed two miles east of Midnapore. The RCAF crash report stated, "P/O Kennedy, the aircraft's pilot, was demonstrating stalling at a height of 1000 feet and got into a spin from which he did not completely recover."

## **ANSON #7481 PROGRESS REPORT**

Work on old Annie continues. Although progress seems slow, even small steps can be momentous. Currently, each of the 4 distinct projects underway, are managing to move ahead despite their own unique challenges. Many hours have been spent thoroughly tracing old wiring on several of the Anson 'Carcasses' out in the field to ensure that we have the correct connections and connector pin outs on the engine firewall. With most of the fuselage lighting systems completed the engine wiring harnesses are getting the attention they deserve. By the next Newsletter we should have photos of Annie's interior lamps on and running.

Speaking of Engines, both of Annie's engines were restored to run on a test stand, now that they are installed on Annie, there are a few parts that need to be switched out. On the port Engine, where most of the hydraulics are located, there needs to be a Hydraulic pump. Sadly, the hydraulic pump was not needed on the test stand and was replaced by the generator. Many hours were spent reaching up, in and around trying to remove the last nut that held the generator in place.

While both electrical and hydraulics have been a matter of big fingers, old parts and perseverance, the trailing edge has been a battle of wits. With the aileron installed and tightened up it was found that a 'Twist' had developed in the old wood. The twist cause quite a binding and would cause the trailing edge to 'deflect' when the aileron was moved. While the trailing edge 'looked' straight, it obviously was not. It was decided that what we needed was a true line to follow. Fortunately, one of the drawings and the wing rib coordinates showed the 'magic' Datum line ... we were able to plot a full-size drawing and lay the trailing edge over top of the drawing and suddenly the 'invisible' twist was revealed. New jigging was built to hold the trailing edge true.

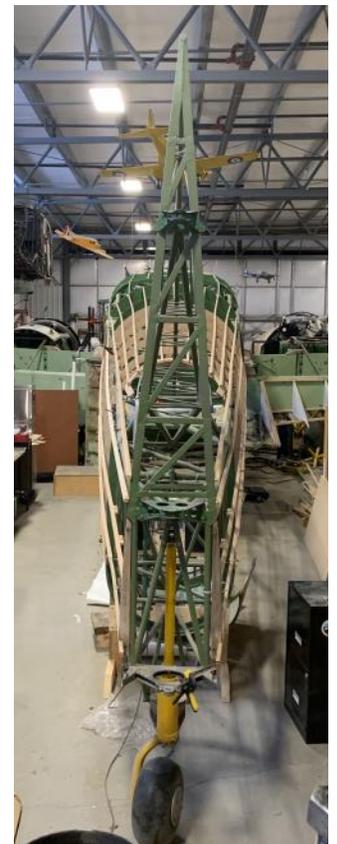
Last project currently underway is the tailplane. The basic structure has been temporarily assembled and now the final adjustments are being made to include the tail-light. The aluminum fairing has seen better days but gives a general idea of were the light fits.



**Tracing the wiring of the Magneto / Ignition Switch**



**The tail-light**



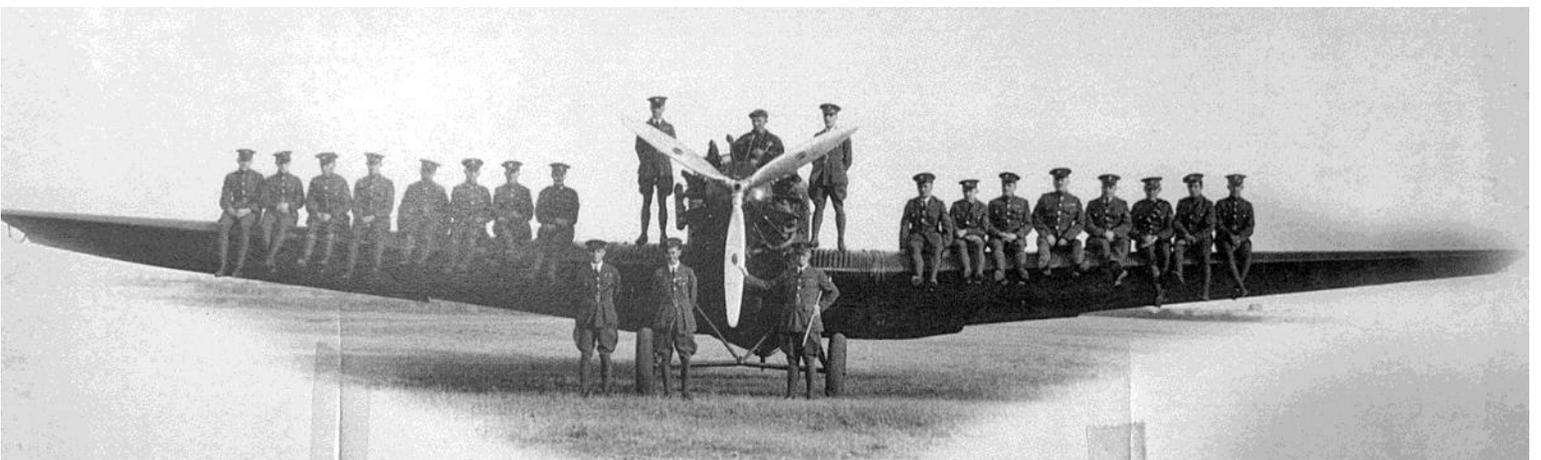
# 100th ANNIVERSARY OF THE HIGH RIVER AIR STATION

Interestingly, as this summer's forest fires prompted the RCAF to establish "a base in Edmonton to provide aviation resources", it was a century ago (in 1921) that the 'Canadian Air Board' constructed and began operating the High River Air Station for the very same reason. Two years later, the 'Canadian Air Force' was established, and the High River Station was the busiest in the country. The Station continued operations until 1945 as part of the RCAF.

As High River is just fifteen minutes north of the museum, we have been quite involved over the years in compiling, commemorating, and presenting the extensive air force history, both pre-WW II and during WW II, related to this location.

A summary may be viewed by selecting 'BCATP Schools in Alberta' at <https://www.bombercommandmuseum.ca/british-commonwealth-air-training-plan-bcatp/>

As well, our museum has published 'The Canadian Air Force at High River' and a free, low-res copy may be downloaded by selecting 'Museum' and then 'Museum Publications' at [www.bombercommandmuseum.ca/archives-home/](http://www.bombercommandmuseum.ca/archives-home/)



## **THE HALIFAX PROJECT –The latest news . . .**

We are presently doing a Halifax Sweden funding drive to gain more support for going back to Sweden in 2022 for 2 weeks ( in June-July) We have much more of the Halifax HR871 to recover. You can see by VIDEO all we have done in 2021 and all we plan to do in 2022!

Our great NEW video story of the Sweden recovery and salvage of our Halifax is here ( 30 minute video program + 30 minutes of questions and answers) - just click on the YOUTUBE link:

<https://www.youtube.com/watch?v=VSovdT5Epgk>

ALSO, we now have a brand-new REBUILDSHOP for the Halifax reconstruction and you can see a video of the NEW shop here:

<https://youtu.be/pYUk559W9t4>

PLUS there are 3 NEW Halifax and Lancaster stories about our Bomber Boys:

<https://globalnews.ca/news/8367885/rcaf-airman-attic-box-maxwell-calhoun-ww2/>

<https://www.thespec.com/news/hamilton-region/flashbacks-hamilton/2021/11/09/second-world-war-royal-canadian-air-force-sergeant-jack-gilbertson.html>

<https://calgary.ctvnews.ca/we-managed-to-survive-100-year-old-veteran-remembers-second-world-war-airfields-1.5659799>

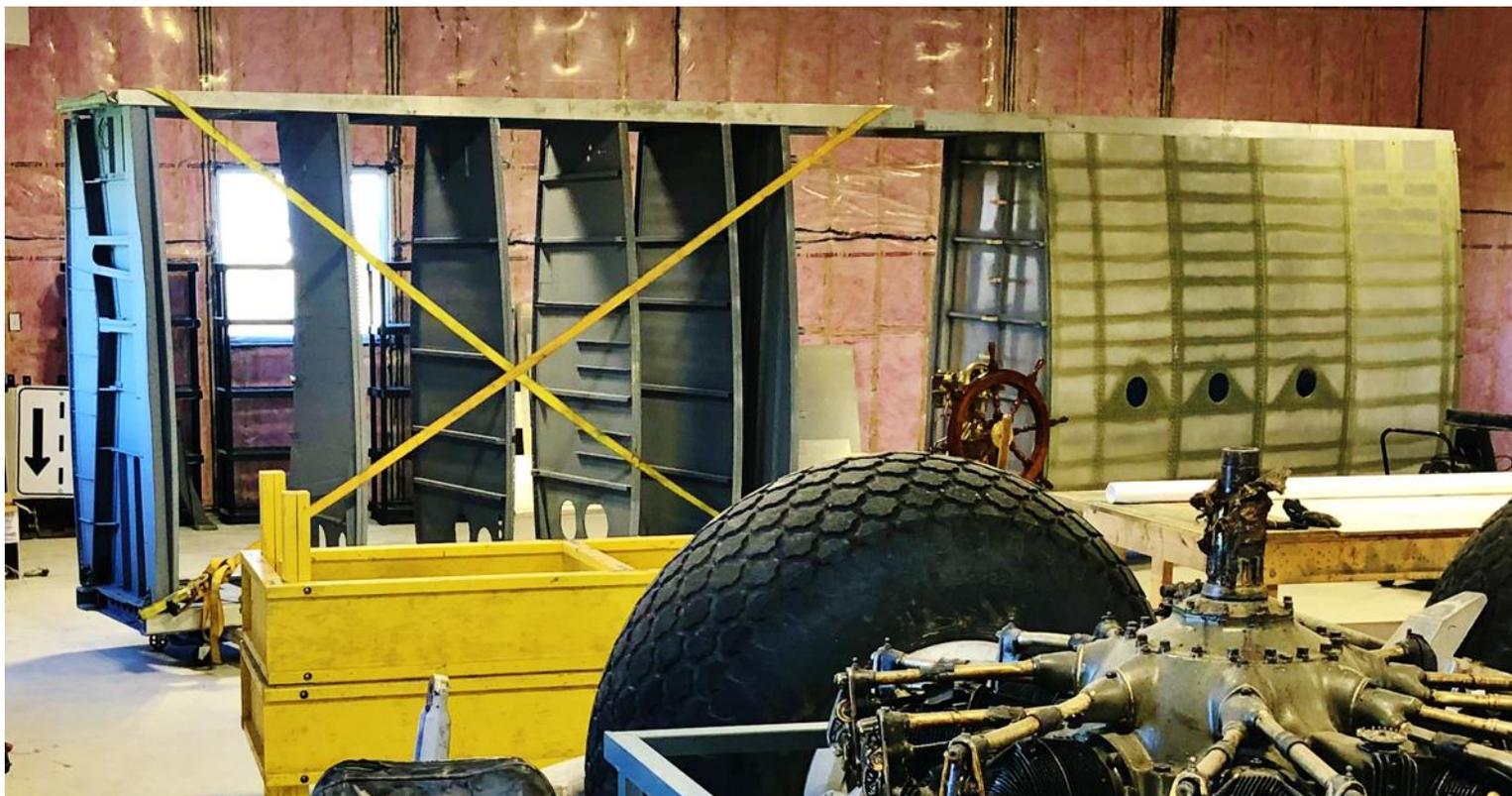
Please support the Halifax Project by donating to the Museum - please specify "Halifax Project" when donating to help save a Halifax for the Bomber Command Museum of Canada.

Karl Kjarsgaard - Curator BCMC and

Director - Halifax 57 Rescue EMAIL: [57rescuecanada@rogers.com](mailto:57rescuecanada@rogers.com)



**Recovered Halifax Tailwheel and Strut**



**The newly mated halves of the 29 foot X 8 foot Halifax center-section, in the brand new Halifax REBUILDSHOP at the Arnprior airport, with main landing gear legs in the foreground.**

## RE-ARRANGING DISPLAYS

*-Our No. 8 Bombing and Gunnery School (Lethbridge) and our 'Women at War' displays have recently been moved somewhat and consolidated.*



**No. 8 B&G was the only B&G School in Alberta. The display features a Link Trainer and instructor's table, Bristol gun turret, bomb-sight, practice bomb and student's notes. The school's photo album with over 650 photos and its 'Daily Diary' may be viewed in the archives section of our website.**



**As well as text and photos about the Womens' Division of the RCAF and the WAAF's of the Royal Air Force, our 'Women at War' display features 'Wings on Her Shoulder', a ten minute National Film Board video about them. You can watch it in the archives section of our website.**

## REG LANE BIOGRAPHY

*-Lt. Gen. Reg Lane DSO DFC and Bar was an outstanding figure in Canada's contribution to Bomber Command. He was a good friend and supporter of our museum and the guest speaker at our official opening in 1992. The museum was pleased to work with Ken Cothliff to arrange for a Canadian printing of Reg's biography. The book is available at the museum or through our on-line gift shop.*

A native of Victoria BC, Reg Lane became one of Canada's most decorated pilots and senior air force officers.

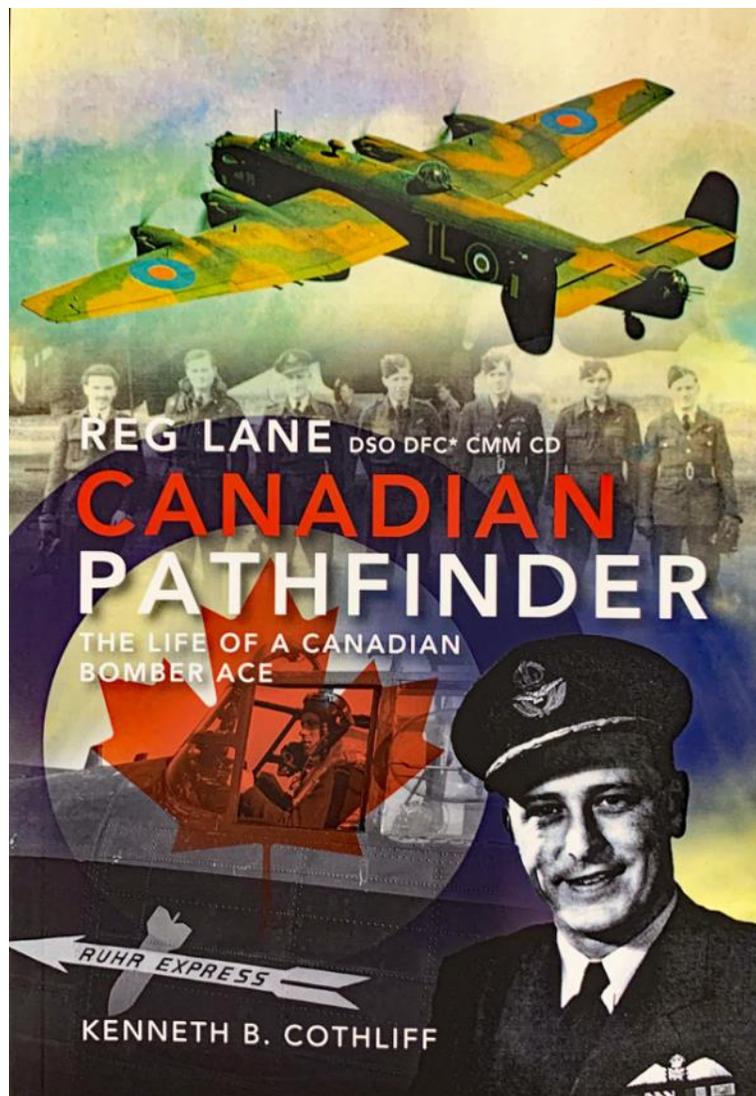
The completion of his first tour of operations with 35 Squadron during the summer of 1942 coincided with the formation of the Pathfinder Force and No. 35 was one of six chosen to operate within the PFF. After eighteen months of continuous operations, Lane completed his second tour and was awarded the DSO and posted to the Pathfinders Navigational Training Unit.

Later, he was selected to fly the first Canadian-built Lancaster, KB700 -The Ruhr Express, across the North Atlantic to England.

S/L Lane was then given command of No. 405 Squadron, the Canadian PFF squadron, and began his third tour. He was often assigned to be the 'Master Bomber'. During the 'Battle of Berlin' he circled the city for up to 40 minutes while directing a main force of more than 500 aircraft and being under ceaseless attack from German night fighters.

With his promotion to Group Captain at the age of 24, Lane flew his 65th and last operation just prior to D-Day as master bomber on a raid to Caen.

Post war, amongst other duties, Reg commanded the RCAF's fighter forces in France and served as deputy commander of NORAD.



## FROM THE MUSEUM'S NEWSLETTER OF THIRTY YEARS AGO

*-Our museum's Fall 1991 newsletter reported on the first steps towards the restoration of Lancaster FM159 following the completion of the museum building.*

### The Bomber Worked On -

With the Lanc now under a roof, work has commenced. Some cleaning and getting ready for the tourist season took place after F2-T(FM159) was placed in the new building.

More cleaning was done in mid-August by member David Clemens and his family. In October, the tin covering the broken plexiglass area was removed. Cowlings came off to get at accumulated bird's nests, etc. Work was done on a weekend by the 'Knights of Atrebla' Rover Scouts and local members.

The mid-upper and rear gun turrets, that will eventually go into the Lanc, have been mounted on the mockup training carts and locally made mockup guns installed in one. The spare front turret returned from the movie site is still in the Lanc nose section mockup. More guns are in the works to be installed before next year.

Of course the installation of the new tires before moving and the fact that the aircraft now sits on its gear was a major move in the upgrading process.

We have had a number of members from afar offer to come and spend several weeks starting the restoration. Harold Branton of Trail, BC is one such member. He has offered to come in May or June next year and spend 10 days or more! Plans are now underway to organize such volunteer restoration work. If you have at anytime volunteered to come to Nanton to help, please contact us again this winter so we can plan for next year.

## **BOMBER COMMAND VETERANS**

**-In the last months we have learned of several veterans who serve in Bomber Command who have passed on or celebrated a milestone birthday.**



**Thomas Fullerton Ford**  
Flight Lieutenant Tom Ford, formerly of Calgary, passed away on May 21, 2021 at the age of 96. At 18, he joined the RCAF following his brother and became a pilot flying multiple sorties in Lancasters. He was awarded the D.F.C. for bravery, successfully landing his crippled Lancaster bomber back in England after ordering his crew to bail out, fearing for their lives if he was to fail in that attempt. All survived. Tom left the RCAF after the armistice but continued to pilot aircraft most of his life.



**WO Richmond A. Deck**  
WO Dick Deck, an RCAF bomber aimer, celebrated his 100th birthday on 8 October 2021 in Langley BC. On Jan. 17, 1945, a night fighter shot down "Easy," his Halifax bomber, during a raid over Magdeburg, Germany. This 30th flight by Easy's seven-man aircrew was supposed to be their final mission. Everyone bailed out. After several days avoiding capture, Deck was finally picked up by German authorities and sent to a prison camp until it was liberated near the end of the war.



**Mavis W. Magor**  
Mavis Magor of Calgary passed on at the age of 100. She enlisted in the British RAF when WWII broke out and worked as a cook in for RAF squadrons in Bomber Command. She used her skill with local produce and avoiding waste to make sure the crews who returned has the strength and nutrition they needed. She was described by her Commanding Officer as reliable, diligent, contentious and an excellent cook.



**Leon Joseph Plotkins**  
Leon Plotkins of Calgary passed away on May 9, 2021 at the age of 96. He served with the RCAF in Bomber Command as the bomb aimer on a Lancaster bomber and was awarded the D.F.C for his service.

## **THE SPITFIRE PROJECT –The latest news . . .**

Our tail wheel leg has been sent out and we are having a new one made as ours is beyond saving. It is an intricate piece to make so look forward to seeing its completion.

We are also teaming up with Typhoon Legacy project and are excited about what we will be accomplishing together.

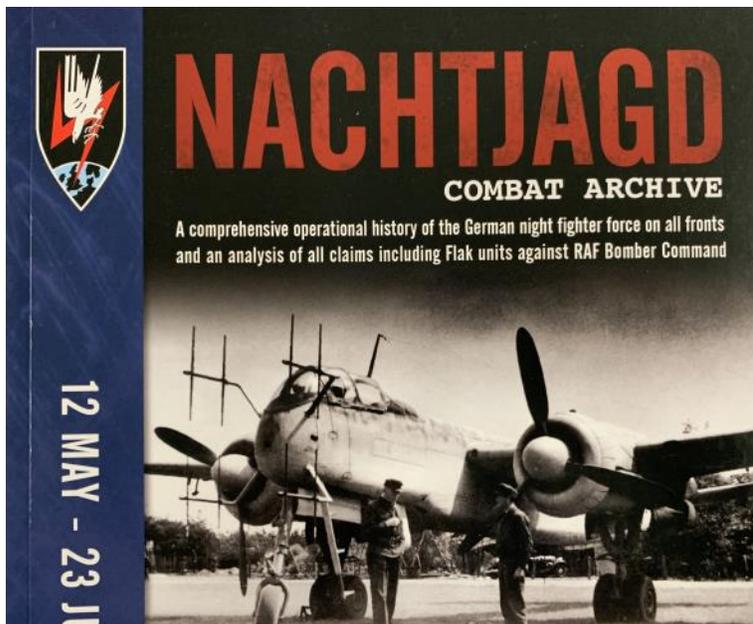
Another carburetor for our Merlin has been found but need to secure some more funds to acquire it.

Please help by donating if and when you can. WW2 history being saved in our museum.

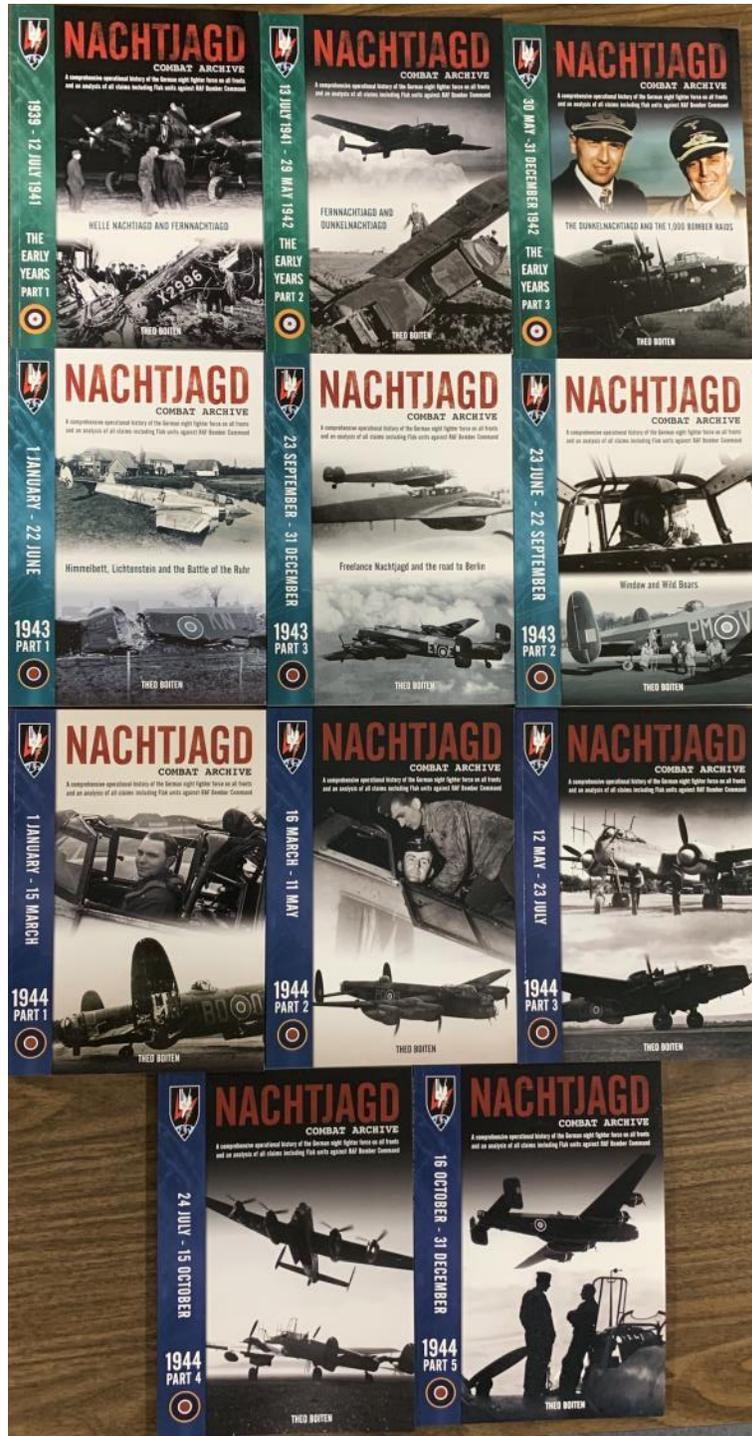


# FROM OUR MUSEUM ARCHIVES

-'THE NACHTJAGD SERIES' -We've recently acquired this superb, eleven volume reference that will be invaluable as we do Bomber Command research. Many of the Luftwaffe pilot accounts shed light on the last moments of bomber crews that have never been seen or heard before.



Hptm. Erhard Peters: 14	9./NJG3	Lancaster	N. Flensburg: 6.000 m.	19.57	97 Sqn Lancaster ND478
Obt. Gerhard Raht: 18	4./NJG3	Lancaster	Fjelstrup, 5 km N. Hadersleben: 5.200 m.	20.03	625 Sqn Lancaster BS702
Hptm. Erhard Peters: 15	9./NJG3	Lancaster	E. Flensburg: 6.200 m.	20.04	7 Sqn Lancaster NU363
Obt. Paul Zorner: 23	8./NJG3	Lancaster	3 km SE Ribnitz: 6.800 m.	20.22	166 Sqn Lancaster ED041
Uftz. Hans Weingartner: 2	10./NJG3	Lancaster	SW Ludwigslust airfield (DC): 6.000 m.	20.31	unidentified, Berlin raid.
Note: victory confirmed on 19.6.1944					
Hptm. Erhard Peters: 16	9./NJG3	Halifax	Fehmarn Belt (SC): 6.000 m.	20.32	419 Sqn Halifax JD456
Obt. Peter Ehrhardt: 8	8./NJG5	Lancaster	NW from Berlin: 5.800 m.	20.34	unidentified, Berlin raid.
Note: victory confirmed on 17.6.1944					
Obt. Wilhelm Johnen: 11	5./NJG5	Halifax	Between Rostock and Stralsund: 5.500 m.	20.34	102 Sqn Halifax LW339
Hptm. Ernst Zechlin: 4	4./NJG5	Lancaster	Waren-Neustrehlitz-Neubrandenburg: 5.500 m.	20.37	7 Sqn Lancaster JB414
Hptm. Erhard Peters: 17	9./NJG3	Lancaster	S. Gedser Island: 6.500 m.	20.38	15 Sqn Lancaster ED268
Fw. Rudolf Frank	3./NJG3	4-mot	NE Lüneburg: 6.300 m.	20.40	VNE: ASM, unidentified, rejected claim
Obt. Wilhelm Johnen: 12	5./NJG5	Halifax	Kummerow See area	20.45	102 Sqn Halifax HX155
Obt. Josef Kraft: 14	4./NJG5	Lancaster	Madsow-Neubukow area (AD 16): 3.500 m.	20.46	622 Sqn Lancaster W426A
Hptm. Leopold Fellerer: 27	Stab II./NJG5	Halifax	Schwerin Sea: 6.000 m.	20.46	76 Sqn Halifax LL140
Hptm. Werner Hoffmann: 26	Stab I./NJG5	Halifax	sea 45 km NW Rostock (TD 7): 5.800 m.	20.48	prob. 77 Sqn Halifax LW241
Hptm. Erhard Peters: 18	9./NJG3	Halifax	NE Rostock: 6.000 m.	20.52	prob. 15 Sqn Lancaster ED628
Obt. Helmut Schulte: 4	Stab II./NJG5	Lancaster	30 km NE Teterow: 6.000 m.	20.53	prob. 630 Sqn Lancaster JB665
Hptm. Ernst Zechlin: 5	4./NJG5	Lancaster	Waren-Neustrehlitz-Neubrandenburg: 5.500 m.	20.57	7 Sqn Lancaster JB224
Maj. Paul Semrau: 17	Stab II./NJG2	Lancaster	90-120 km from Berlin: 6.300 m.	20.58	unidentified, Berlin raid.
Note: victory confirmed on 26.6.1944					
Fw. Rudolf Frank: 24	3./NJG3	4-mot	S. Wismar	20.59	unidentified, Berlin raid.
Note: victory confirmed on 21.7.1944					
Obt. Helmut Schulte: 5	Stab II./NJG5	Lancaster	45 km N. Berlin: 5.700 m.	21.07	7 Sqn Lancaster ND445.
Note: also claimed by Flak of 1., 2. & 4./schw. Flak Abt. 422 ('Lancaster Lübenberg 21.08 hrs'), victory Obt. Schulte confirmed on 17.6.1944					
Hptm. Rudolf Schoenert: 56	Stab NJG10	Halifax	100-150 (km) NNW Berlin: 6.000 m.	21.08	166 Sqn Lancaster ME636
Fw. Ernst Reitmeyer: 8	1./NJG5	Lancaster	E. Altentreptow (BG 3): 4.800 m.	21.09	unidentified, Berlin raid.
Note: victory confirmed on 17.6.1944					

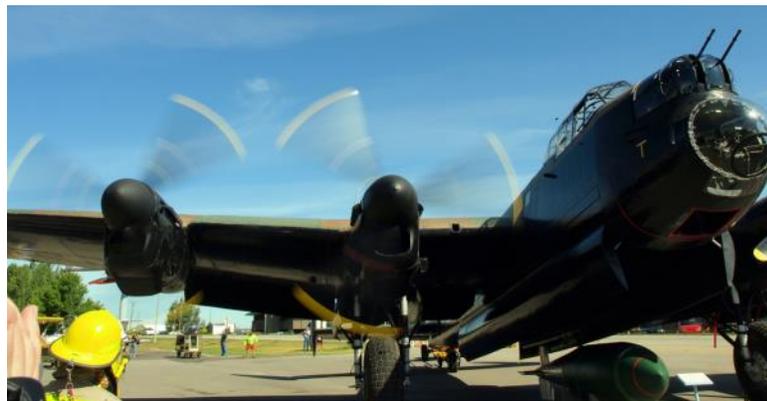


## **FROM OUR MUSEUM ARCHIVES**

*-A few items that may be of interest.*

### **FIRST RUN OF BOTH STARBOARD ENGINES**

It's always exciting to watch the Lancaster's four Merlin engines start-up for an engine run. Back in 2008, our Merlin Restoration Team was only half-way there but the first two-engine run was a major milestone. Featuring, John Phillips, who led the restoration, this excellent video focuses on the engines and the museum's Merlin team. Scroll down to 2008 at <https://www.bombercommandmuseum.ca/media-vault/>.



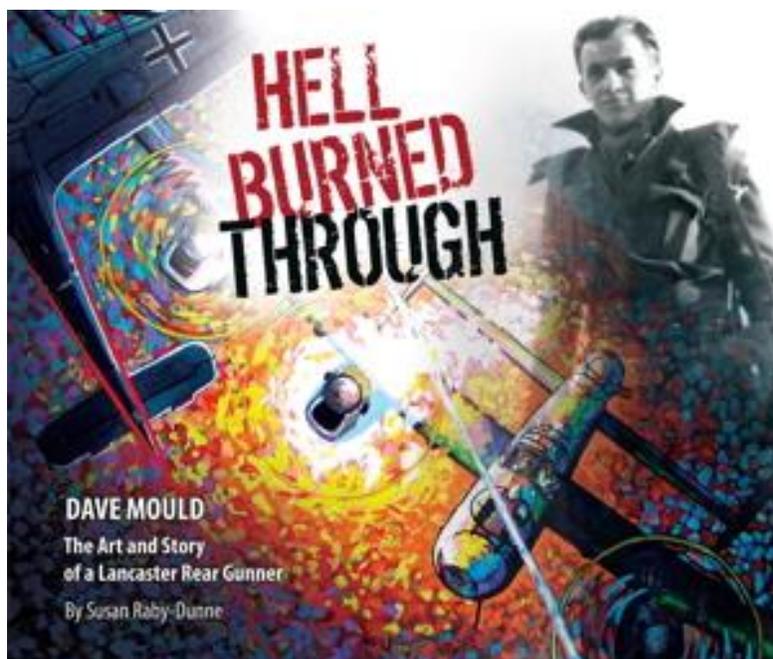
### **DITCHING IN THE NORTH SEA**

In this chronicle, museum supporter Arch Paton tells of how his first operation with 419 Squadron ended with the successful ditching of his Halifax with only two engines running. In Arch's case, everything worked well and there was a happy ending but, in the majority of night-ditchings in the North Sea, the chances of there being no injuries from the landing, a successful entry into the dinghy, and the crew being located and rescued were very low. Scroll down to 'The First Op' at <https://www.bombercommandmuseum.ca/aircrew-chronicles/>



### **HELL BURNED THROUGH**

David Mould was an RCAF Lancaster air gunner. During his retirement, he painted a number of very large format paintings depicting memories of his wartime service. Written by Susan Raby-Dunne and published by the museum, 'Hell Burned Through' tells David's story -illustrated by his artwork. To view David's artwork and read his story, select 'Mould, David' at <https://www.bombercommandmuseum.ca/aircrew-chronicles/>



## **LANCASTER WHEEL REPLACEMENT UPDATE**

Upgrade and replacement of the Lancaster wheels is progressing, slow but steady. We now have a replacement pair of main landing gear wheels and tires but they required some modification to the brake components to allow them to fit our Lancaster. Being a later design wheel, they incorporate a larger brake system that unfortunately will not fit the earlier design used on Lancasters. The good news is they can be modified, the main change being the width of the brake drums. Tecumseh Industries in High River came to the rescue with their lathe, large enough to cut down our “new” drums. A few bits and pieces have to be manufactured to complete the fit, but this should not prove to be a major issue.

The next phase of the project will begin soon, manufacturing the hardware to actually lift our Lancaster in order to install our fresh wheels and tires. Engineering these parts should be relatively simple, but they will be heavy duty, we plan to lift around 15,000 pounds of aircraft per side! The tail section must also be lifted, but that part of the aircraft is considerably lighter.

The last major step to be able to lift our Lancaster will be modifying the height of the main lifting jacks. Then the real excitement begins, actually exchanging wheels and tires! Of course there are quite a few other details to work out, but we are all looking forward to the day we have reliable rubber under our main attraction!



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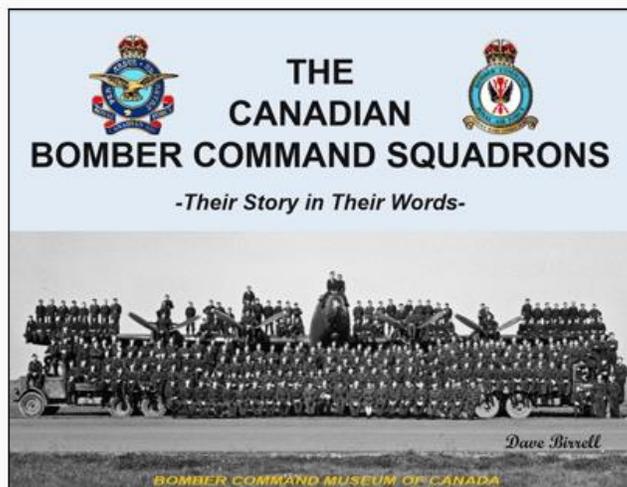
## **BUILDING EXPANSION REPORT**

We have had no significant donations in the past year with Covid restrictions affecting them. However, Dick Perks, a local canoe maker, donated a 14-foot cedar strip canoe for a silent auction. The draw is to be made August 27<sup>th</sup>, 2022. The retail value of this canoe is between \$3500 to \$4000. To place a bid, contact the museum at (403) 646-2270.



## **BOMBER COMMAND MUSEUM-PUBLISHED AVIATION BOOKS**

***-These books and other great Christmas gifts for your aviation-oriented friends and relatives are available at the museum or through our 'on-line' Gift Shop.***

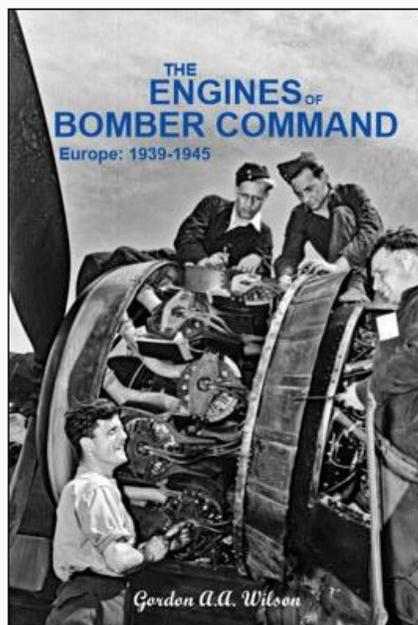


The Canadian contribution to the massive effort that was Bomber Command during the Second World War was huge. 10,500 Canadians were killed -almost one quarter of Canada's wartime dead.

Through archival photos and excerpts from wartime documents, this book tells the story of the young Canadians who served with the Canadian Bomber Squadrons -their efforts during the early years and how they evolved as the war progressed, the technological changes, and the tactical and strategic evolution that contributed to the ultimate victory.

Also included are stories of individual heroics and sacrifices as recorded by the airmen themselves at their debriefings.

[FREE LOW-RES DOWNLOAD](#)



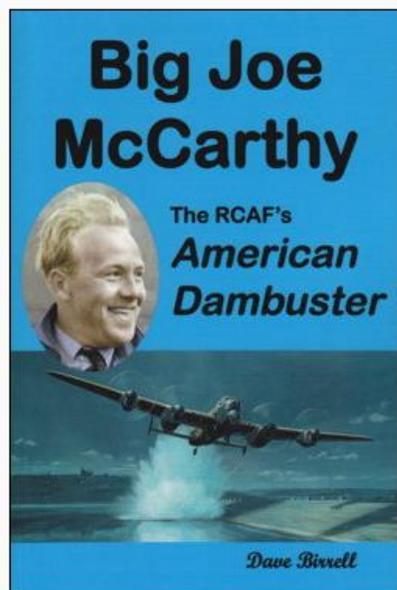
The engines were the very heart of the aeroplanes of Bomber Command. The crew who started them, and flew them, the men and women who maintained them, and the aeroplanes that carried them to the enemy relied upon these powerful wartime piston engines that had been engineered to their peak of performance.

The fuselage was the body to carry the crew and armaments, but it was the engines that turned the body of the bomber aeroplane into a living, breathing instrument of war.

'The Engines of Bomber Command' introduces the reader to the development of these engines and then focuses on the Rolls-Royce Merlin and the Bristol Hercules -the engines that powered the Wellingtons, Stirlings, Halifaxes, Lancasters, and Mosquitoes.

The final chapter describes the restoration and running of the Merlins and Hercules that may be seen and heard at the Bomber Command Museum of Canada.

See also:  
[Aircraft Engines in the Collection](#)

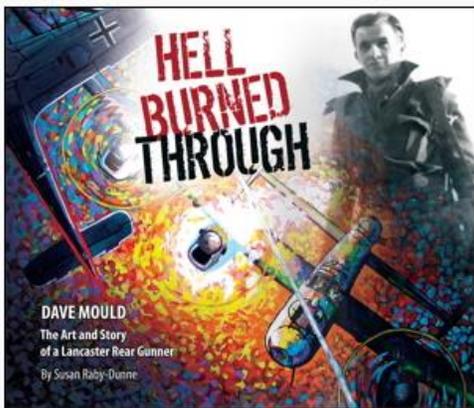


After training in Canada, Joe McCarthy completed a tour of operations with 97 Squadron before being personally selected by W/C Guy Gibson to fly on the Dambusters Raid. Joe continued with 617 for another 13 and a half months, participating in an additional 33 challenging and varying operations with this "special duty" squadron. Following the war, Joe spent time with the RAF's "Foreign Aircraft Flight" flying Nazi aircraft to the U.K. and evaluating them before completing his RCAF career in Canada.

The author has made extensive use of video and audio interviews recorded following Joe's retirement.

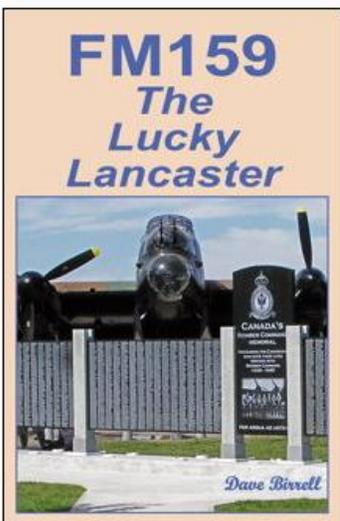
A summary of Joe's career may be found at:  
[Joe McCarthy - The RCAF's American Dambuster](#)

[FREE LOW-RES DOWNLOAD](#)



**Hell Burned Through** is primarily the story of WWII Lancaster rear gunner, David Kenneth Mould, but also of all the "air gunners" of Bomber Command. Mould didn't write a diary of his war service, but instead illustrated his training and combat operations with dramatic, full-colour paintings and pencil drawings. With *Hell Burned Through*, war historian and author, Susan Raby-Dunne has assembled a unique and vivid record of that singularly challenging bomber crew position - *air gunner*.

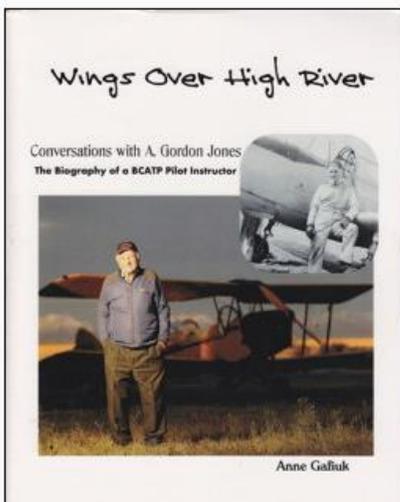
See also:  
[The David Mould Collection](#)



This book tells the complete story of Avro Lancaster Mk. X FM159

One of 7377 Avro Lancasters built to wage war against the Nazis, the Bomber Command Museum of Canada's aircraft is one of only four taxiable Lancasters in the world. It has flown widely over the Pacific, across the Atlantic, and to the northern-most point in Canada; has been only weeks away from being scrapped; was towed by a truck across grain-fields and through a river; suffered the ravages of thieves and vandals; and stood outdoors, only metres away from a major highway, for 31 years. Today, as the Ian Bazalgette Memorial Lancaster, FM159 honours a Canadian Victoria Cross Recipient and is the centre-piece of the Bomber Command Museum of Canada.

[FREE LOW-RES DOWNLOAD](#)

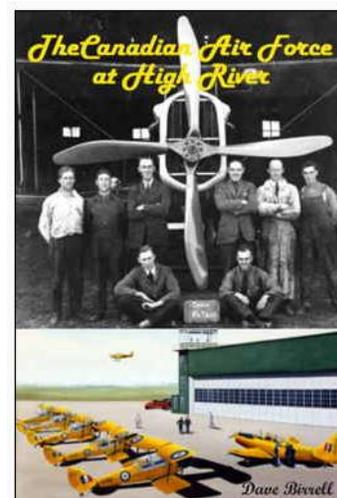
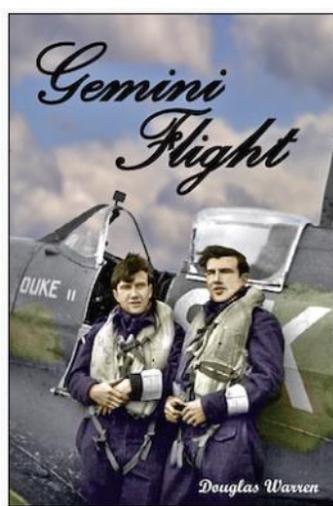
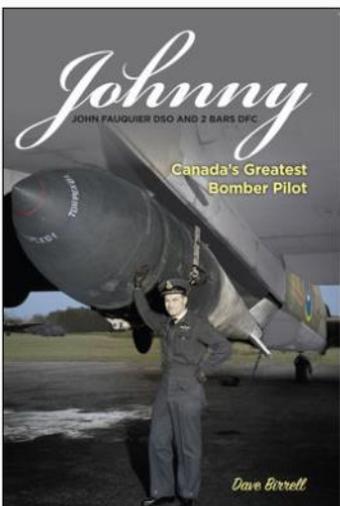


Veteran pilot Gordon Jones of High River first flew a Tiger Moth aircraft when he learned to fly as an 18 year old in 1941 at an RCAF base at High River.

As his biography is released, this remarkable pilot owns and continues to fly tiger moth #1214, one of the aircraft in which he taught students at #5 elementary Flying Training School (High River) during World War II. For more than twenty years, Gordon has performed fly-pasts over special events at the Bomber Command Museum of Canada. His flying career is unique in the history of Canadian aviation -but there is much more than flying to Gordon's story . . .

In Gordon's biography, author Anne Gafiuk has done a remarkable job of creating a very thorough record of Gordon's career, presenting his story in a most readable and interesting way utilizing numerous photos, documents, and other images.

A summary of Gordon's career may be found at:  
[Gordon Jones - Living Aviation History](#)





Keith is continuing his work to build a large, detailed model of the Battleship Tirpitz to add to our display regarding this important Bomber Command story



Bill Novick of Montreal recently visited the museum and enjoyed our 'Berlin Blitz Virtual Reality Experience'. Bill had 'experienced' the real thing during his tour of operations as a pilot with 433 Squadron RCAF



Our museum continues to work with our friends in the Royal Air Force who recently paid tribute to the Royal Canadian Air Force with a Dakota flyover and rededication of the Canadian Air Force Memorial at the National Memorial Arboretum in Staffordshire, UK.

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## **KEEPING CURRENT . . .**

If you change your email address, please remember to let us know at [office@bombercommandmuseum.ca](mailto:office@bombercommandmuseum.ca).

If this newsletter has been forwarded to you and you would like to receive future newsletters directly, please advise by email to [office@bombercommandmuseum.ca](mailto:office@bombercommandmuseum.ca).

This newsletter has been sent to members and supporters of the Bomber Command Museum of Canada. To have your name deleted from our list please advise [office@bombercommandmuseum.ca](mailto:office@bombercommandmuseum.ca).

We encourage you to forward this newsletter to others who you feel may be interested.

Our newsletters are also available via [Facebook](#).