

# BOMBER COMMAND MUSEUM NEWSLETTER

Spring 2025



Bomber Command Museum of Canada  
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Lancaster FM159 enters the spring sunshine for a test run in late March

## PRESIDENT'S REPORT

Spring is upon us and soon so will be our summer season. We are starting off with a very special event on April 26th. This year is the 80th anniversary of Operation Manna and the Amateur Radio Clubs of the world have come together to celebrate this anniversary with a Global event called Manna80.

The Bomber Command Museum now hosts an Amateur Radio Club -our call letters are VE6BCM, and on the 26th we will have a mobile radio station set up with the hope that we'll be able to send / receive to the Netherlands where they will have a station set up at the same location where the original food drops occurred. How monumental will that be?

There is another station being set up at the base where the Lancasters took off from as well.

I think this is very special, at a time when the state of the world seems so troubled, to be able to make such a connection is amazing. Amateur radio played a large part during Operation Manna as the initial arrangements and locations were sent by radio so that the Dutch Citizens would know where to go.

I am also happy to welcome our new board member Kris Smith to the board of directors. Kris was a former summer student who worked our front desk. Kris will be heading up our equipment maintenance program.

We've had a few other board members join us over time. I figure now is a good time to list our directors: Robert Pedersen (President), Dan Fox (Vice-President), Karl Kjarsgaard (Secretary), Keith Butterley (Treasurer), Kris Smith, Doug Eaglesham, Dave Birrell, and Hugh Gilcrest.



# VE 'ENGINE-RUN' DAY -Saturday May 10th

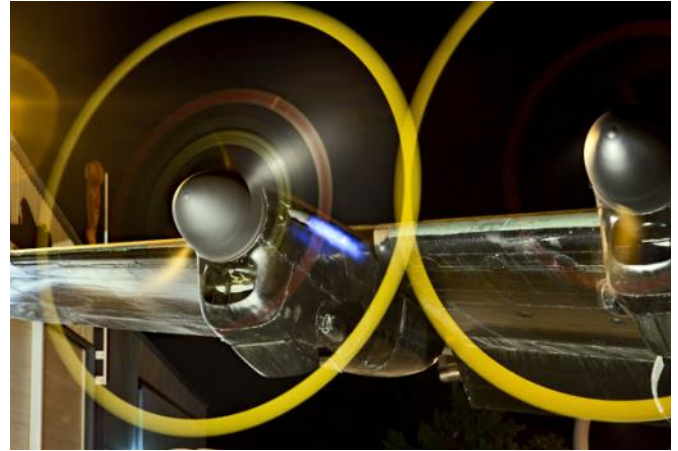
*-Join us at the museum for a very full day of aircraft engine runs, special presentations and demonstrations, and music.*

## VE 'ENGINE-RUN' DAY

*Commemorating the 80th Anniversary of Victory in Europe*

**SATURDAY, MAY 10TH**

**SPECIAL GUESTS: 4 Wing RCAF Band from Cold Lake**



**LANCASTER NIGHT-RUN**

- 9:00 to 10:00 –Breakfast available in the North Hangar
- 10:00 –Museum Opens
- 10:30 –Tiger Moth Engine Run
- 11:00 –Lancaster Rear-Turret Demonstration
- 11:00 to 1:00 –Lunch available in the North Hangar
- 11:30 –Cessna Crane Engine Run
- 12:00 –4 Wing RCAF Band
- 12:45 –Special Presentation - 'The RCAF Squadrons at War's End'.
- 1:15 –4 Wing RCAF Band
- 1:45 –Tribute to Capt. Bruce 'Bez' Beswick (Ret'd)
- 2:00 –RCAF CF-18 Hornet Flypast (Final confirmation pending)  
–Lancaster Engine Run
- 2:30 –Bristol Hercules Engine Run
- 3:00 –Fleet Fawn Engine Run
- 6:00 to 7:00 –Supper available in the North Hangar
- 7:30 –Book Launch Presentation 'The BCATP in Calgary'
- 8:30 –4 Wing RCAF Band Concert
- 9:30 –Lancaster Night Run



**Lancaster Cockpit Tours  
Lancaster Virtual Reality Experience  
Bomb-sights Demonstration  
'Special' items from the Archives  
Massive WW II Used Book Sale  
Flight Simulators  
Photo - Ops**



## 'MUFF' AND CLARENCE

*-Sadly, our museum's good friend, long-time supporter, and pre-eminent nose art historian and artist, Clarence Simonsen, has passed away. Almost all of the sixty nose art replicas displayed in the museum were painted by Clarence. One that wasn't was the work of 'Muff' Mills, a wartime nose artist. Clarence referred to 'Muff' as his "Dearest Friend" and wrote that "We had something special, artist to artist."*

*Our museum now displays Muff's gift to Clarence -who treasured it and asked that it be placed in the museum. Muff felt that the artwork showed all the problems a Bomber Command nose artist faced.*

The complete story is in our on-line archives: ['Muff and Clarence' –Companions in Nose Art](#)



## MEMBERS' 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:

- The museum's twice-yearly newsletter
- Donations are not expected upon entrance to the museum
- Notice of museum news and special events
- A 10% discount on purchases in the museum's gift shop
- Free access to Lancaster interior fuselage tours
- Free access to Lancaster cockpit tours (when offered during a special event)
- Free 'Virtual Reality Berlin Blitz' experience

***-If you are currently a 2024 member, we encourage you to renew for 2025.***

***-To join the Bomber Command Museum visit: [Online Membership Purchase](#) 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 (\$20) Family (\$40)

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

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

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

[An official receipt for tax purposes will be issued for donations 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.

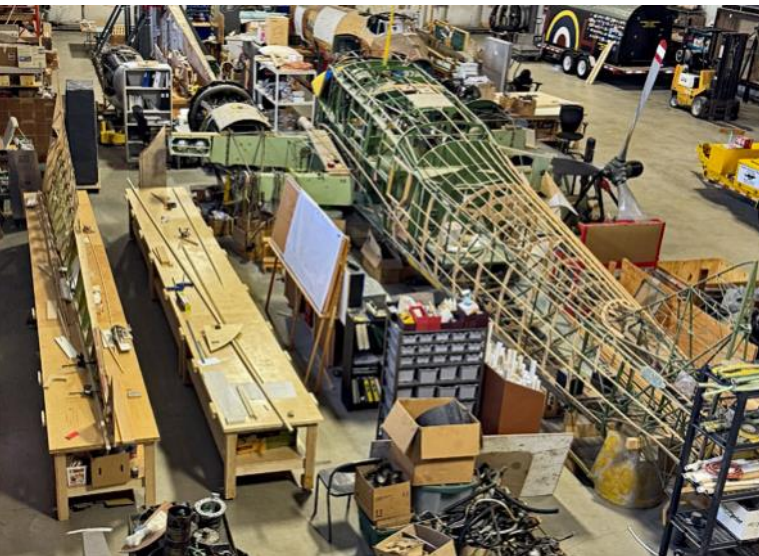
Contact: [visitorinfo@bombercommandmuseum.ca](mailto:visitorinfo@bombercommandmuseum.ca) or 403-646-2270

# ANSON #7481 PROGRESS REPORT

We are happy to report that there has been lots underway on the Anson tables. To which I can honestly say one of those items is actually a table. Ken and Al have been busy building a second set of Trailing edge tables. These are now finished, and work on the Starboard wing's trailing edge is underway. The two of them have been carving up some very special Sitka spruce to build the main spars of the trailing edge. The wing itself is 17.22m (56' 6"), subtract the center section width approximately 2 m (6') this means each trailing edge is 25' long!

Another exciting development is that Annie is getting a voice! A couple of volunteers have joined us to help restore the ATR-5 transceiver. The transceiver falls into the Amateur Radio Band, so we'll be able to transmit and receive from Annie. We are still looking for other components specific to her intercommunications system so hopefully the whole kit and kaboodle will be operational. So far all we've been able to find is the Intercom and power amplifier. Now we just need the crew station boxes.

The last piece of the story (for now) is the hands-on bomb-drop demonstration. The basic system has been prototyped and soon, on event days, the public will have the opportunity to see how the bomb release system works and even drop a practice bomb or two.



Trailing-edge tables (left) and Anson 7481 (right)

Power amplifier (10D/2436). Now we just need the crew station boxes and switch gear (believed to be 10D/2437)



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

*-Busy buzzing Mosquito folks here with lots to report on.*



Did you know that in the 12 ½ years since we brought the Mosquito to the Bomber Command Museum that our volunteers have invested over 60,000 hours in its restoration? Well now you do! We also do all the meeting and paperwork stuff too, as well as making the Hurricane look good. For all of these things, our volunteer hours total just under 75,000 hours. Yea us!

Speaking of Hurricanes, we finally have its Packard Merlin 29 put together and running, with the considerable assistance of BCM's #1 Lanc guy, Dr. Brian Taylor. Big thanks to him for helping guide us through this process. We were also very pleased to have the OG Lanc man, John Phillips on site for the first successful start of the Merlin back on December 3rd. We've done another start since then and had to smack down some Gremlins, but its coming along nicely. After a few more starts on the test stand, we will drop it back into the Hurricane airframe and do some runs, then hand it over to the City and the Hangar Flight Museum. Whether they will continue to run it, we don't know, but all of our commitments on the Hurricane will have been fulfilled at this point.

Lots on the go Mosquito-wise as well. Almost got the top skin replacement done! Lots happening with the trailing edges and undercarriage too. Fuselage interior is fleshing out nicely as well, and we have a 'New Old Stock' Wild RC8 camera that was just donated to us, which we will install. Firewalls are nearly done and engine fire bottles are looking shiny and news.

We're up for another Mosquito Celebration Day on July 19th, but feel free to drop by any Saturday and we will gladly brag our butts off about the great work on this great airplane.

-Richard de Boer, Prez.



## LANCASTER NEWS

*-As well as completing regular winter maintenance, our Lancaster volunteers have installed new, modern tachometers that will improve their ability to monitor the four Merlins during our engine runs.*



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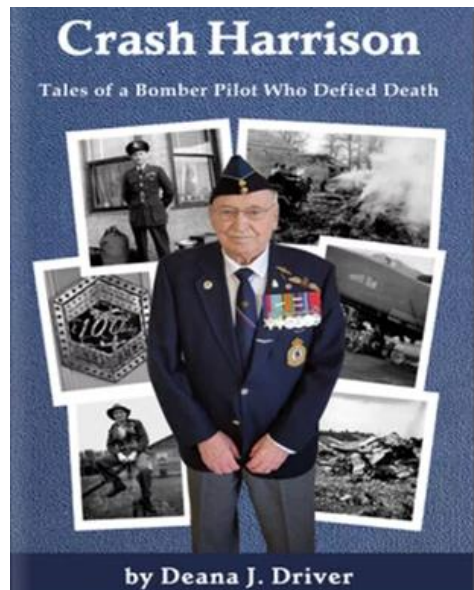
## 'CRASH' HARRISON

*-102 year-old Bomber Command veteran, Reginald 'Crash' Harrison is well-deserving of his nickname.*

Flight Lieutenant Reginald Harrison, from Pheasant Forks, Saskatchewan joined the RCAF in 1941 and became a pilot. He joined 431 Squadron RCAF in 1944, flying Halifaxes and Lancasters. During his tour, 'Crash' survived four crashes and was hospitalized three times. After his fourth crash on his 19th sortie, he was sent back to Canada.

The Crestwood High School in Toronto completed a wonderful project on Reginald with a summary of his career in the RCAF, numerous photos and seven video interviews with him. The project is available at <https://www.crestwood.on.ca/ohp/harrison-reginald/>

To honour his service, the Canadian Warplane Heritage Lancaster stopped in Saskatoon, Saskatchewan on July 18, 2024 while on its tour to celebrate the 100<sup>th</sup> anniversary of the RCAF. 'Crash' celebrated his 102<sup>nd</sup> birthday on August 16th.



## A FLIGHT ENGINEER'S LETTER TO HIS PILOT'S MOTHER

*-A 420 Squadron Halifax piloted by F/O G.F. Pritchard was ditched in the North Sea. The six Canadians aboard were all killed - the flight engineer, Sgt. E.A. Proud RAF, was the sole survivor. The following is his letter to Mrs. Pritchard - from our museum's archives.*

London, England,  
August 27th, 1945.

Dear Mrs. Pritchard,-

I really don't know how to tell you this - but knowing Gordon I should imagine you want the truth, he always did, straight from the shoulder.

We were shot down on August 16th-17th at seven minutes past two in the morning, on our thirty-fifth trip. We crashed roughly, seventy miles out in the North Sea, off the coast of Holland. Everyone was in the machine when we hit the sea. How I was saved - "God above only knows?" As you may yourself be aware, the Pilot is the last to leave a machine when in difficulties. Two of our engines had been shot away and we were on fire. It was suicide to parachute out over the sea. Torchy told us to prepare for a crash landing, all the time fighting to hold the machine on an even keel for us. Practically a physical impossibility, -- how he managed it is beyond me.

This I can say for certain Mrs. Pritchard, he was strapped in his seat, he had to be for the crash, I know, I was the last to see him. When we hit the water, I got out through the roof and swam around for three hours to see if I could find anyone else -- I couldn't. In the end I had to give up, I was injured and exhausted, as well as convinced that no one had got out of the machine except myself.

I am afraid the shock of the crash must have killed them all, and the machine went down almost immediately after I got out.

I sincerely hope I haven't put this too harshly to you, but I know you would want the whole truth and this is exactly as it happened.

Believe me Mrs. Pritchard, I miss them. We came from different countries, but our aim was the one thing. We were like brothers, living, eating and flying together. Your loss is my loss. I shall always remember "Torchy" (Gordon) with pride, proud to know that I was privileged to fly with a person of such qualities as high as he possessed.

I hope I have set your mind at rest, although I wish my news was so different.

Hoping I will hear from you again,

I remain,

Ever a friend and sympathizer,

E. PROUD.





## BE A PART OF OUR FLIGHT CREW

Our museum has been recognized internationally and visited by hundreds of thousands of guests from around the World. Now, almost forty years later, the Museum is in urgent need of a new hangar. The hangar will be the permanent home of the Lancaster and a Halifax that is being rebuilt in Ottawa, Ontario; two WWII bombers that make for an emotional experience. These bombers stand for Canadian pride and its strength to fight for freedom.

Project costs are currently \$7.5m and will continue to rise, so we need your help. We're seeking corporate partners, private & public foundation grants, building material donations and individual donations to reach our goal. **PLEASE** share the message with others. All donations (tax receipts provided) will help us with municipal and federal matching grants too. With the spirit of our *Bomber Boys*, we work tirelessly to honour, educate and inspire.

THANK YOU TO EVERYONE WHO HAS ALREADY CONTRIBUTED  
TO OUR EXPANSION PROJECT



WWW.HOMEFORTHEHEAVIES.CA  
FOR DONATIONS AND PROJECT INFORMATION

## [AVAILABLE FROM THE MUSEUM'S ON-LINE ARCHIVES](#)

*-Just click on the links.*

- '[Canada's Air War](#)' -An incredibly detailed chronology (Several thousand searchable pages).
- '[Night Raid Reports](#)' for all Bomber Command Operations from 1942-02 through 1945-05.
- '[Aircrew Chronicles](#)' -116 stories about aircrew varying from complete books to one-pagers.
- '[Museum Published Books](#)' -All eighteen are related to the history that we present at the museum. Many are available as free, low-resolution downloads and all are available at our on-line store.
- '[Bomber Command Museum Videos](#)' -Fifty-seven videos are available from our archives, all directly related to the history we present at the museum. They include all the videos that play at the museum, interviews with Bomber Command veterans we have known, and many that record the history of our museum.
- '[Museum's Aviation Art Collection](#)' -Many of the 270 pieces may be viewed from our archives.
- '[Johnny Fauquier](#)' -Richard de Boer's excellent presentation at the Museum's RCAF 100th event.
- '[Lancaster Engine Run](#)' -If you've never seen our Lancaster FM159 come alive, or want to see it again, there's an excellent video on our website -watch for the bomb doors opening and closing and the flaps deploying.
- '[A Conversation with Father John Lardie](#)' -Our museum's wartime Canadian Harley-Davidson motorcycle helps tell the story of 'The Padre on the Motorcycle'. In this video, Father Lardie tells of his time at RCAF Station Middleton-St. George, working with the crews of 419 and 428 Squadrons and of going with them on a couple of operations.



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## [MANNA 80 -Saturday April 26th](#)

*-Commemorating the 80th anniversary of Bomber Command's humanitarian actions of dropping food supplies by Lancaster bombers to the starving population of the Netherlands near the end of the Second World War.*

Amateur radio stations worldwide aim to commemorate this chapter in history and to bring public attention to Operation Manna. The Bomber Command Museum of Canada will be the site of the Calgary Amateur Radio Association (CARA)'s communication trailer using the call sign VB6MAN on April 26th as a special event station (SES). CARA will attempt to communicate from the museum with other stations throughout the world. The final dates and hours of the event will depend on the radio amateur operators available.

The Bomber Command Museum's connection to the Manna operation is that it is the home one of four taxiable Lancaster bombers in the world and formerly the home of Joe English, a Lancaster pilot who participated in the food drop. What makes this more special is Joe English was a founding member of the museum.

The museum's Lancaster will have an engine run for this special event.

The VB6MAN SES planning team is shown in front of the museum's Manna and Joe English display.



## [HALIFAX NEWS](#)

***-Hi to all our donors, supporters, and followers as we recover and restore a Halifax bomber from all the parts we are recovering and restoring to display a Halifax for the Bomber Command Museum of Canada.***

We are going great guns as we prepare for the 2025 season with wings being rebuilt by Knox Tech in Arnprior, Ontario –note the photo of the wing as we build up the trailing edge and flaps for our Halifax.

The BIG news is that the RAF Museum in the UK has awarded us TWO Hercules engines – both complete – so we now have enough engines to make four complete engines for the Halifax restoration.

We must raise the money to ship all our Halifax parts including the two complete engines in our twenty foot shipping container from the UK to Canada – Cost \$8,000. Can you help us get all our Halifax parts across the ocean?

Also, we acquired a complete Mid-Upper Turret for a Halifax from Fred Beiser in Atlanta, Georgia and the total cost to deliver it to Nanton, Alberta was almost \$19,000. So we hope you will donate to help pay for this rare gem.

We have put No. 2 Hercules in hibernation. It was running great for museum events. So now we have installed No. 3 engine – new out of a crate – onto our engine-run trailer She is almost ready to run and within the next two weeks we will be buttoning her up for Hercules engine runs this summer.

We have a [NEW Halifax Bomber Website](#) – that shows all the ways to DONATE and support us.

Remember, all our Halifax progress with videos – photos - reports on the Halifax recovery and rebuild can be seen if you Google this: “Fundrazr 417498”.

Please help keep us going as we build a Halifax Memorial aircraft for the Bomber Command Museum of Canada, all for the Bomber Boys who gave you your Freedom.

WE LEAVE NO HALIFAX BEHIND  
email Karl at: [57rescuecanada@rogers.com](mailto:57rescuecanada@rogers.com)



## **HARVARD RESTORATION**

*-The major achievement in the past few months was mounting the engine onto the aircraft.*

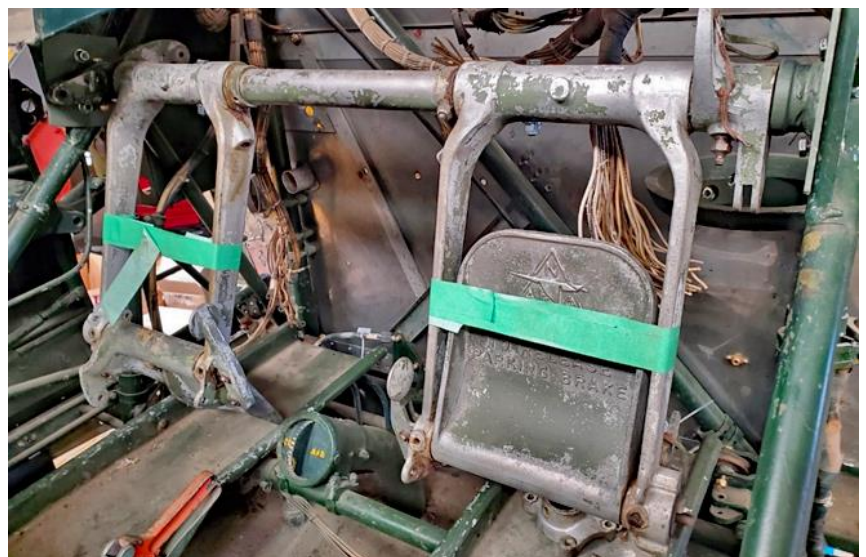
With the engine in place, work has proceeded on several fronts. The carburetor was installed. Control rods to connect the throttle and mixture controls in the cockpit to the appropriate points on the carburetor have been fabricated and the throttle rods have been installed and tested. The mixture rods are in place and that system will be complete as soon as we relocate a bell crank that's in the wrong place. The governor was sent for testing and has now been installed. Some details related to the connection of the governor control rods remain to be finalized but most of that system is in place. Numerous other brackets have been attached to the engine.

Shane has worked hard to remove the paint from the old oil tank and, after some repair work, it will be polished so the aluminum looks like stainless steel.

Todd and Carl have been working to fabricate fittings and install the front rudder pedals, which is now complete, at least in terms of proving out the fit and location of everything. In the initial phase of the project, which has the objective of getting the engine to run and the aircraft to taxi, we will not have the rudder connected but we do need the pedals in order to operate the brakes and set the parking brake.

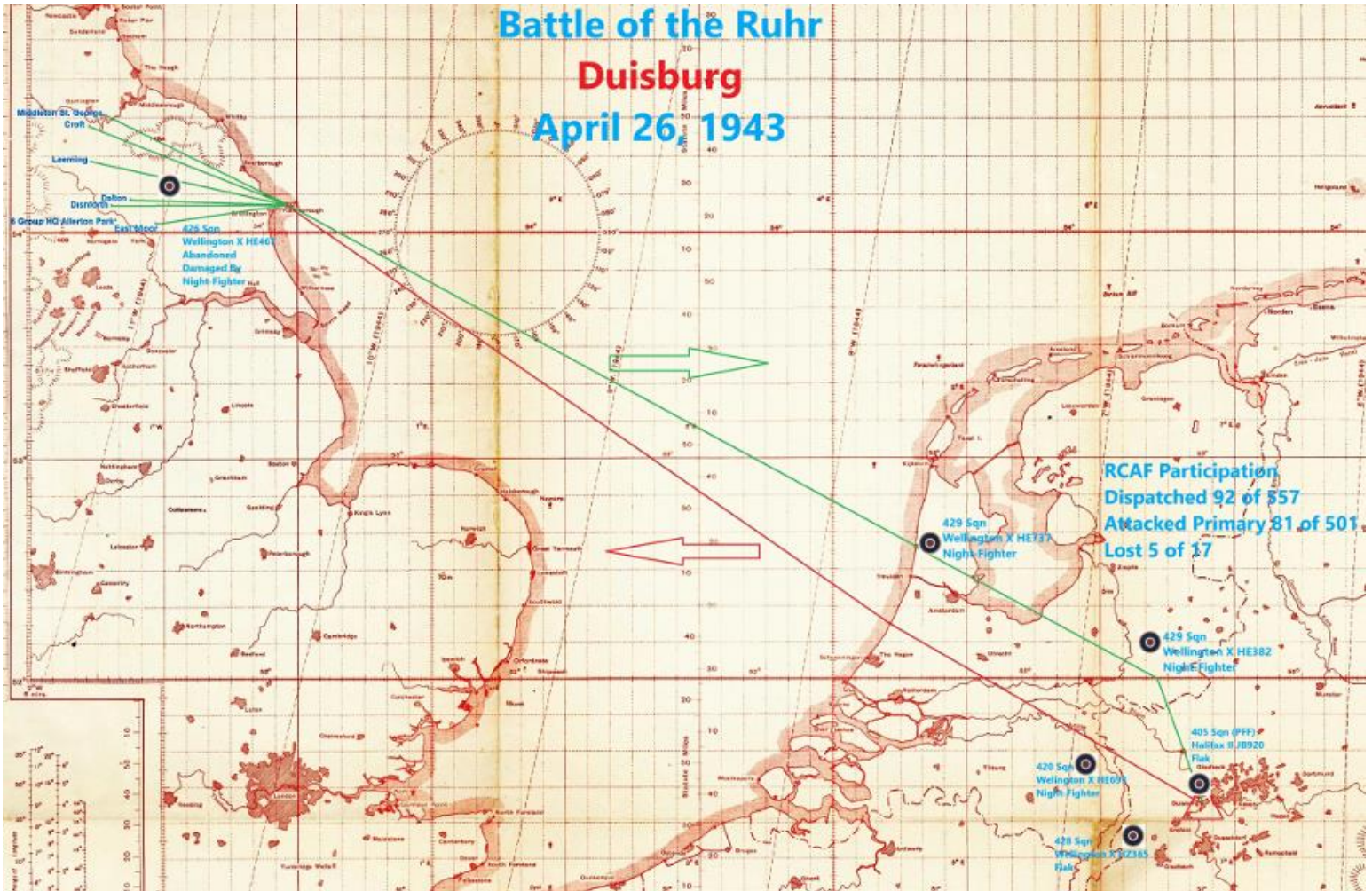
Our team would like to thank all of the people who have offered advice and assistance with the project on Facebook and otherwise. Shane Clayton of the Canadian Harvard Aircraft Association has rebuilt and donated a master brake cylinder, which we hope to receive in the near future. Dave and Drew Watson of Yellow Thunder have provided advice and Dave recently provided numerous photos and measurements that give us valuable information on how things go together and exactly where they are located on the aircraft (He is flying a Harvard Mk IV similar to ours).

At present our team is relatively small (Shane, Todd and Carl) but we are keen and very creative in terms of solving problems. We are hoping to have a very significant addition to our resources in the near future and will have more details in our next update.



# THE RCAF SQUADRONS' NAVIGATION ROUTE MAPS AND LOSSES

-Our museum's archives volunteers are preparing data that shows the routes taken to the targets and the losses for some of Bomber Command's most significant operations. The data is placed on the wartime maps used by Bomber Command navigators. The maps for the 'Thousand Bomber Raids' and the 'Battle of the Ruhr' may be seen on the website's ['Significant Operations of Bomber Command'](#) page.



A busy Saturday in the Restoration Hangar

## **'THE BCATP IN CALGARY'**

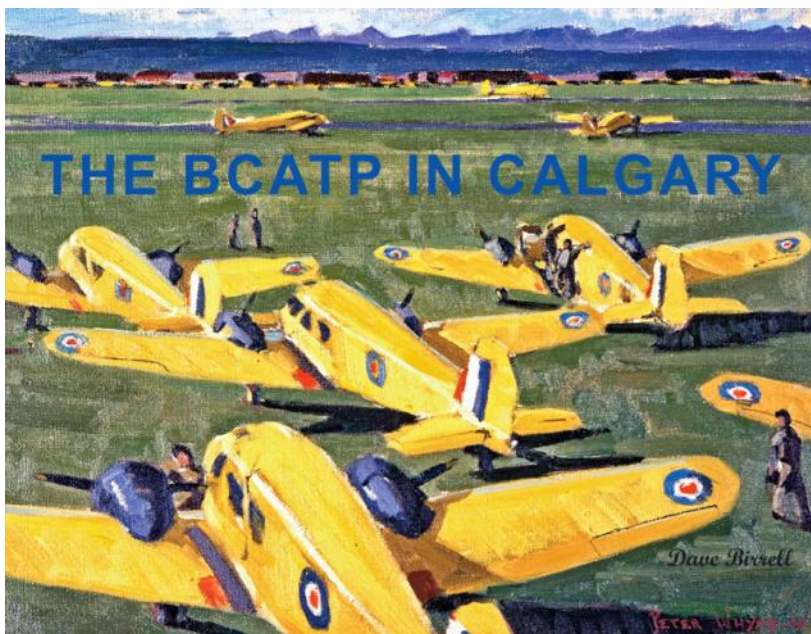
***-The City of Calgary had the most concentrated group of British Commonwealth Air Training Plan airfields, schools, and support facilities in Canada. The museum's 18th book tells the story.***

The BCATP's presence in Calgary played a brief, but very significant role in the city's development and in its history.

Within and immediately adjacent to Calgary, the building and operation of four airfields, three flying schools, a radio operator school, a major aircraft repair and maintenance base, a huge equipment supply facility, and a command centre that oversaw the administration of BCATP operations in much of western Canada had a major effect on the city.

There were as many as five hundred aircraft, nine thousand air force personnel, and thousands of civilians involved at a time when Calgary had a population of only 86,000. Fourteen thousand students from Commonwealth and other countries trained in Calgary.

Sadly, flying accidents were inevitable and 127 young airmen lost their lives within and adjacent to the City of Calgary.



**Free, low-resolution downloads of the book are available from our website. Just click ['THE BCATP IN CALGARY'](#).**

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## **G/C GEORGE GRANT DSO and BAR DFC**

***-A Canadian in the RAF, G/C Grant flew over 100 sorties with four squadrons.***

During early 1940, George Grant was flying Ansons with 612 Sqn of Coastal Command. Then, while with 109 Sqn, he flew 68 operations, many of which were related to the early development of OBOE, an electronic navigational aid. As part of the 'Wireless Intelligence Development Unit', Grant became involved in the investigations into Germany's use of radio navigation and radar in their aircraft for attacks on England.

During June 1940, Reginald Victor Jones, a scientist at the Air Ministry, discovered from questioning a German aircrew prisoner, that the German bombers were using radio beams to locate their targets. On June 21 1940, F/L H.E. Bufton, pilot and Corporal D. Mackey, Special Wireless Operator, flew and discovered two radio beams (called Knickebein) radiating in almost the same directions with a slight overlap to guide the aircraft to the target. This led to the development of equipment to bend the German radio beams so the German aircraft flew off their intended target course.

Grant's operations investigated these radio or radar beams and evaluated British countermeasures. As well, they located and bombed the sites of German electronic guidance systems.

Later as a pilot with 156 Sqn, Grant flew Lancasters equipped with OBOE, the system that he had helped develop in 1940, to locate and bomb targets. He went on to command 109 PFF Squadron flying Mosquitos and RAF Station Graveley, home of 35 and 692 PFF Squadrons.

Following research by our museum's archives volunteers, the story of G/C Grant's remarkable career is available at

[G/C George Grant –Beam Hunter and Pathfinder](#)



# RE-PURPOSING A LANCASTER WING PANEL

## -The Incredible Journey from a Weapon of War, to a Farm Shed Door, to a Bomber Nose Art Canvas

One of the many attractions of the Bomber Command Museum is the variety of aircraft nose art displayed. Many visitors to the main hanger will probably note the 'Willie The Wolf' replica nose art that Clarence Simonsen painted on a pair of Lancaster wing panels that had been attached, side-by-side. This panel stands out because of its large size and the 'risqué' cartoon caricatures of a 'scantily clad' female being chased by a canine figure. This article will explain what a museum volunteer and I were able to find out about the 'repurposing' history of one of these wartime Lancaster wing panels.



Following the war, 164 Canadian-built RCAF Lancasters were flown home and many were stored in southern Alberta. Some were then deemed surplus and sold to farmers. A bomber could be purchased for about \$300 to become a handy 'hardware store', providing a seemingly endless supply of wire, metal, tubing, sheet aluminium, and nuts and bolts as well as well as engine and hydraulic oil and hydraulic cylinders. Some of the more novel ideas were placing tail wheels on threshing machines, using bomb-bay doors as garden borders, growing flowers in propeller spinners, and incorporating escape hatches (with windows) into outhouses.

During July 2022, I approached the museum with a 1950's Baldwin family photo of my cousin (David Baldwin) on the Baldwin Homestead Farm. On the left side of the photo is a Lancaster wing panel being used as a tractor-shed door. Although the photo is in black and white, family members recalled that the panel was black on one side and green on the other. Many years later, the same wing panel was donated to the Bomber Command Museum in the name of the Baldwin Family by museum volunteer and farmer/mechanic Les Krasman.

The Baldwin family memory was that the panel came from Lancaster KB773 that had been purchased by neighbouring farmers Allan McLean and Ken Bjornson. The aircraft had served with 431 Squadron and was generally flown by F/O Bill Dowbiggin's crew. It carried nose art 'P-Pete'.

Using the photo, we spent a morning searching the museum's collection of wing panels with nose art painted on them. The panels came from various locations on the wings and thus were of different sizes and shapes. The only panel that matched exactly was the left side of the 'Willie The Wolf' nose artwork. Thus, it was concluded the Baldwin Lancaster panel was repurposed for use as a canvas for the nose art carried by the famous Halifax bomber called 'Willie The Wolf'. (Note: The similar panel can be seen on the bottom surface of the museum's Lancaster's port wing, between the fuselage and the inner engine.

Museum visitors will continue to look up at 'Willie The Wolf' and hopefully they will think of the courage and dedication of the bomber crews. Now, they may also think about how that panel had an incredible journey. It once flew on a Lancaster over wartime Europe, it then became a prairie farm tractor shed door, and it is now a canvas for preserving the nose art of a Halifax bomber.

-by James Baldwin



**Bruce Dowbiggin's Lancaster 'P-Pete' KB773**



**David Baldwin with the tractor shed door at upper left**



**James Baldwin pointing to the location of the similar panel on the museum's Lanc**

## NOSE ART

***-Our museum volunteers recently updated the Nose Art Database on our archives website. The update included a number of new nose arts and photos and now includes 1284 unique nose arts and 2592 photos. The update announcement resulted in a number of website visitors sending us additional photos and nose arts that are new to us including the following.***

These photos of Hampden VN-X (P2070) were taken on 26 August 1940 following a force-landing by RAAF pilot Robert Wawne at Lautersheim, Germany. The aircraft had been damaged by flak and was out of fuel following its participation in the first raid on Berlin. The crew were taken prisoner and remained POW's until the end of the war.

The nose art is simply a boomerang with a downward-pointing spear and has been added to our collection. The photos were sent to us by the son of Sgt. Ralph H.L. Smith, one of crewmembers of Hampden P2070.



[Explore our on-line nose art database.](#)

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## **FROM THE NEWSLETTER OF THIRTY YEARS AGO**

***-Our museum's Spring 1995 newsletter noted the passing of Jon Spinks who had contributed greatly to the early development of the museum. Read about Jon's contribution to preserving our aviation history at [Jonathan Spinks –Airplane Hunter](#).***

### **In Memoriam -**

**Jonathan George Spinks (our friend and compatriot) 1966 - 1995,**

Jon, as we were wont to call him, passed on January 22 of this year. Through his help and contributions the Nanton Lancaster Society Air Museum is a better place today. At the early age of 14 Jonathan was collecting WWII aircraft parts and pieces, in particular parts of Lancasters. Later he went on to acquire Bolingbroke and Yale remains, with the idea that one or both of these aircraft would fly again in his native England.

He was very much a part of many of NLS functions when he was not otherwise involved in hauling or collecting vintage aeroplane parts. One of the first such was a special event in 1987 when he donned the gear of a WWII pilot.

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## **KEEPING CURRENT . . .**

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

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

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

***-A complete archive of [every newsletter since the first in 1987](#) is available from our archives.***