



BOMBER COMMAND MUSEUM OF CANADA NEWSLETTER



MUSEUM OPERATED BY:
THE NANTON LANCASTER SOCIETY

VOLUME 27 ISSUE 2

FALL/WINTER 2012



Mosquito fuselage arrives - pages 10 & 11

Running Port inboard Merlin - page 22



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|-----------------|------------------------|-------------------------|-------------------------|
| ntley D. | Brown, Clement Hector | Buick, John Albert | Cadeau, Albert Joseph |
| oy Leonard | Brown, David Cornfoot | Buie, Robert M. | Cadger, William John |
| onard F. | Brown, David Lloyd G. | Bulanda, Joseph Peter | Cadmus, George A. |
| es G. | Brown, David Oscar | Bulger, John Percy | Cadney, William M. |
| Raymond G. | Brown, De Willett F. | Bull, Charles Gordon | Cahill, Clement Bernard |
| ard Charles | Brown, Douglas Harold | Bull, Frederick Cradock | Cahoon, Grant Alder |
| Ernest H. | Brown, Douglas Roy | Bulloch, Earl Kitchener | Cain, William Edward |
| aul Franklin | Brown, Douglas Stewart | Bullock, Gordon Alan | Cairns, John Weldon |
| les Lorne | Brown, Douglas Walter | Bullock, Marquis R. | Cairns, Richard Foota |
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| | Brown, Earl Herbert | Bulman, Frederick L. | Calder, Gordon A. |
| | Brown, Eddie Hester | Bunn, Myrl Elwood | Calder, James A. |
| | Brown, Edward John | Bunt, Eugene | Calder, James Reginald |
| | Brown, Eugene Deverie | Burck, Ernest Edward | Calder, John Philip S. |
| Joseph P. R. F. | Brown, Francis Norman | Burch, Roy Victor | Calder, Robert George |
| Andrew | Brown, Fred Harvey | Burchell, Donald Fred | Calder, William Henry |
| ark Webster | Brown, George | Burdett, Orval Henry | Calderone, Dominic J. |
| mes Gerald | Brown, George C. | Burdett, Norman W. E. | Caldewood, Donald J. |
| lilian John | Brown, Harold A. | Burgess, Fred Andrew | Caldewood, Jack S. A. |
| Harold Arthur | Brown, Harold Earl | Burgess, Hugh Thomas | Caldwell, Andrew Glenn |
| Lowell Milton | Brown, Harry Lyle | Burgess, Joseph Emile | Caldwell, Edward R. |
| omas John | Brown, Ian Stewart | Burgess, Raymond C. | Caldwell, Gordon Miles |
| ry Patrick | Brown, James Bernard | Burke, Bernard William | Caldwell, Robert G. |
| John | Brown, James E. | Burke, Clifford W. G. | Calder, James |
| John Donald | Brown, James Herbert | Burke, Edward Warnock | Calder, James |
| Charles | Brown, James Moyes | Burke, Franklin Roy | Calder, James |
| Cornelius A. | Brown, James Pirie | Burke, John Richard P. | Calder, James |
| Edmund Keith | Brown, John Annagh C. | Burke, Joseph Gerard | Calder, James |
| Herbert John | Brown, John Daniel | Burke, Joseph Paul E. | Calder, James |
| Lawrence W. | Brown, John Francis | Burke, Reginald Joseph | Calder, James |
| Leo Arthur | Brown, John Henry | Burke, Robert Weaver | Calder, James |
| Clarence Samuel | Brown, John Keith | Burke, Roy Norman V. | Calder, James |
| Harold Beverly | Brown, John William | Burke, Wesley Ray | Calder, James |
| John | Brown, Leonard George | Burleigh, Frank Kenneth | Calder, James |
| Hedley Royden | Brown, Lorne Edwin | Burrisson, Robert M. | Calder, James |
| Mortley J. | Brown, Norman | Burrows, Holden E. | Calder, James |
| Thomas James | | | Calder, James |

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BOARD OF DIRECTORS

Rob Pedersen	Charlie Cobb
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Brent Armstrong	Barry Beresford
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<i>Anson Restoration</i>	<i>Rob Pedersen</i>
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<i>Visitor Services Manager</i>	<i>Ashley Burrows</i>

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PRESIDENT'S REPORT

by Rob Pedersen

By the time you are reading this, the Holiday season will be fast approaching and I'd like to start off by sending warm Holiday wishes to everyone.

At this time of year I often think back to darker days when loved ones were separated during the holidays by the tides of war. Working with the museum helps keep me grounded and to not take for granted things like holidays and being with loved ones at this time of year. I think we should all take a moment to think about the young men and women, who even now, are overseas away from home once again serving to keep us free. We must also remember those souls who did not come home and paid the ultimate sacrifice for us.

It is memories and thoughts like these that keep our museum moving forward and our volunteers dedicated to telling the story of the people who served in Bomber Command. It is with these intentions that the museum directors have begun laying out plans for again expanding the museum. As our collection continues to grow so must our facility. Greater details of the new hanger are laid out elsewhere in this newsletter; be sure to check out the article. It promises to be very exciting to watch the museum continue to grow.

May there be nothing but gentle skies for all our service personnel this holiday.





*Bristol Hercules engine being worked on.
Plans are to eventually run it on a stand.*

MUSEUM HOURS

April 16 to October 15 - Open Daily

9 a.m. to 5 p.m.

Oct. 16 to April 15 - Open weekends only

10 a.m. to 4 p.m.

To book group or special visits

Call 1-(403)-646-2270

CONTACT INFORMATION

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Mailing Address:

The Nanton Lancaster Society

P.O. Box 1051

Nanton, Alberta

Canada T0L 1R0

BECOME A MEMBER OF THE NANTON LANCASTER SOCIETY

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- ANNUAL MEMBERSHIP - \$20 -

SQUARE FOOTER MEMBERSHIP

For a donation of **\$100 or more** you become a **SQUARE FOOTER** member and receive:

- A **certificate** stating you are a Square Footer member; a **three-year membership** c/w a bi-annual newsletter;
 - **Your name placed on a permanent plaque** in the museum;
 - An **official tax receipt** for income tax purposes.
-

LIFETIME MEMBERSHIP

For a donation of **\$500 or more**, you become a **LIFETIME MEMBER** and receive:

- A **Lifetime member certificate**; - your name on a **permanent plaque** in the museum;
 - an **official tax receipt** for income tax purposes; - **bi-annual newsletter**.
-

WING COMMANDERS CLUB

For a donation of \$5000 or more **you** become a member of the **WING COMMANDERS CLUB** and receive:

- **all the rights of a Lifetime member**;
 - **PLUS your name on a special permanent plaque on the Wing Commanders board**.
-

The Nanton Lancaster Society is a non-profit, volunteer society, registered with Revenue Canada as a charitable organization and is pleased to issue tax receipts for donations of funding or materials.

The Society is working toward restoration of Nanton's Lancaster Bomber and development of the Air Museum with this historic aircraft as the centerpiece. The museum honours all those associated with Bomber Command and commemorates the activities of the British Commonwealth Air Training Plan.



Visiting Cadets, led by local RCMP officer, parade before the reviewing officials.

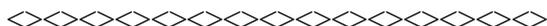
SALUTE TO THE AIR CADETS

May 6, 2012, the NANTON BOMBER COMMAND MUSEUM was invaded by eight squadrons of Air Cadets attending from southern Alberta and southwest B.C. with more than 250 air cadets.

The Reviewing Officer was Lt. Col. Tom Sand, (Ret'd) along with Nanton Deputy Mayor Gwyn Smith and Alberta Provincial Chair, Darlene LaRoche. During the review the cadets were reminded of the heroics and sacrifices of thousands of Canadian Airmen and Airwomen.

After a BBQ lunch the cadets paraded for the RO. Following the parade everyone gathered in front of the Lancaster where they were treated to a run-up of the two overhauled Merlin engines. What a thrill! What power!

A fly past of a Tiger Moth, Chipmunk, and a Stinson aircraft finished off the day.



Some of the 250 Cadets assembled for review during the Salute to Air Cadets event



Cadets watch as the Lancaster's two overhauled Merlins are run-up.



Lt. Col. Tom Sand reviews the assembled cadets, followed by Nanton's deputy Mayor, Gwyn Smith and BCMC President, Rob Pedersen.

TEMPT EVENT—June 2, 2012

Formerly known as the Planes, Trains & Elevators event, the title TEMPT was suggested in order to include the Museum of Miniatures and to tempt curious visitors to attend.

The event was popular with all venues reporting good attendance.

Below are photos of some of the venues and happenings.



Running the two Starboard Merlins was a feature of the day both in the morning and again in the afternoon as seen here from inside the museum hangar.



Visitors take a train ride on a Garden Railway train at Ultimate Trains during the June TEMPT event.



5



Southern Alberta Model Builders, organized a small model show and contest as an extra venue for TEMPT Day.



Visiting the preserved Grain Elevators was another venue of the June 2nd event.



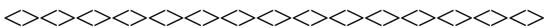
Shown here are only two of the hundreds of miniature displays that are to be seen by visitors at the Museum of Miniatures.

DEDICATION OF THE WARREN TWINS MEMORIAL GARDEN

On July 7th and in the presence of their family, friends, and former Spitfire and Sabre pilots, a very special garden at the entrance to the museum was dedicated to the memory of the Nanton-born Warren twins. Bruce Warren's son, Douglas, presented the museum with his father's RCAF uniform and Douglas's son, Bruce, and daughter Wendy, presented the museum with a set of their father's medals. Our new Warren Twins display cabinet also features models of the aircraft flown by the Warren twins that were meticulously made by Scott and Trevor McTavish.

The dedication was acknowledged by a spectacular flypast of an RCAF CF-18 jet flown by Capt. Darwin MacMillan of 410 Squadron based at Cold Lake. A Lancaster engine run in honour of the twins concluded the program.

The garden was designed and is meticulously maintained by members of the Nanton Garden Club.



Bruce Warren unveils the memorial to his father and uncle while Rob Pedersen looks on. Legion member stands at attention.



Wendy Warren speaks to the assembled crowd along with Rob Pedersen and Douglas Warren.



Wendy Warren in the Lancaster's cockpit.

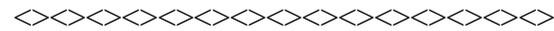


The CF-18 jet does a flypast in honour of Douglas and Bruce Warren.

DEDICATION OF THE TIGER MOTH TO MURRAY PEDEN

Along with other happenings on July 7, another dedication took place. That was the dedication and official opening of the museum's Tiger Moth. The Moth has been under restoration to airworthy status but additional work is still needed. In the interim, the Tiger Moth, which is dedicated to WWII pilot, Murray Peden, author of the book, "A Thousand Will Fall," has been placed on display.

Murray's son, Rob Peden, who attended on his father's behalf, along with BCMC president, Robert Pedersen, cut a ribbon to officially open the display.



Rob Peden tries out the cockpit of the museum's Tiger Moth 4080 which is dedicated to his father.



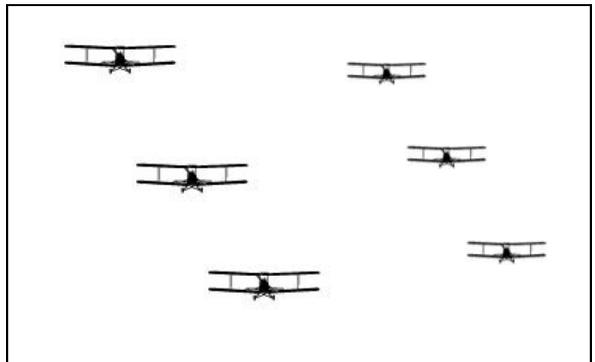
Rob Peden spoke to the assembled crowd about his father's wartime service and thanked the museum for honouring his father with the dedicating of the Tiger Moth.



Visitors await the unveiling the Tiger Moth.

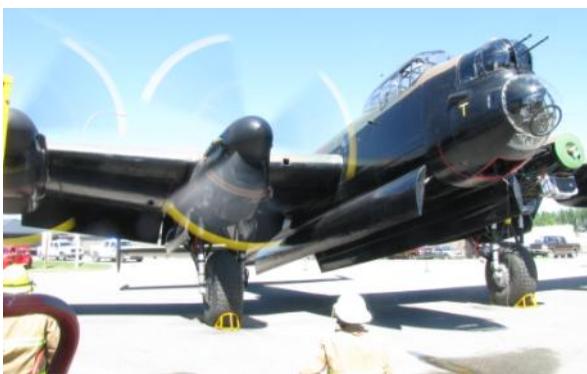


NLS President Rob Pedersen and Murray Peden's son Rob, cut a ribbon to officially open the Tiger Moth display.





(L—R) Army Sgt. Shawn Whitman, former Lancaster pilot, Ray Rasmussen, and Captain Cohen, F-18 pilot from Cold Lake.



The starboard Merlins roar during the August long weekend celebrations.

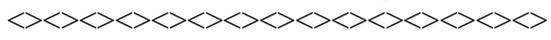


Ray Rasmussen the Lanc cockpit during the running up the starboard Merlins.

MEETING WITH AN OLD FRIEND

August 6, the last day of Nanton`s annual long-weekend celebration, ninety year old, Ray Rasmussen, from British Columbia travelled to Nanton to meet up once again with an old friend. That friend was our Lancaster bomber, one of the type he flew during WWII. Ray flew in two wars, and spent his life in aviation accumulating some 15,000 hours of flying time, in 44 different aircraft types, all without an accident!

The visit was arranged by Sgt. Shawn Whitman, Canadian Army Engineer, who is married to Ray`s granddaughter. Ray`s reunion with the Lanc was full of emotion as he was invited into the cockpit when the two Merlins were to be run-up.



The crowd watched as Ray Rasmussen climbed into the Lancaster's cockpit via the front escape hatch with the museum`s engine run crew for the running of the two over-hauled Merlin engines.



10 THE MOSQUITO ARRIVES



The Mosquito's R R Merlins arrived and were unloaded in the museum.



The Mosquito's fuselage unloaded into the museum's north hangar.



The Mosquito's fuselage was transferred from a closed semi trailer to a flatbed trailer for unloading.



These are the volunteers from the Bomber Command Museum and the Calgary Mosquito Society helped with the unloading..



This is the Mosquito's wing in the museum—note the registration letters HMS on the under side of the wing.



Photos above show the Mosquito's wing being removed from a semi-trailer to a flat deck trailer where a truck crane unloaded it onto its caster equipped frame allowing it to be man-handled into the museum's north hangar.

At the end of the day, this is what the museum's north hangar looked like with components of the Mosquito. Since then the items that will not be worked for some time have been crated and stored until needed.

12 **JOE ENGLISH MEMORIAL FLY-IN
JULY 28, 2012**

This annual event is jointly sponsored by the Bomber Command Museum and the AJ Flying Ranch.

As usual, the Nanton & District Lions Club served up their sumptuous pancake breakfast.

This year's fly-in saw about 37 aircraft attending, among them some old favorites such as Sunwest Aviation's immaculate Beech Expeditor in RCAF colours and, of course, Gordon Jones with his Tiger Moth.

A mix of other aircraft, including a couple of float-equipped Sport aircraft, were part of the attendees.



SunWest Aviation's immaculate Beech Expeditor has always been a major attraction at the museum's annual fly-in.



LYSANDER MODEL DONATED

Lifetime Society member, Anthony Bell delivered the 1/7 scale model of a Westland Lysander to the museum in October. The model is in the yellow and black colours of a BCATP Bombing and Gunnery aircraft.

Several years ago Anthony had donated a pristine model of a de Havilland Tiger Moth now displayed in the museum near the Murray Peden Tiger Moth, which is being restored to airworthy condition.

We extend a grateful THANKS to Anthony Bell for adding another model to the museum's display of wartime aircraft.

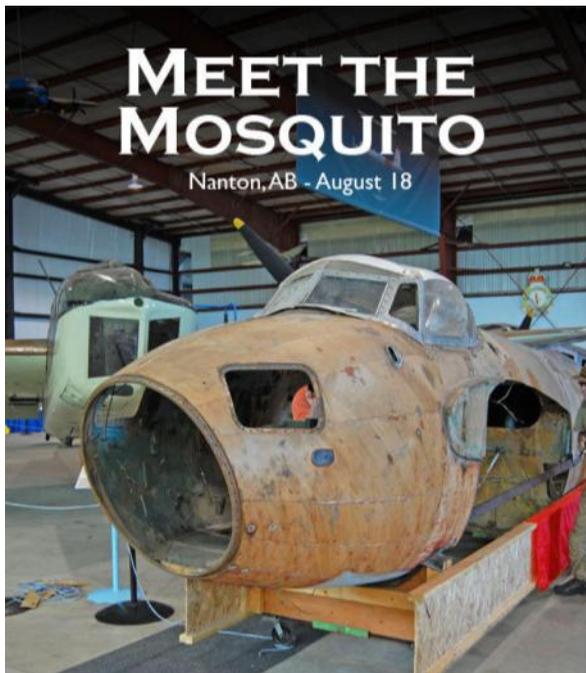


Visiting aircraft attending this year's Joe English Fly-In take shade under the trees.



Gordon Jones arrives overhead with his former BCATP Tiger Moth.





AUGUST ANNUAL SUMMER EVENT MEET THE CALGARY MOSQUITO

By Richard de Boer, President of Calgary Mosquito Society

And meet it they did, from around the province and across the country. The weekend celebration at the Bomber Command Museum in Nanton on August 17 and 18 was an opportunity for many of our members and hundreds of visitors to see the object of our endeavours for the first time. After more than a decade locked away in city warehouses, it was time to show her off, to celebrate with our friends and partners and to acknowledge some of those who helped to make this happen. After an incredibly successful move just the weekend before, things kicked off Friday night with a dinner and dance event in the museum.

The sold-out evening event gave us the chance to meet our special guests including Deputy Mayor and Alderman Jim

Stevenson, Senator Anne Cools,¹³ historian and author Robert Stitt and former Spartan navigator Bob Bolivar. The sultry summer evening was capped with a blue fire spitting night run of the Lancaster.

Morning broke with hot air balloons from the Calgary Balloon Club drifting over town as guests, visitors and members started their day with a pancake breakfast at the Community Center and admired the collection of vintage sports cars parked in front of the Lancaster from the Vintage Sports Car Club of Calgary. Uniformed and costumed Devil's Brigade re-enactors from the Edmonton area camped outside the museum and added some delightful colour and drama to all of the weekend's events.

Kicking off the speaking and presentation events in the Joe English Room of the museum was Jim Blondeau with a preview film of his upcoming documentary on the Bomber Command Memorial in London. This was followed by a PowerPoint history of our Mosquito, a standing room only look at our restoration plan by Jack McWilliam, and finally an illustrated history of Spartan Air Services and their use of the Mosquito by Robert Stitt who came out from Vancouver Island to be with us.

Robert then joined Bob Bolivar, who has over 150 hours of flying time on our beloved CF-HMS with Spartan, at one of our 'centres' where visitors could talk to them about Spartan, view their photos and collect signatures on the beautiful colour profile prints produced for us by Clavework Graphics.

At a second centre, wartime Mosquito navigators, Pat Anderson and Society VP Bob O'Connor, **(continued pages 14 &15)**

14 shared their photos and experiences with visitors as well as signing profile prints of their aircraft, between interviews with newspaper and television reporters.

Our event received national television coverage from the CBC on the following Saturday and throughout the weekend.



Left—Right, Bob O'Connor, Pat Anderson Bob Bolivar. Bob was an observer with 627 Sqn in the closing days of the war. Pat was a navigator who joined 410 Sqn shortly after D-Day. Bob Bolivar's Mosquito time came after the war, as a navigator with Spartan Air Services. Not only did he fly some 150 hours in CF-HMS, but he's logged almost 1,000 hours in Mosquitoes,



Calgary's Deputy Mayor and Alderman Jim Stevenson, addressed the assembled crowd in the BCMC. Jim is a supporter of the efforts to retain and restore the Mosquito bomber CF-HMS for posterity.



The title of this year's annual August event was a Salute to the de Havilland Mosquito and those who flew in the "Mossie" during WWII. Many of the names on the museum's Memorial Wall perished during the war while serving in Mosquitoes and their names were marked on the wall with small Mosquito silhouettes as shown in the above photo.

FIVE MUSEUM VOLUNTEERS 15 RECEIVE THE QUEEN'S JUBILEE MEDAL

On August 18, as part of the annual summer event, Senator Anne Cools presented the prestigious Queen's Jubilee medal to five museum volunteers, Karl Kjarsgaard, Dave Birrell, John Phillips, Dan Fox and Bob Evans.

All recipients have been very active over the past decade or more with the museum's efforts in preserving the history and artifacts of WWII Bomber Command so that future generations will be aware of the sacrifices made by those who served and not be forgotten.



Richard de Boer accepts the BCMC Jonathon Spinks Scrounger Award from museum curator, Bob Evans, (hidden behind the microphone). This award is given out annually to persons who have helped expand the museum collection or have made a significant contribution to the preservation of WWII aircraft for future generations to enjoy. Without Richard's leadership, the Calgary Mosquito aircraft would now be in the hands of a British millionaire and lost forever to the people of Alberta. and Canada.



(Left—Right) Karl Kjarsgaard, Dave Birrell, John Phillips, Dan Fox and Bob Evans stand with Senator Anne Cools after she had presented them with the Queen's Jubilee medals.



CF-HMS in Regina in the late 1950's.



IN MEMORIAM

Whereatt, Harry, of Assiniboia, SK. passed away June 25, 2012 at age 83. Harry was long time friend of our museum and was the donor of the Bolingbroke aircraft that is on display as a Blenheim bomber.

RYNING, George Henry, passed away December 18, 1922 - October 12, 2012, was a good friend of our museum who supported it in so many ways with restoration advice, etc.

FLATEKVAL, Vernon, passed away March 3, 2012, was a long time friend and member who attended many of our annual events.

McMILLAN, Albert, Maple Ridge, BC, passed away May 21, 2012. Member and supporter.

ROSS, Margaret, Comox, BC, died March, 3, 2012, long-time member and friend of the Warren family

MAY GOD BLESS

The Nanton Lancaster Society extends deepest sympathy to families and friends of the above members and friends.

REFERENCE: BOMBER COMMAND ASSOCIATION CANADA.

A Life member of Nanton Museum Alberta, aka Bomber Command Museum of Canada.

As the founder, director, past executive secretary and the newsletter editor for many years of Bomber Command Assoc., of Canada, I was asked by the National Council of Veterans Associations in Canada if I would represent that as well as the War Veterans & Friends Club Sarnia/Lambton in some matters involving both clubs.

The immediate past president of Bomber Command Association Canada, Ron Noon Ward, agreed on behalf of the members that I should do so in view of the fact that in late fall of 2011 it was decided that membership had reached to number specified in the Constitution as being below an acceptable level.

At a meeting of remaining known members able to attend at the St. Thomas Canadian Legion, the members present voted to disband the association. Therefore Bomber Command Association Canada disbanded as an association due to unsustainable membership.

In closing the books the members dispersed the funds still remaining as follows:

-Five thousand dollars to the Bomber Command Museum Canada, Nanton, Alberta.

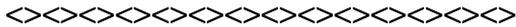
-Five thousand dollars to Canada War Plane Heritage, Mt. Hope, Ontario.

-Five thousand dollars to the museum at Trenton, Ontario.



Five thousand dollars to the Sarnia Historical Museum and also all pictures and memorabilia to the museum in Sarnia sponsored by the association.

Jack Western, JP (Retired) Founder Bomber Command Association Canada.



ANSON RESTORATION UPDATE

by Rob Pedersen

As Anson project co-ordinator I am happy to report that we have reached another milestone. The rudder restoration has been completed and the rudder is now covered with fabric and awaits its color coats. John Maze has once again worked his magic and has produced a beautiful artifact that nearly a year and a half ago bared little resemblance to a working Anson rudder.

A short recap of the rudder's history is in order. It was originally found in a Quonset by founding director Dave Birrell. . It had been the happy home for a colony of mice. John Maze took the rudder from a mouse condo to a fabulous work of art. The entire rudder is original except for two ribs and the outer plywood covering: testament to John's skills for sure. The rudder has now been turned over to board member, Greg Morrison, who will complete the painting process. With the rudder now behind us (pun intended) we are now focussing on the horizontal stabilizer.

Elsewhere, Terry Moynihan is installing the wing root longerons. With this now in place the remaining fuselage components can be installed. Carl Orde has completed the installation of the turret door and is now fabricating the entry way step and door sill.

Garry Amundrud has refurbished many 17 of the electrical panels and has begun the first steps to install the miles of wiring. Every week 7481 is beginning to look more and more like her old self. We'll be ready for taxi trials any time now ... well maybe not quite yet, but we can dream!



The Anson rudder is completed and awaits final paint coats.



Terry Moynihan works on the wing root.

HALIFAX 57 RESCUE

by Karl Kjarsgaard

EXERPTS FROM LATEST REPORT

There are many items to report to you on our progress as we proceed on all elements of the Halifax Project and our quest to bring a Halifax bomber aircraft to the Bomber Command Museum of Canada.

We are eagerly pursuing a sonar company that will be going out to do commercial work and passing by the location of our holy grail, RCAF Halifax LW170, which ditched in 1945 in deep waters off Ireland. Obviously the good weather window for 2012 has passed by and we are looking to 2013 for opportunities to work with sonar exploration companies to find this most historic aircraft. Many factors and elements must line up for us to be able to locate Halifax LW170 and we do not wish to minimize the complexity of the task. We have come close in the recent past to launching an expedition and we will not be deterred in the coming months to get the sonar expedition going.

A more immediate and pressing concern is that the rebuild of the Halifax main spar should continue in Ottawa (George Roskopf has been at this for several weeks), but we may have to stop the work as only a fraction of the funds needed to continue this main spar work has come in from donors.

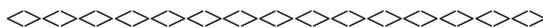
It is amazing that when we did NOT have a Halifax starter kit, before the main spar and main wing sections of the Halifax-Hastings were discovered and recovered at great expense and effort from Malta to Canada, that Halifax 57 Rescue was receiving healthy and steady donations from

all our supporters from all over the globe.

Now that we can actually begin the foundation of a new Halifax Project, while still pursuing our main goal with LW170, we have found that funding from supporters has dropped at least 60% from what was donated before we ever found the beginnings of a Halifax in Malta.

Remember, no matter what Halifax parts we find around the world and what we discover that would be recoverable, including Halifax LW170, the rebuild of such a Sword of Freedom – this Halifax, must start with a complete and rebuilt main spar. You cannot build a Halifax without a main spar!

To see the great work done by George, on special internet videos done at his shop, just Google the title “H57RC The Rebuild Shop” and see that we are doing the best we can to begin the foundation, the main spar, of a Halifax for Canada and the aviation world. There are six episodes so far, with another one on the way, thanks to Jim Blondeau and Dunrobincastle Entertainment, producers of these main spar rebuild video progress reports..



George Roskopf working on the Halifax main spar



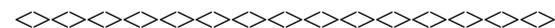
Bomber Command Memorial in London, England.

BCMC WELL REPRESENTED AT THE DEDICATION OF THE BOMBER COMMAND MEMORIAL IN LONDON

Newsletter readers will be aware of the magnificent, £7,000,000 Memorial in downtown London, England, that was dedicated to the airmen of Bomber Command on June 28 by the Queen. Our museum was honoured to have provided eight hundred pounds of aluminum recovered from 426 Squadron RCAF Halifax LW682 that was incorporated into the ceiling of the memorial.

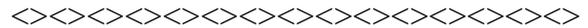
President Rob Pedersen led a delegation of eleven from our museum who were present at the dedication. They report that the memorial is indeed magnificent and, in particular, the sculpture at 1.5 scale of the seven airman most outstanding.

Following the dedication our group was invited to Canada House as part of a reception that was held for the 42 veterans that flew to London on an RCAF aircraft for the occasion.



FEDERAL MINISTER VISITS

NANTON, AB, Sept. 4, 2012, The Honourable Steven Blaney, Minister of Veterans Affairs, and the Honourable Ted Menzies, Macleod MP and Minister of State (Finance) visited the museum to officially announce that the Bomber Command Museum of Canada will receive up to \$59,710 for the eligible costs of the documentary entitled *Canada's Bomber Command Contribution 2012*. This film was recently premiered in the museum.



Karl Kjarsgaard presents Minister Blaney with book in appreciation of his visit to announce the funding for the documentary.



(L-R) MP Menzies, Francis Gardner, Karl Kjarsgaard and Minister Blaney look at the forth (last) Merlin engine from the Lanc being overhauled in the museum's shop.



WINGS OVER HIGH RIVER

CONVERSATIONS WITH A. GORDON JONES

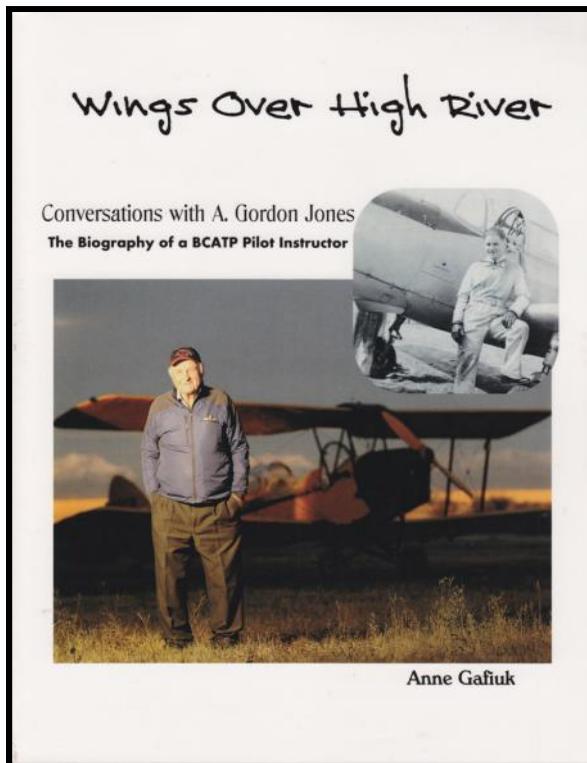
As Gordon Jones' 90th birthday approaches, this remarkable pilot owns and continues to fly Tiger Moth #1214, one of the aircraft in which he taught students at #5 Elementary Flying Training School (High River) during World War II. For more than twenty years, Gordon has performed fly-pasts over special events at the Bomber Command Museum of Canada. His flying career is unique in the history of Canadian aviation – but there is 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 yet in a way that presents his story in a most readable and interesting way utilizing numerous photos, documents, and other images. With Gordon's cooperation, Anne acquired all of Gordon's RCAF documentation. She also spent many hours interviewing his friends and flying colleagues and even went flying in Tiger #1214. A special friendship was forged and this is very apparent as you read the book. Our museum is pleased and proud to have

played a role in, **“Wings Over High River - Conversations with A. Gordon Jones.”**

The book will be available at our museum shop. It may also be ordered by calling the museum at 403-646-2270 or by visiting the “Publications” section of

www.bombercommandmuseum.ca



“WINGS OVER HIGH RIVER”
Conversations with A. Gordon Jones
 (Book cover.)



MUSEUM EXPANSION PLANS

by Dan Fox

Throughout the 26 year history of the Nanton Lancaster Society (and now the Bomber Command Museum of Canada), we have always been looking to the future, In 1989 we decided that the "old Lanc" needed to be moved indoors. By 1991 we had the original hangar constructed, with 20 foot "wings" on either side. In 1997, realizing we were out of room, we expanded 60 feet to the west, adding another 9600 sq. ft.. Over the following years, we built onto our front foyer, added four more doors to allow the Lanc to be moved outside and paved the front parking area. Our growing collection demanded more room, so we acquired funding to expand again to the north, adding 11,000 sq. ft. of new hangar and shop area.

Now, we realize that with the possibility of a Halifax bomber being restored at the museum, plus the Mosquito and Anson projects requiring more space, and four engines run-able soon on the Lanc, an ambitious expansion is necessary. Plans have been drawn up to add a new 34,000 sq. ft. hangar plus a large taxi-way to the north of the present museum. It will include space for a mezzanine, displays, meeting rooms, shops, and a control tower on one corner. The two hangars will be joined by a plus 15 walkway as well as outside access. A 120 ft. door will allow the Lanc or Halifax to be rolled out easily for run-ups.

Of course, funding for this exciting development is in preliminary stages and we will be appealing to government, business and private sources to help us out. We have already designated a portion of our museum funds to this project, and will

welcome any and all donations to the 21 "new hangar fund." Watch for upcoming announcements regarding our latest expansion!



ORIGINAL PARTS OF FM159

This past summer, Darry Markel of Claresholm, Alberta, donated three Lancaster propeller spinners to the museum. When Darry delivered the spinners, we examined them and found that two of them were originally from our Lancaster! They were marked **159#1** and **159#2**.

These spinners had obviously been acquired from the Vulcan BCATP base back in 1960 when Lancaster FM159 was about to be scrapped when the three Nantonites purchased it for a tourist attraction. When purchased the engines and propellers had already been removed. Different engines and props were purchased later to complete the bomber.

Our grateful THANKS go out to Darry Markel for adding to our collection of items pertaining to Lanacster FM159.



MERLIN ENGINE UPDATE

by John Phillips

It's been a busy summer filled with events that's given many excuses to run the starboard Merlins. The prognostication about running the port inner (#2) engine turned out to be false. The propeller was found to have corrosion which necessitated special rework and it is still in Winnipeg. The #1 propeller has been assigned to Aero Propeller in Calgary (who overhauled #4 prop) and it's well along the way.

The blocks and heads for #1 engine have been returned from Stauffer Aero Engines after having been cleaned, blocks honed, and painted. Once again, many thanks to Tim & Carol for their unfailing contribution to the Merlins. Merrill and Francis assembled the valves into the heads but not before Francis had created a new fixture to do with holding the valves during assembly. Shane reinforced the fixture/jig for water transfer tube installation and Brian did the tedious job of fitting the tubes. Both heads are now ready and the next step is installation of the blocks to the crankcase.

The water pump has been installed and the engine pre-oiled. Once the blocks and heads are installed the engine will be lifted from its rotisserie and placed into the engine bearer stand for the remainder of ancillary components installation such as carburetor, accelerator unit, starter, remaining water pump transfer tubes, header tank and many other bits and pieces. All this should be easily accomplished during this winter.

During the last engine run of the season event, #2 engine was fired up even though it was propeller-less. The short run proved various systems were functioning.

#1 engine should be installed early next year and it is the aim of the Merlin crew to have all 4 engines running in 2013. What a day that will be ! Merlin Magic indeed.

Greg, Brian, Merrill, Fred, Shane, Francis, and Stan have all made contributions to the restoration of the engines and they are to be thanked for their efforts.

Most of this summer's cockpit duties have been handled by Merrill as pilot and throttle handler and Fred as flight engineer. They were overseen by Brian who stepped down as pilot and assumed the responsibility to oversee the functioning of this new crew. Next year will see another crew checked out in a continuing progression.



Ears are covered as the Lanc's port inboard Merlin () engine, minus prop, starts up.

THE BAZALGETTE LETTERS

As most newsletter readers are aware, our Lancaster is dedicated to S/L Ian Bazalgette VC DFC and our museum has published his biography. However, the book may be enhanced and republished following our invitation by the Bazalgette family to review hundreds of letters written by Ian to his mother prior to and during the war.

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