



BOMBER COMMAND MUSEUM OF CANADA NEWSLETTER



MUSEUM OPERATED BY:
THE NANTON LANCASTER SOCIETY

VOLUME 28 ISSUE 1

SPRING - 2013



Bristol Hercules engine with Dan Hawken standing by. See reports on pages 10 & 11.

For the museum's Beech Expeditor restoration report, see page 20.



Visiting aircraft line up at a previous Joe English Fly-In. 2013 Fly-In info on page 12.

25th anniversary of the museum's shops is underway. - See pages 16 & 17.

2013 BOARD OF DIRECTORS

Rob Pedersen	Charlie Cobb
Greg Morrison	Brian Taylor
Brent Armstrong	Barry Beresford
Dan Fox	Tink Robinson
Bob Evans	Karl Kjarsgaard
John Phillips	Francis Gardner
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_____Volunteer positions_____

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<i>Vice-President</i>	<i>Greg Morrison</i>
<i>Secretary</i>	<i>Charlie Cobb</i>
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<i>Curator - Editor</i>	<i>Bob Evans</i>
<i>Anson Restoration</i>	<i>Rob Pedersen</i>
<i>Library & Displays</i>	<i>Dave Birrell</i>
<i>Webmaster</i>	<i>Brent Armstrong</i>

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<i>Office Manager</i>	<i>Julie Taylor</i>
<i>Visitor Services Manager</i>	<i>Ashley Burrows</i>

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PRESIDENT'S REPORT

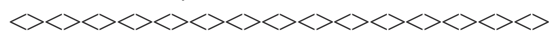
Well spring is finally here and the 2013 season is beginning to look like it's going to be a very busy year for us as our summer slate is very full indeed. Throughout the summer, the museum will continue to bring the stories and memories of Bomber Command and the British Commonwealth Air Training Plan to the public. Also our travelling display will be at various events throughout the summer; come look for us at the Lethbridge and Airdrie Air shows.

Of course closer to home we will be hosting multiple events where the sound of Merlin engines will ring through the air! Hopefully by the end of the summer those engine sounds will be from four Merlins instead of two. The Bomber Command Museum is very proud and excited to be able to feature a new engine. Our Bristol Hercules engine team has successfully started and run one of our Hercules engines. Make sure you look for the running of this fabulous engine this summer.

Looking towards the future the directors of the museum have recognized the need for us to grow again. We have started developing plans for an addition of a new hangar that would about double our square footage and will support a large multi-use public venue.

When you're out and about this summer please drop in and say hello. We're looking forward to your visit.

by Rob Pedersen





Two “dummies” standing on guard?

You will note in the adjoining column that our annual and the Square footer memberships fees have increased. They are now \$40 and \$150 respectively. These are the first such increases in some twenty years. We thank you for your past and present support.

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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<www.bombercommandmuseum.ca>

Mailing Address:

The Nanton Lancaster Society

P.O. Box 1051

Nanton, Alberta

Canada T0L 1R0

BECOME A MEMBER OF THE NANTON LANCASTER SOCIETY

- ANNUAL MEMBERSHIP - \$40 -

SQUARE FOOTER MEMBERSHIP

For a donation of **\$150 or more** you become a **SQUARE FOOTER** member and receive:

- **A certificate** stating you are a Square Footer member; **a five 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.**

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.

2013 SUMMER EVENTS.

April 20 -Volunteer kick off - 7:00 p.m.

Refreshments - **night engine run**

May 11 - 70th anniversary Dams Raid.
Lanc **engines run-up**.

June 1 - Nanton Celebrates History - Lanc
engines run-up.

July 6 - Bikes & Bombers - **Lanc engine
run-ups**

July 27 - Joe English annual Fly-In. No
engine run-up.

August 6 - **Afternoon engines run-up** -
(long weekend).

August 23 & 24 - Museum's annual
summer event - Salute To Legions - Meet
& greet - **engine run-ups**

September 21 - **Last run-up of the 4 (?)
Merlins** for the year

*All events are subject to change due to
weather and/or other circumstances.*

CADETS DO ANNUAL CLEAN-UP

The afternoon of Friday, April 12, 2013, some forty young members of Royal Canadian Cadet Squadrons and their leaders, from Elk Valley, Kimberley and Cranbrook, B.C., arrived to help ready the museum for the summer months.

The trip to our museum in April has been an annual event for some of these Cadet Squadrons over the past number of years.

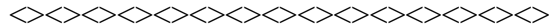
After staying over-night in the museum, sleeping near the vintage aircraft, they spent all day Saturday polishing aircraft, cleaning display cabinets, sweeping and washing floors and doing various other cleaning throughout the museum.

There were other activities for these young folks, which included educational

tours conducted by museum directors, other volunteers and Cadet Officers. Films were also shown in the Joe English room.

The final cleaning was accomplished on Sunday morning with displays being moved back in place and the aircraft roped off.

The museum directors/volunteers extend a grateful thanks to the cadets and their leaders for their timely help in making the museum ready for the summer tourist season.



Museum board member, Tink Robinson speaks to a group of cadets during a tour of the "north" hangar. He spent nearly all day Saturday doing various educational tours with different groups of cadets.



One group of cadets study work sheets after a tour of museum displays.

VOLUNTEER KICK OFF

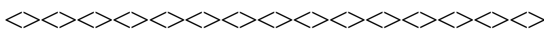
This “mini” event saw the Lancaster’s engines run-up for the first time in 2013, on the morning of April 20. Due to deteriorating weather both the afternoon and proposed night run were cancelled.

Those attending were informed of the exiting events planned for the summer and opportunities for volunteers to participate.

A demo where the front gun turret would have been manned and the guns “fired” during the night was performed during the morning. Sounds dangerous! Not really, the guns have LED light bulbs in their muzzle end that are co-ordinated with a machine gun sound-track. Quite impressive.

This device that has been added to the operating components of the Lancaster is the “brain child” of long time shop volunteer, Merrill Honeyman of High River, AB. Merrill is an automobile electronic systems technician who has been volunteering in the museum’s shops for most of the twenty-six years in which the Bomber Command Museum has been developing.

The evening “kick-off” get-together saw a good crowd of volunteers and potential volunteers on hand. Everyone appeared to enjoy the evening.



BOMBER COMMAND MEDAL

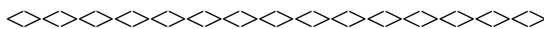
Bomber Command Clasp to the 1939-45 Star

On April 15, 2013- The Honourable Steven Blaney, Minister of Veterans Affairs and the Honourable Peter MacKay, Minister of National Defense, unveiled the new Bomber Command honour, in the form of a bar to be worn on the ribbon of the Canadian Volunteer Service Medal (CVSM), and announced that applications are now officially being accepted for this honour.

The existing Order-in-Council governing the Canadian Volunteer Service Medal has been amended to include the eligibility criteria and the description of the new Bomber Command honour. All Canadian Veterans who were awarded the CVSM and served a minimum of one day with Bomber Command, regardless of rank or role, are eligible for this new bar. Loved ones of a deceased Canadian Bomber Command Veteran who hold the Veteran's CVSM may also apply to receive this bar. Processing priority will be given to applications received from living Canadian Bomber Command Veterans or their surviving spouses.

For more information on Canada's role in Bomber Command, to apply online for the honour, or to download a hardcopy of the application form, please visit.

<https://www.veterans.gc.ca/eng/collections/cmdp/bomber>.



DAMBUSTERS—SEVENTIETH ANNIVERSARY CELEBRATION

MAY 11, 2013

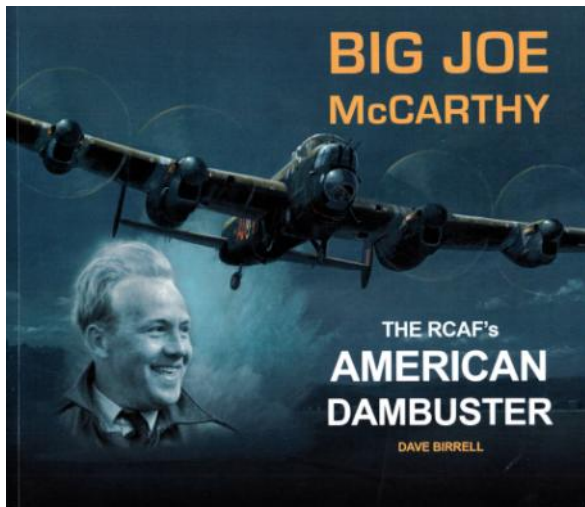
As Canada's Bomber Command Museum, we are taking the lead in Canada in honouring the most well-known tactical bombing raid of the Second World War. Canadians featured prominently in the Dams Raid with 30 of the 133 airmen being from our country. Of these thirty, 15 did not return.

A special event on May, 11, will include engine runs in honour of The Dambusters, the unveiling of a display panel honouring the thirty Canadians who participated, a special presentation of Dams Raid aviation art, and video presentations of the speech given by Canadian Dams Raid pilot Ken Brown at our Fiftieth Commemoration event in 1993.

Museum members will also be in attendance at the various commemorative events that will be held in the UK.



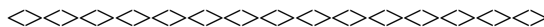
.RCAF aircrew who returned from the Dams Raid. Back Row: Oancia, Sutherland, O'Brien, Brown, Weeks, Thrasher, Deering, Radcliffe, MacLean, McCarthy, MacDonald. Front Row: Pigeon, Taerum, Walker, Gowrie, Rodger.



“BIG JOE” PUBLISHED IN THE UK

We are pleased that our museum's biography of “Big Joe McCarthy - The RCAF's American Dambuster” has been published by Wing Leader/Red Kite, a highly respected British publisher that focuses on military aviation topics. They have chosen an expanded layout that includes significantly larger photos. This version is listed at £30.

The museum's publication of “Big Joe McCarthy” continues to be available through the museum at a cost of \$20.



A John Rutherford painting depicts S/L Guy Gibson attacking the Moen dam.

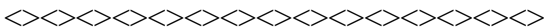
THE BAZALGETTE LETTERS

Just when we thought we knew everything there was to know about S/L Ian Bazalgette VC, the airman that our Lancaster was dedicated to in 1990, several dozens of letters written by Baz to his mother and by his mother to Baz have recently been found and made available to our museum. We have travelled to the UK to study and photograph this remarkable collection. They will eventually be incorporated into a third, expanded edition of “Baz,” the biography that has been published by the museum.

The letters are the only significant collection of Ian’s writing and will clearly add to our understanding of this complex Canadian hero.

One poignant comment that we have found in a letter to his mother is, “This operational life is the most fascinating existence ever – no matter what may happen it has all been very worthwhile. Nothing can profit a man so much as knowing his own reactions when faced with life or death and working with fine men of a like mind for the sake of a principle.”

We appreciate the trust and support of the Bazalgette family in making this collection available to our museum.



L-R: Mike Wardell from Calgary, standing with David Godfrey, from England, son of the late Chuck Godfrey who was S/L Ian Bazalgette’s navigator.

They were visitors to the museum in the summer of 2012. David was particularly interested in seeing the Lancaster that his father had helped unveil when our Society dedicated it to Ian Bazalgette.



MUSEUM ON-LINE GIFT SHOP

Watch for an announcement that merchandise available to visitors in the museum gift shop will soon be available for purchase through an on-line version the museum shop.

You might want to check our website for this announcement later in the spring.

8 NANTON CELEBRATES HISTORY

Note the title of this event. For a number of years this was promoted as Planes, Trains and Automobiles (Air Museum, Ultimate Trains- Garden Railway and Show& Shine).

With the addition of new tourist attractions such as the Grain Elevator tours, the Museum of Miniatures, and others, deciding on a name became difficult. In 2012 we called it the TEMPT Event, using the first letters of each entity. This seemed like a good idea but apparently left a lot of potential visitors scratching their heads.

So with this ``new again`` title we have attempted to encompass all contributing entities under one banner.

This is our annual event that encourages visitors to visit our Bomber Command Museum, but also to visit Nanton's other attractions such as mentioned above.

Our hangar will be filled for the day by the Western Canadian Regional Model Contest and Show with the Lancaster and other aircraft outside. We will be running the Lancaster's Merlins and also the Bristol Hercules engine on a stand. (See elsewhere in this newsletter the article about the first running of this historic engine type.)

Another new feature will be the use of a free shuttle bus to transport visitors from one venue to another! Come enjoy the day!

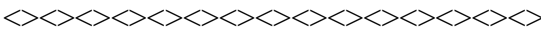


Photo shows exhibits at the 2011 Western Canada Regional Model Contest and Show held in the BCMC museum.

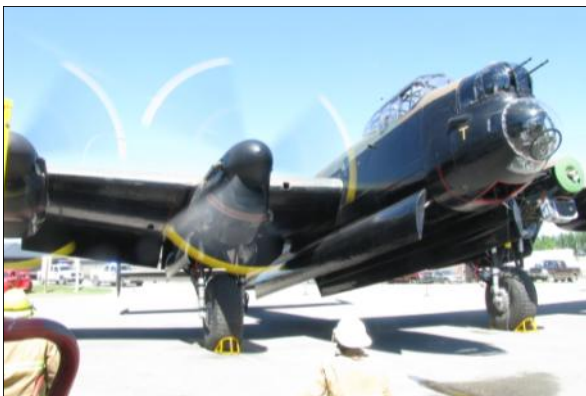


Nanton's Grain elevators – inset shows old time elevator engine being demonstrated.



Museum of Miniatures. is only two blocks from Bomber museum. Insets show two of the hundreds of displays in this unique museum.





In past events when the model show is taking place in the museum hangar, the Lancaster's engines are run-up a couple of times during the day. (Possibly all four may be run???)

Visitors are toured through the Ultimate Trains, Big Sky Garden Railway display, on the "Steamin' Demon" ride-on train.

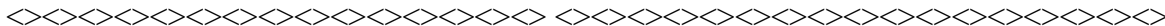


PORTABLE VERSION OF CANADA'S BOMBER COMMAND MEMORIAL WALL

Our museum now has a half-scale, portable version of Canada's Bomber Command Memorial Wall. Although not made of granite, it is of very high quality, the 10,659 names are easily read, and it breaks down easily for transport.

Our plan is to make the Memorial Wall available for temporary display at appropriate events and at other aviation museums across Canada.

Even at half-scale, the Wall is almost twenty feet long and it must be displayed so that it is viewable from both sides.





The Hercules engine crew - left-right: Derek Squire, Dan Hawken, Vic Brown, and Kevin Charleston. Missing from the photo is Ethen (?).

BRISTOL HERCULES ENGINE

By Derek Squire

The Bomber Command Museum of Canada is very excited about the Bristol Hercules Engine Project. Back in Aug 2011, due to the efforts of Halifax Rescue 57 project manager Karl Kjarsgaard, the museum received two engines from Malta. This pair of rare power plants would need a considerable amount of labour and parts to be rebuilt.

Then, just two months later, Oct. 2011, four more Bristol Hercules 14 cylinder radial engines were delivered from our special friends at HawkAir in Terrace, B.C. These engines were in varying conditions, so our engine team determined the unit that would be the best one to start our initial efforts of getting one up and running. Over the past year and a half, our Bristol Hercules Engine has come a long way.

The engine team, Dan Hawken, Vic Brown, and Derek Squire, spent the fall of

2011 and the spring of 2012 removing and cleaning parts to gain better access to the engine itself. Jan. 2012 saw the removal of all 14 cylinder heads. This allowed the team to check for any internal corrosion, which there was not any, and to remove the old oil accumulation from the combustion chambers. New lubricant was applied to internal surfaces and the crankshaft was carefully turned over by hand. Everything inside appears to be in working order. A great discovery!

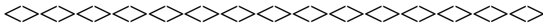
After a summer break, the engine team was back in the fall of 2012. Two assistants, Kevin Charlton and Ethan (?), joined the team and we started work on a pre-lube oiling system. Once this was operational, we cranked the engine with its own starter. With the sleeves moving properly, the cylinder heads were re-installed and a full set of 28 spark plugs were cleaned and gapped and tested.

This year, 2013, has seen some great progress. Some internal oil system problems were discovered and repaired. Both magnetos were cleaned and points gapped. The spark system was checked and appeared to have a very weak voltage level. Adjustments were made to the system, resulting in a much better spark voltage supplied to the spark plugs. Both mags were also removed and timed to the engine and re-installed. The fuel system has been plumbed and supply appears to be good, and the fuel tank we are using has been repurposed from an Avro Anson.

A very special day came on April 13, 2013. Our initial test starts and runs were held on the tarmac in front of the north hanger. A most successful day, for sure. I

must say an Exciting day and an Awesome experience.

Now we can FEEL and HEAR the sound of our Bristol Hercules and its 14 cylinders making their mighty, mighty ROAR, as they did in most Halifaxes, all Stirlings, most Wellingtons, and some Lancasters.



HISTORIC ENGINE RUN



First run of one of the museum's Bristol Hercules engines. The three excited members of the Hercules crew are from L-R, Vic Brown, Dan Hawken, and Derek Squire. Other crew members and museum volunteers were also on hand for this historic first run-up.

For an exciting view of the first run-up of the museum's Hercules engine watch a video of the start-up at:

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

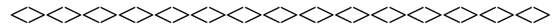
Also if you're wondering how a Hercules Sleeve-Valve engine works watch the animation at:

http://www.youtube.com/watch?v=vrvep_YOio



BIKES & BOMBERS

In the past we have been visited by many individual motorcyclists. This year we are inviting bikers to visit the museum en-mass and be with us for the July 6, run-up of the Lanc's Merlins. See info here and visit our website for more.



BIKES & BOMBERS
 Saturday July 6th - 10 to 3

A Special Day for Motorcycle Riders at the Bomber Command Museum



- Lancaster Bomber Merlin Engine Start-Ups
- Motorcycle Displays in Main Hangar
- Exclusive Motorcycle Parking Area
- More Details on our Website Soon

www.bombercommandmuseum.ca

Museum Admission (as always) is by Donation
 BOMBER COMMAND MUSEUM OF CANADA
 NANTON, ALBERTA, CANADA



1942 Harley Davidson WLS Army Bike.



Shown here are some of the aircraft that were in attendance at the 2012 Joe English Fly-in. Centred are the two Harvards that took visitors for rides during the day.

JOE ENGLISH MEMORIAL FLY-IN JULY 27, 2013

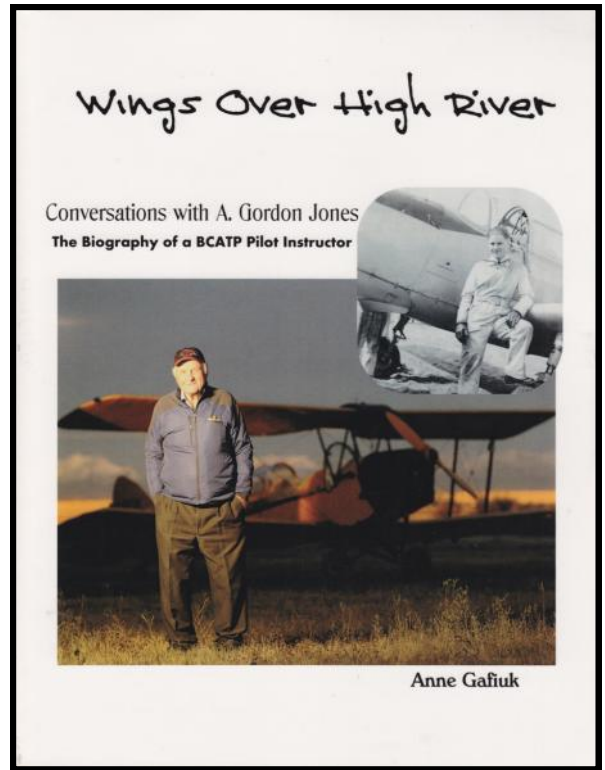
This annual event is jointly sponsored by the Bomber Command Museum and the AJ Flying Ranch.

As usual, the Nanton & District Lions Club will be serving pancakes and bacon along with other breakfast goodies, from 8:00 a.m. to 10:00 a.m.

Later on at about 11:30 a.m. the High River/Okotoks Cadet squadron will be serving hamburgers, hot dogs and refreshments.



Here is a photo of Gordon Jones arriving at the 2012 fly-in flying his former BCATP Tiger Moth. We are hoping to see Gordon, now 90 years old, flying his Moth to the museum's fly-in breakfast again this year.

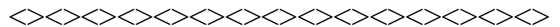


Anne Gafiuk

“WINGS OVER HIGH RIVER” A HUGE SUCCESS

The museum released its latest publication at a book launch on December 1, 2012. This was, “Wings Over High River,” Anne Gafiuk’s, the biography of Gordon Jones, which was very well received both locally and across the country, being featured extensively on local and national television. Congratulations to Anne for a splendid job.

We’re pleased to see Gordon receiving the recognition he deserves for his career and for his contributions to our museum.

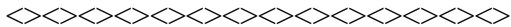


**ANNUAL SUMMER EVENT
AUGUST 23/24 2013
SALUTE TO THE LEGIONS**

This year's main summer event will salute the Royal Canadian Legion and its members across Canada. We are hoping that most legions in Alberta will have members attending this long overdue recognition of those who served in all branches of the military in the cause of freedom.

You will note the poster below announcing this event. This is just an overview of what will be happening, additional information will be forthcoming. As we get nearer the date please check our **website at:**

<www.bombercommandmuseum.com>

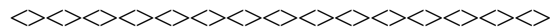


BCMC BULLETINS

If you'd like to keep up-to-date with our museum's developments and events between newsletters, you can **Follow us on Twitter**, and/or **Like us on Facebook** to connect to our Bomber Command Museum of Canada bulletins.

Another way to receive them is to request your name and e-mail be added to our list of volunteers and supporters who receive them directly. Just send an **email to:**

bulletin@bombercommandmuseum.ca

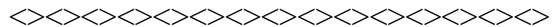


AN APOLOGY

The Fall/Winter Newsletter contained an error for which we must apologize.

To **Anthony Ball**, the donor of the pristine Lysander model shown in the photo above, I **extend sincere apologies for spelling his name incorrectly.**

I had inadvertently spelled Anthony's surname with an "e" instead of "a." A bell has been ringing in my head ever since.



The Lancaster outside in the rain.

**Salute to the
ROYAL CANADIAN
LEGION**

Saturday 24 August

Join us at the Bomber Command Museum to honour the members of the Royal Canadian Legion.



-Friday Evening "Meet and Greet"
-Night Lancaster Bomber Engine Run

-Hot Air Balloons

-Pancake Breakfast

-Lancaster Bomber Engine Start-Ups
-In honour of the Royal Canadian Legion Members.

-Special Displays and Presentations

-Guest Speakers

-Flypasts

**BOMBER COMMAND MUSEUM OF CANADA
NANTON, ALBERTA, CANADA**



Members of the CMS dismantle one of the Mossie's propellers to facilitate crating it for storage until it is scheduled for restoration.

MOSQUITO RESTORATION UPDATE

By Richard de Boer

As winter fades, the Calgary Mosquito Society is gearing up for a busy spring and summer season.

The focus for our group over the winter was to complete the first phase of our project, which was to do a complete inventory of the airplane and to see that the collection of scattered parts were properly sorted and protected. Numerous trips to Nanton by our Restoration Supervisor Jack McWilliam and his hearty band of volunteers have seen all but the fuselage, wings, engines and horizontal stabilizer tucked safely into custom built crates, where they will remain until they are needed.

The next phase of the project will see the Mosquito fuselage moved from beneath the Lancaster back into the north side of the building for the first actual restoration work on the airplane, once approval to move

ahead is granted by the City of Calgary.

As the city is providing matching funding, they also demand strict accounting for all work, volunteer hours and expenditures through a strict reporting schedule and they do not allow us to move ahead until the paperwork is done, the inspections are held and our half of the money is in the bank.

Our contract with the city also requires us to have our full half of the funding in the bank by August 1, 2014. By their accounting, that means another \$464,000 in the next 15 months. If you know someone with both the means and the interest in our project, please let us know.

We note the passing of several significant supporting members of our organization in the past month, including Loyd Haffey, Bruce Murray and wartime 410 Squadron Mosquito navigator, Pat Anderson who figured prominently at last August's "Meet the Calgary Mosquito" celebration.

Our thanks to recent donors Rangeland Truck and Crane, Nexen Inc., Enbridge Inc.,

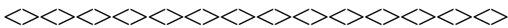


These CMS members have been crating parts of CF-HMS and storing them in this semi-trailer until they are scheduled to be restored.

Aviation Department and Aero Propeller of Calgary.

A final tip of the hat to the Bomber Command Museum of Canada for the courage and willingness to partner with us; a show of support and commitment that helped us to secure the Mosquito and Hurricane. In fact, our partnerships with the museum and with Historic Aviation Services of Wetaskiwin are being recognized across the country and by museums elsewhere in the world as unique and significant. As a result, we have been asked by the Canada Air and Space Museum in Ottawa to speak about our partnerships at the “Saving Big Stuff in Tight Economic Times” conference in September.

RETAIN. RESTORE. HONOUR and EDUCATE. That is us. This is what we do. www.calgarymosquitosociety.com
calgarymosquito@telus.net



Shown here is the de Havilland Mosquito, CF-HMS at Regina in the late 1950s. This is one of my favorite photos. It dates back to when I was taking my private pilot's training. At that time it was doing aerial mapping photography in Saskatchewan. It is thrilling indeed to be reunited with this aircraft that I had been fascinated with at that time. (Editor's note.)

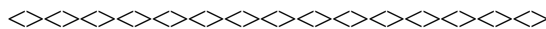


The travelling display at the far right and the display tent under the RCAF flag seen at the Airdrie air show in 2012.

ON THE ROAD AGAIN

It will be a busy summer for aviation enthusiasts and the museum is planning on having a presence at as many air shows and fly-ins as possible.

Watch for us at both the Airdrie and the Lethbridge Air Shows, with possible appearances at the Wetaskiwin and the Rocky Mountain House Air Shows. Please come and say, “Hello” and, if you have young ones with you, they can try out our Lancaster mid-upper gun turret.



The museum's travelling display trailer is shined up and ready to roll.

IN MEMORIAM

MERRYFIELD, George J. (Jack), Redwood Meadows, AB, passed away Dec. 20, 2012. Jack was a long time supporter and friend of NLS and its museum.

CAMPBELL, Thomas Martin (Tom), Calgary, AB, passed away on Sept. 15, 2012. Tom was a long time member.

WOLFE, Gerald, Waterloo, Ont., left this world, October 2012.

HILL, Ken E. of Caledon, Ont. Passed away, Nov. 20, 2012.

IRVIN, J. E. from Rossland, BC, deceased in 2012.

BRACKO, Shirley, Calgary, AB, passed on in 2012.

MAY GOD BLESS

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



THE MUSEUM'S RESTORATION SHOP 25TH ANNIVERSARY

Twenty-five years ago saw volunteers working on the museum's first projects in a loaned shop courtesy of Doug McGowan and his mother Joana McGowan. This was the shop half of a shop/storage building used originally by Doug's deceased father.

The next shop was the north "lean-to" of the original museum building. As in the McGowan shop, every operation was conducted there, wood-work, engine restoration, welding and machining. Finally, with the construction of the north addition to the museum two separate shops came into being.

Here is a photo collection of that progress.



Lenard Hoffarth - in the McGowan shop.



Towing tractor project - McGowan's shop.



Greg Morrison and Bob Long in the museum's first shop (lean-to) with a radial engine they have rebuilt.



Greg Morrison and Gordon Neu fitting the Kinner engine to the Fleet Fawn (lean-to shop.)



Charlie Cobb restoring gun turret canopy in the museum's lean-to shop.



A separate engine shop! Part of the north hangar addition to the museum was partitioned off for two individual shops. The wood working shop in the photo below.



Rebuilding the first Merlin engine in the lean-to shop, John Phillips standing - two more engine crew out of sight behind.



HALIFAX 57 RESCUE

EXERPTS FROM LATEST REPORT

by Karl Kjarsgaard

Read below as we move forward on our determined quest to bring a Halifax bomber to Canada to be included in the Bomber Command Museum of Canada.

We have our Lanc and now, this summer, for the first time in over 50 years, we should have all 4 Merlins running on FM159. This will be good news and such good noise. There is only one thing that sounds better than a Merlin and that is four Merlins!

We have become a special “recon group,” to find a Halifax and bring her to this museum. The Halifax is the main missing Sword of Freedom that will complete our collection.

As your project manager, I will be overseas this week doing my best stick handling on your behalf to gather all things Halifax. I will be arranging shipment of the Hastings/Halifax outer wing panel, propeller hub and blades, nose Perspex, exhaust collector rings for Bristol Hercules.

Furthermore, I am in contact with an oil and exploration company, based out of London UK, which has received an exploration permit in deep Irish waters and their exploration block is only 20 miles from the location of our Halifax LW170! I have had a meeting with this company and discussed the Halifax Project with them and the possibility of their assistance in finding Halifax LW170 this year. The father of the CEO of this company flew Mossies in the RAF in WWII.

George Rosskopf, Halifax 57 Rescue’s director of engineering, has for the past months in Ottawa started the monumental



George Rosskopf watches as the tow truck driver winches one section of the Halifax centre section on to a flat deck for hauling to the new “Rebuild Shop” shown in the top photo.

rebuild of the Hastings-Halifax main spar and center section. To see all he has done, do a Google search and input - “**the Dunrobin Castle channel + The Rebuild Shop 8**” Note also the other seven Rebuild Shop programs that are listed on the right and are available on the YouTube feature.

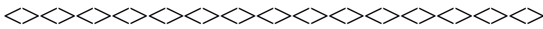
Thanks to our friends at the Canadian Aviation and Space Museum for their timely and valuable storage of these rare wing parts as we built up our own rebuild facilities in Orleans, Ontario.

George has been working out of his expanded garage and shop this past winter just to keep going until we located this new



building to expand our wing rebuild work. Thanks to George and Jim Blondeau for their efforts to improve our facilities and share all this progress with you via the internet. Well done, guys!

We urgently need your donations to help keep the Halifax Project going. For ways you can help see: www.57rescuecanada.com



ANSON RESTORATION REPORT

By Rob Pedersen

Great progress is being made in restoring “Old Annie” The restoration team is hard at work on several sections of her air frame. John Maze has been joined by new volunteer, Rodger Dainton, working on the tail plane project. All of the main ribs have been repaired or new ones fabricated. Rodger has been working to restore the tail plane spars while John has now begun fabrication on the nose ribs. I believe by the end of summer we will see the beginnings of the reassembly of the tail plane.

The fuselage crew has been successfully giving Annie back her shape! Terry Moynihan, Carl Orde, Charles Logie and others, have been busy rebuilding and restoring the fuselage stringers, crew steps, windows and floors. Little by little Annie becomes her old self again. Fred Van Dreil has been working with Garry Amundrud to install the electrics back into the fuselage. They have successfully restored most of the electrical panels and have finished installing them. Now we need to purchase some wire and start running the several miles of copper throughout the aircraft.

While Annie may not be ready to once again take to the air, thanks to her hard

working restoration crew she is certainly 19 starting to look more like an airplane again.



The horizontal stabilizer (tail plane) is being restored - note the restored ribs.



Photo shows one of the Anson's restored windows mounted in the fuselage.



Anson electric panel is mounted in place.



The Beech Expeditor has one engine off to facilitate restoring wiring and plumbing, as well as installing a better engine mount.

BEECH 18 RESTORATION

By Wayne Bailey

Progress on the BCM ex-RCMP Beechcraft 18, CF-MPI, is slowly moving forward. The passenger compartment flooring has been replaced with new plywood and aluminum trim and the cockpit floor removal and replacement is underway.

Many of the components under the cockpit will need to be replaced before the new flooring can be fitted and reinstalled, as most were removed, some not too gently. Also the wiring, plumbing of fuel lines, and routing of flight controls, will need to be addressed, prior to putting the floor back in place.

We removed the starboard Pratt and Whitney 985 engine to facilitate repairs, and remanufacture of panels that were part of the engine nacelle and cowlings. Most of those will come from our donor Beech, when the weather allows. While we have the engine removed and on an engine stand, we will overhaul and install the starter, generator, carburetor, and hopefully some of the exhaust system.

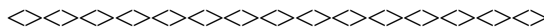
A short history lesson on the Beech 18,

tells us that the first Beech 18 flight took place in Wichita, KS, on Jan. 15 1937, and the final aircraft was manufactured and sold in 1970. Beechcraft set the record for the longest continuous production of a piston engine aircraft built, with over 8000 aircraft put into service, all over the world, in military, private ownership, and fleet operations.

The RCMP Air Services got its start in April of 1937, and acquired two shiny new Beech 18 Models in 1946, (CF-MPH and CF-MPI). Both aircraft still exist, MPH on a plinth at the RCMP training facility in Regina, Saskatchewan. And, of course, MPI in our museum,

Aircraft in service with the RCMP before 46 included DH 90 Dragonflies, Noorduyn Norseman IV (CF MPE), and an ex RCAF Gruman Goose,(CF-MPG).

In future updates in the museum newsletters, we will try to bring you more history and other information on the progress of the restoration of MPI.



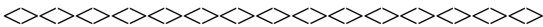
Member of the Beech restoration crew Gary Stonall, is liberating elevator trim parts from our donor Beech.

development, interpretive displays, and special events.

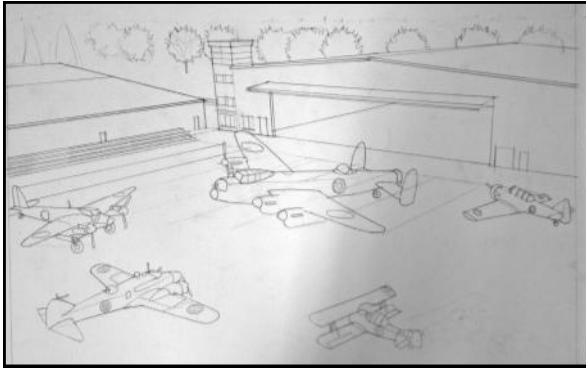
Some preliminary drawings have been made up, which is the first stage in developing the concept. Also a meeting has been scheduled with Nanton's Town Council to discuss possible locations of an additional hangar.

How to fund such an expansion is also being discussed. Is there anyone out there who has won one of those huge lotteries who might help?

There will be more details and information in our Fall/Winter 2013 newsletter. Meanwhile, we invite comments and suggestions from our members and supporters as to how we might make this happen.



We have come a long way since the old Lancaster bomber was dragged across country to Nanton to be a tourist attraction. There it stood for thirty-one years before it became the centre-piece of the museum that has been created around it. Still growing!



An artist's rendering a possible addition to the present museum. Other concepts could be contemplated.

**RUNNABLE AIRCRAFT
SPARK EXPANSION PLANS**

Our museum's 37,000 square foot facility displays thirteen aircraft and associated interpretive displays, artwork, and military vehicles. As well, the museum includes a library, archives, and restoration shops.

Since its formation in 1986, the museum has evolved into a facility that restores aircraft to run-able, taxi-able status. Our development is currently being constrained by extremely limited tarmac space and associated area from which visitors may observe the aircraft.

As you will read elsewhere in this newsletter, additional aircraft are being acquired and restored. As these efforts progress, particularly when aircraft are assembled with wings attached, we will require additional display space for them.

Planning is in its preliminary stages but a vision has been clearly defined. The Society's initial proposal shows an additional 33,600 square foot hangar along with an expanded tarmac area which would also be required to support our future



LANCASTER REPORT

by Brian Taylor

As of today (April 11, 2013) the Lancaster crew is preparing FM159 for another summer of engine runs starting on April 20, 2013. Last week we had pressure failure with the port priming pump. John Philips took the pump home and cleaned and repacked the gear housing. The pump now generates the proper 90 psi.

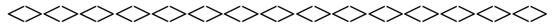
A hydraulic leak on engine #3 has been repaired as well. We hope to have a prop back on engine #2 in the next couple of weeks and can begin some test runs with it. Engine #1 is about ready for mounting on the aircraft. We are currently finishing with the carburetor and accelerator pump. The header tank and rads are mounted.

Merrill Honeyman is working on a pyrotechnic display for our night Lancaster runs. This week we will be installing the last coolant line and will then fill the system and check for leaks. Once on the aircraft, there will be more assembly and connections before we can test run the engine. We can't promise, but we may have all 4 Merlins purring by July 2013.

Since the fall 2012 newsletter report much has been accomplished. Good work guys!

The following is a list of the members of the Lanc crew and their backgrounds:

John Phillips - AME, Merrill Honeyman - automotive mechanic, Fred Hollowell - computer/autobody, Shane Chipchase - farm equipment mechanic and farmer, Francis Gardner - rancher, Brian Taylor - DVM (Veterinarian), Greg Morrison - AME, and Dan Hawken - machinist.



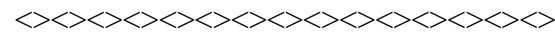
You saw the top photo in the fall newsletter, showing the #2 Merlin (port inboard) being test run without a propeller. The second photo shows #1 engine (port outer) which is due to be reinstalled on the Lanc as this newsletter goes together. The props for both engines are presently away being checked for safe running. We hope to run all four Merlins this summer! (???)

NEW DISPLAY PANELS

We continue to upgrade and expand the interpretive display panels within the museum that provide visitors with visual and written information designed to help them understand and appreciate our aircraft and artifacts and the history that we present.

Having a Lancaster on display, it has clearly been and will continue to be the focus of our museum. However this winter we have created display panels that feature other important Bomber Command aircraft including the Wellington, Hampden, Whitley, and Stirling. As well, we have upgraded our Halifax display with new display panels that provide background information on the aircraft itself, together with the on-going developments related to our Halifax Project.

Other new panels feature the Canadian Leaders of Bomber Command, “Moose” Fulton, Reg Lane, and Johnny Fauquier, the Pathfinders, and the four Canadian airmen who were awarded the Victoria Cross during WW II.



A sampling of the new information panels.

EDITOR/CURATOR COMMENTS 23

Yours truly is hanging in there at 85. Still typing with two fingers trying to get newsletters together. The time is probably on the horizon when our Society will have to find a replacement for this old horse!

If you are a long-time member you will have read the Fall 2012 newsletter in which we talked about future expansion. See page 21 in this newsletter for an update on some of the actions that have taken place since then to start the “ball rolling” so that the new facility will become a reality in the near future. Past President Dan Fox has been spearheading this move that will eventually about double our present space.

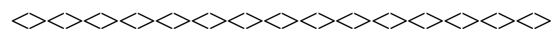
Recently there has been a set back to all non-profit museums and other entities in our province. The Alberta government in its wisdom (?) has cancelled its student employment and also the Community Spirit grant that provided some financial assistance for our operation.

This is a blow to all entities who have used these grants to assist in employing students over the summer months: a blow to our province’s greatest resource, our young people, in acquiring summer jobs.

However, on a positive note, our museum will as usual employ five student tour guides, even if some other museum activities have to wait for funding. Our motto is still that of the wartime Pathfinders, “Press On Regardless” and we are doing just that!

Come visit us this summer and check out the additional displays and hear the roar of the Merlins at our scheduled events!

Sincerely, Bob Evans



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