



# BOMBER COMMAND MUSEUM OF CANADA NEWSLETTER



MUSEUM OPERATED BY:  
**THE NANTON LANCASTER SOCIETY**

**VOLUME 28 ISSUE 1**

**SPRING - 2014**



Page 5



Page 6



Page 12



Page 6



Page 8



Page 14

## 2013 BOARD OF DIRECTORS

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Library & Displays .....	Dave Birrell
Webmaster .....	Brent Armstrong

### —STAFF—

Office Manager .....	Julie Taylor
Visitor Services Manager .....	Ashley Burrows

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## NEWSLETTER CONTENTS

Executive list—Staff—President's Report .....	2
Membership Options—Museum—Hours—Contact info ..	3
CAPA Award 2013—2014 Summer Events List .....	4
A Snow Problem - True Patriot Love Fund Raiser .....	5
Reorganizing Aircraft & Displays .....	6
Upgraded BAZ Book .....	7
Proposed Museum Expansion .....	8
Summer Event—70th Anniversary The Great Escape .....	9
Bikes & Bombers Event—July Fly-In .....	10
Nanton Celebrates History .....	11
Mosquito Restoration Update & Visiting Senates..	12 & 13
Anson Restoration Report .....	14
#19 SFTS Revival .....	15
In Memoriam—Recognise Passing of Special Friends ..	16
A Letter Worth Reading .....	17
Halifax Report & 57 Rescue Delivers .....	18 & 19
New & Upgraded Display Signage .....	20
Beech 18 Restoration Report .....	21
Lancaster Upgrade Continues .....	22
Nose Art Book Upgrade & Curator's Comments .....	23
ADVERTIZERS .....	24

## PRESIDENT'S REPORT

by Rob Pedersen

With winter now behind us (hopefully) and our summer season fast approaching, this is a great time to look at the exciting events we have in store for you.

This year promises to be a very exciting year indeed. Starting off we have our Volunteer Appreciation Night. This event is very dear to me. This is my chance to thank the many volunteers for their tireless efforts. Without our volunteers the museum would just be a building stuffed full of old artifacts. Speaking of a building being stuffed full, we have again run out of space.

In May we will be hosting our kickoff fundraiser for the new expansion. This expansion features a new hanger North West of the existing building. Make sure you read the featured article about our expansion in this edition of the newsletter.

Several years ago we twinned the Town of Nanton with the Town of Senantes, France in Honour of Ian Bazalgette and his Victoria Cross Flight. This year in June a museum delegation will be venturing to Senantes to commemorate the 70<sup>th</sup> Anniversary of Baz's last Flight.

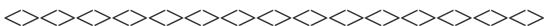
August of course will be the time of our Big event this year. This year we will be commemorating the “Great Escape” and hope to feature the Re-enactors as they tell the tale of the Great Escape as only they can. If you've never seen the re-enactors it is quite a sight. They dress up in period dress and portray the events with “live” pyrotechnics, story line and action! Check our website for the summer schedule at:

[www.bombercommandmuseum.ca](http://www.bombercommandmuseum.ca)

Speaking of Websites, our Facebook

audience is rapidly growing; we now have over 690 people who belong to our Bomber Command Museum of Canada – The Nanton Lancaster Society and over 280 people who are watching our page and receiving “tweets” through Twitter. These are great ways to receive up to the minute information regarding our summer events.

Do drop in this summer and we’ll be happy to show you around the museum.



### ***MUSEUM HOURS***

**April 16th to June 30th - Open Daily**

**10 a.m. to 4 p.m.**

**July 1st to August 31st**

**9 a.m. to 5 p.m.**

**September 1st to October 15th**

**10 a.m. to 4 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**

#### **Office Manager:**

office@bombercommandmuseum.ca

#### **Visitor Services:**

visitorservices@bombercommandmuseum.ca

#### **Curator:**

curator@bombercommandmuseum.ca

**Telephone: (403) 646-2270**

**Fax No. (403) 646-2214**

#### **Website:**

<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.



Here pictured is the 2013 CAPA award for "Excellence In Restoration" trophy that was presented to our museum.

### 2013 CAPA CONFERENCE

Directors, John Phillips, Greg Morison and Bob Evans, were your delegates to the 2013 CAPA Conference in Edmonton last November. The meeting was attended by representatives of many aviation museums from across Canada, and hosted by the Alberta Aviation Museum. A side trip to the Reynolds museum, that was part of the agenda, was cancelled due to a Alberta snow storm that made roads very dangerous for travelling.

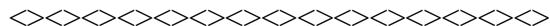
Our museum was presented with the CAPA 2013 "Excellence In Restoration" award for having restored all four of our Lancaster's Merlin engines to running condition.

The Alberta Aviation Museum made a major announcement that due to the closing of the Municipal Airport they are building a new facility at the Villeneuve airport where their airworthy aircraft will be based. This

will be operated by a separate entity, the *Alberta Flying Heritage Museum*

A lot of the other CAPA museums marvel at what we have accomplished and how our "git'er done" attitude seems to work! Tom Sands, president of CAPA, says he uses us as the poster child of "what can be done".

We are discussing the possibility of our museum hosting a CAPA conference in the future. With the present schedule that would be about 3-4 years away.



### EVENTS FOR SUMMER 2014

\*\*\*\*\*

**APRIL 25**-Night run of Lanc engines.

**APRIL 26**- RCAF Ninetieth Anniversary.

**MAY 23** -New Addition Fund raising Kick Off ! Evening with dinner, Big Band, etc.

**MAY-24** "Bazalgette VC -70th Anniversary Commemoration".

**JUNE-7** "D-Day 70th anniversary - Bomber Command's Contributions

**JULY 5** - Bikes & Bombers

**JULY 26** - Joe English Memorial Fly-In.

**AUGUST- 4** - "Nanton Parade Day"

**AUGUST 22** - Night Run of Lanc Engines.

**AUGUST23** -The Great Escape - A Canadian Story, the 70th Anniversary Commemoration. Our major summer event.

**SEPTEMBER-19**—Night run of Lanc Engines.

**SEPTEMBER 20**—70th Anniversary of the sinking of the Tirpitz.

\*\*\*\*\*

**Note:** Lanc engine runs at all events except for July 26 Fly-In. Check website

[www.bombercommandmuseum.ca](http://www.bombercommandmuseum.ca)



*Hutterite Brethren from the McMillan and Cayley colonies are seen here clearing the snow from the roof on the west end of the museum's south lean-to .*

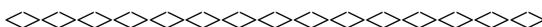
*Dan Fox, Mark Fox, Gary Fox, Karl Kjarsgaard and Mark McNichol, spent nearly five hours clearing the snow bank from the roof to alleviate the pressure that was causing the ceiling to collapse. It was estimated that they moved about five - six tons of heavy wet snow.*

## **ROOF PROBLEM - SNOW CLEAN-UP**

In mid February a winter storm dumped about 10 centimetres of snow on the Nanton area and along with strong winds managed to pile up a tremendous drift on the portion of the museum's roof over the office area. A subsequent thaw and then more snow added additional weight to this which resulted in some of the roof trusses starting to give way and the ceiling inside staring to collapse. In the past we've had smaller snow banks in this area but they eventually melted.

Members of two local Hutterite colonies were contacted and they cleared the snow from the roof on the west end of the museum's south lean-to. The Bomber Command museum extends a very special THANKS to the Hutterite brethren who helped clear the snow.

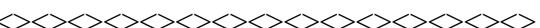
We hopefully have learned a lesson here, not to ignore this in another year!



## **TRUE PATRIOT LOVE FOUNDATION DINNER**

The museum was pleased to be part of this impressive function held on the evening of April 3rd that saw over \$1.2 million raised to assist military families.

Our half-scale, portable Memorial Wall with its 10,659 names was a poignant part of the museum's display along with the museum's travelling display trailer. Over 1000 people attended the dinner at the BMO Centre in Calgary.



## A DAY FOR CHANGES

April 5 saw a lot of activity at the museum in which the Lanc, Blenheim and other aircraft were moved outside temporarily. Later some went to new locations within the museum. Some of the moving was dictated by the need to move the newly acquired Bf109 replica from the north hangar, where had spent the winter months fitted with an undercarriage so it could be moved. It is now in the main hangar near the door to the theatre room.

Herewith are some photos taken that day by Richard de Boer, (His captions also.)

The Calgary Mosquito Society (CMS) members assisted with the moving. Our **grateful thanks** to them for their help.



*The centre piece and Star.*



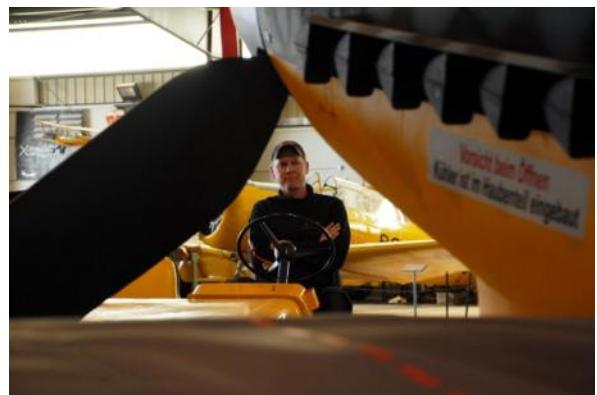
*Outdoors –chance for some good photos.*



*Old foes!*



*The Blenheim, Lanc and the “Chunk.”*



*“And I didn’t even break it.” Greg Morrison sits on the museum’s towing Mule and contemplates the Bf109 he has just pushed into its new display area in the museum. See page 13 for another photo.*

# Baz

THE BIOGRAPHY OF IAN BAZALGETTE VC



*Dave Birrell*

## “BAZ” – A NEW EDITION OF S/L IAN BAZALGETTE’S BIOGRAPHY

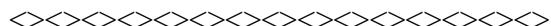
When the first edition of “Baz” was published in 1996, we believed that it incorporated all the material that existed regarding S/L Bazalgette’s life. We made use of information from his logbook, squadron records and other documents, and extensive videotaped interviews with Ian’s sister, crewmembers, and friends.

Unfortunately, very few letters written by or to Ian were available. This limited the picture of him that we were able to present to one based on comments made by others about his life and his personality. However, this changed in 2012.

Shortly after the end of the war, Ian’s mother placed over one hundred letters and documents, a number of photos, and a few other special items in a wooden box. The box was then closed and placed in a storage area in her home. Sixty-seven years later, in 2012, members of the family came across the box and it was opened, perhaps for the first time since Ian’s mother closed it following the war.

The Bomber Command Museum of Canada is honoured that the family has shared the contents of this special box with us, in particular the letters. As well as providing valuable information regarding S/L Bazalgette’s military career, these private conversations between a mother and her son are a window into his personality and other aspects of his life that we had previously not known of. There are also two poignant and beautiful letters written by Ian’s sister that allow us to appreciate her personality and the close relationship she had with Ian and her parents and with the citizens of Senantes, France where her brother died and is buried.

Ian’s biography has now been enhanced, broadened, and almost doubled in size with the incorporation of this wonderful, newly discovered material. The new edition is now available at the museum shop and may be purchased through the museum on-line.



## PROPOSED EXPANSION

**UPDATE** By Dan Fox

Since I last reported to you about the museum's ambitious plans to expand by 33,600 square feet in a new building, progress is being made on several fronts.

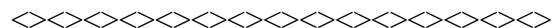
First, negotiations are still underway with the Town of Nanton regarding a long-term lease for the land required to the north and west of the present facility. We recently met with the Mayor, Rick Everett, and Chairman of the Public Works Committee, Jennifer Handley, to discuss the progress in this area. They reassured us that the town is actively working as rapidly as possible to make this happen.

Secondly, we are announcing our "Fund-Raising Kick-Off" for the expansion, to take place on the evening of May 23, 2014. The evening starts at 6:00 P.M. with cocktails, while the Woodhouse Big Band plays, followed by roast beef dinner, guest speaker, Colonel Terry Chester (President of the RCAFA), unveiling of our new donor -board followed by an evening engine run of the Lanc and Bristol Hercules engine. It



*An artist's aerial concept of the future look of the Bomber Command Museum with the addition of a second hangar.*

will be an exciting time for everyone involved, so get your tickets (\$50 ea) from the museum and help us build our dream!



*Above is a photo of the signage now in the museum promoting the museum expansion.*



The photo above shows the expansion funding board. The top row reads, "BUY" "VICTORY BONDS" "BOMBER COMMAND MUSEUM of CANADA EXPANSION PROJECT." This is the "brain child" of volunteer, Rick Featherstone. It consists of two wing panels from a scrapped Lancaster bolted together. The panels are mounted on a frame with casters so it is easily moved. - (cont. pg 9)

**Donors to the museum expansion fund will be able to apply their names in different categories according to the amount they wish to donate. Examples: Pilot Officer (\$100+), - Flying Officer (\$250+) - Flight Lieutenant (\$500+) and on up to, Air Chief Marshal (\$100,000+).**

The board will be on display at our May 23 & 24 Fund Raising event and ready for your donation and signature! Come help us make the expansion happen!



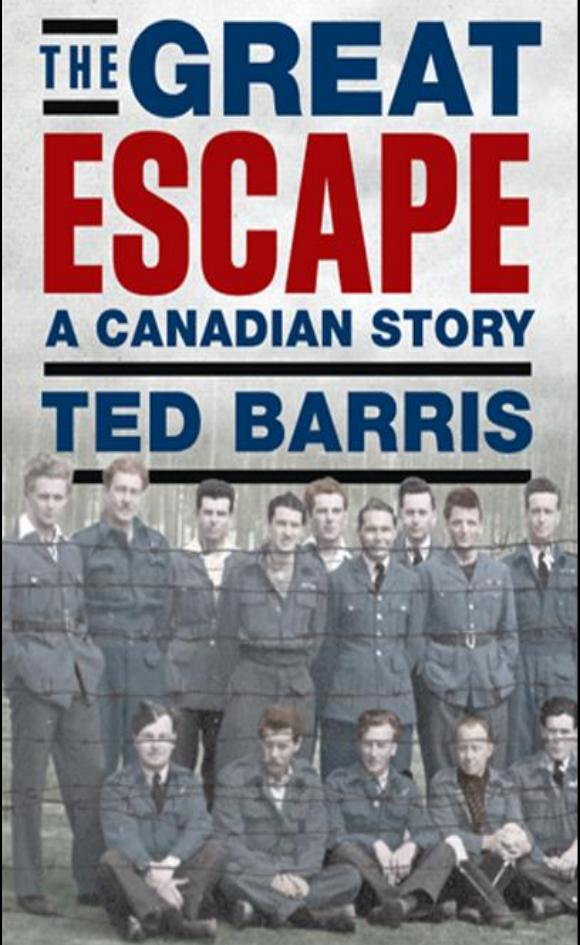
**AUGUST 23 & 24  
THE GREAT ESCAPE-70<sup>TH</sup>  
ANNIVERSARY COMMEMORATION**

On the night of March 24, 1944, eighty Commonwealth airmen crawled through a 400 foot long tunnel and most slipped into the darkness of a pine forest beyond the wire of Stalag Luft III, a German prisoner of war compound near Sagan, Poland. The event became known as *The Great Escape*.

Of the 1800 or so POW's in the compound, 600 were involved in the escape, and of these 150 were Canadian. Much of the design, execution, and tactical success of The Great Escape was orchestrated by an extraordinarily talented crew of air force officers from Canada, many of them members of Bomber Command.

On August 23<sup>rd</sup>, the museum will commemorate The Great Escape and in particular the involvement of Bomber Command aircrew and the Canadians involved. Our special guest and speaker will be Ted Barris, the author of the recently published and highly regarded "The Great

Escape -A Canadian Story." There will [9] be other special guests, engine runs, living historians, and special displays and demonstrations. Please plan on attending.



*The cover of Ted Barris's newest book.*



# BIKES & BOMBERS

Saturday July 5th - 10 to 3

*A Special Day for Bikers at the  
Bomber Command Museum in Nanton*



- Lancaster Bomber Merlin V-12 Four Engine Start-Ups
- Bristol Hercules 14 Cylinder Radial Run-Ups
- Lancaster Cockpit Tours - Motorcycle Displays
- Exclusive Motorcycle Parking Area (on grass)
- Door Prizes - Photo-ops - Lunch Available on Site

**Museum Admission (as always) is by Donation**

**BOMBER COMMAND MUSEUM OF CANADA**  
**NANTON, ALBERTA, CANADA**  
[www.bombercommandmuseum.ca](http://www.bombercommandmuseum.ca)

For 2014 Bikes & Bombers. Check website  
[www.bombercommandmuseum.ca](http://www.bombercommandmuseum.ca)



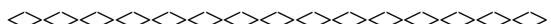
## JOE ENGLISH MEMORIAL FLY-IN

JULY 26, 2014

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. There will be transportation available to and from the museum during the morning.

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



*Some of the aircraft that attended last year's fly-in.*



*Attending the fly-in in 2013 was this Nanchang trainer, built in China. It was a hit with those in attendance. .*

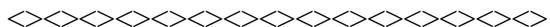
# NANTON CELEBRATES HISTORY

JUNE 7, 2014

Local venues that contribute to this special day are: The Bomber Command Museum, The Museum of Miniatures, Ultimate Trains and the Nanton Grain Elevator Society.

The Bomber Command museum's theme will be the **Commemoration of the 70th Anniversary of D-Day**.

This year, there will be transportation from one venue to another with a handy van making the rounds about every half hour. This will benefit visitors as well as all venues especially the Grain elevator group as it is somewhat remote from the others. ! Come enjoy the day!



*Running the Lanc's four Merlins.*



*Ultimate Trains garden railway. A must see for both children and adults..*

11



*Museum of Miniatures. is only two blocks from the Bomber museum. Above are photos of two of the hundreds of displays in this unique museum.*



*Nanton's Grain elevators – worth a visit to see how grain was handled and shipped in the past. Volunteers will tour you through.*



## MOSQUITO RESTORATION

### UPDATE

by Richard de Boer, Pres. CMS

Despite what feels like a never ending winter the members and volunteers of the Calgary Mosquito Society (CMS) have been Saturday and Tuesday regulars throughout. The focus of activity has been on the fuselage in at least three areas, the first of which as been to create a number of mock up boards which duplicate the various bulkheads in the Mosquito fuselage. These mock ups are used to assemble parts and systems from the vast collection of loose and unlabeled parts we inherited. Once complete, the parts will be reinstalled in the fuselage. The cockpit canopy has also received a great deal of attention, being disassembled prior to having the frame restored and new Perspex panels made.

But before that can happen the fuselage itself is in need of some significant TLC, both structural and cosmetic. Most of the activity since Xmas has focused on the construction of a new cradle or fixture to give us better access and to and repair capability on the fuselage. We were aided in its design by our friends at the de Havilland Aircraft Museum in the UK who have mastered the very delicate art of moving a Mosquito fuselage. We copied and then modified their heavy I-beam design.

After months of design, contraction and fine tuning it all came together on March 29 when the fuselage was removed from its wooden cradle and transferred to the new steel fixture. Though the lack of drama may have disappointed our videographer, the execution, by over 20 Society volunteers,

can be described as 'faultless'. A laser mounted in the cockpit indicated less than 1/8 of an inch flex in the fuselage during the move. The fuselage will be stabilized in the new fixture prior to structural repairs and the reinstallation of fuselage systems over the summer months.



*The Mosquito fuselage on the wooden carrier with the steel framed one under construction in front.*



*The steel carrier with the cradles now in place, each positioned where they will be under a bulkhead.*





*The Mossie fuselage being gently lowered on its new carrier.*



*Move completed, the fuselage now sitting on the new carrier with two more formers to install. It can now be moved on its casters to accommodate the work being done.*



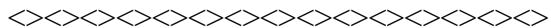
*Nose mock-up with controls attached.*

## NANTON AND SENANTES

### TWINNED COMMUNITIES

In 2009 the communities of Senantes, France and Nanton, Alberta were twinned because of the close connection that they share to Ian Bazalgette VC. A delegation led by the Mayor of Senantes attended the ceremonies in Nanton.

During June 2014, a delegation from Nanton will be travelling to Senantes to participate in ceremonies to commemorate the seventieth anniversary of the Victoria Cross Flight and to continue the “twinned” relationship with the French village. Members of the Bazalgette Family and relatives of Baz’s crewmembers will be present as well.



### LEFT OVER PHOTO FROM PAGE 6

*The Bf109 on display in the museum's main hangar. A new cabinet is yet to be installed beside the aircraft which will contain a mannequin dressed in the flight gear along with the wartime effects of Emil Weinmann, WWII German Night fighter pilot including his medals. The story will be part of the display signage.*



*The Anson's horizontal stabilizer in the wood shop under restoration.*

## ANSON RESTORATION REPORT

*By Rob Pedersen*

Recently, after taking a walk around "Annie" and doing a little bit of "Hangar Flying" I realized just how far she has come. It has been quite the journey; from a "rotting" hulk sitting in a farmer's field to the old girl that currently sits on display.

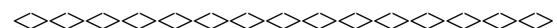
The Anson now proudly displays a nearly completed tail plane; finished rudder, floors and full instrumentation. We have begun planning the restoration of her main plane. We are excited, that in the fall, the Calgary Mosquito Society will build us a brand new spar table. This will allow us to restore the two original wing spars that we have. The wing spars of course will become the center pieces of our last major assembly, the wing.

The Anson, as it sits in the corner of the restoration hanger, will very soon need additional space. The tail plane, currently located in the wood shop, is over 30' long. With the ribs now installed and almost ready for covering we will likely see Annie mated to her tail feathers in early October or so. Our much needed expansion can't

happen too soon.

It will be an exciting day when Annie is finally reunited with her tail plane and even more exciting when restoration begins on her wing spars.

When you drop by the museum make sure you come and say hi to Annie, She likes visitors.



*A view inside the fuselage - if you look close you can see most of instrumentation panels are now installed.*



*Terry Moynihan (standing) works at fitting a door frame while Carl Orde (back to the camera) works on small parts at a table.*



*Photo showing six of the seven #19 SFTS hangars as they were in 1982. Much has changed since and time has taken its toll.*

### # 19 SFTS PRESERVATION

In recent years oilman, John Sands, had purchased and refurbished two of the old WWII hangars and cleaned up the old runways at the #19 SFTS near Vulcan, Alberta. He has been using the base to fly in and out in his own aircraft as well as making it available to other flyers including a Sky Diving group. He stores several other aircraft as well as the museum's travelling display when it isn't in use. The base is administered by the MD of Vulcan.

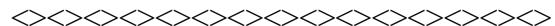
His efforts to make this a useful airfield have now been threatened by a an entity that now has obtained one of the other six remaining hangars and wants to use it and the area right up to one of the runways as a used car dealership and auto wrecking business. It has already created a hazard to aircraft accessing the airport by stacking pallets, etc., on one of the taxiways.

Over the years a sequence of businesses have started up here, each of the previous ones have eventually failed leaving their debris behind. We wonder if this new business might see a similar demise. The old airfield is situated remotely from both Vulcan and Nanton with access from gravel country roads, not any major highway.

Our museum is concerned in that this is an historic airfield that Mr. Sands has made the first steps in preserving at least a part of it and making it a usable airport.

#19 SFTS was one of the largest BCATP bases in southern Alberta with seven hangars, six (some in poor condition) of which are still in existence.

We do hope that this issue is resolved to everyone's satisfaction so that Mr. Sands can continue with his preservation efforts.



*Wayne Bailey's pick-up truck hitched to the museum's travelling display in front of one of the WWII hangars at Vulcan #19 SFTS.*



*The memorial commemorating #19 SFTS.*

## IN MEMORIAM

---

**Richard W. Boyack, Surrey, BC** died March 21, 2013.. He was a Lifetime Member of the BCMoC.

**Jack Le Quesne,** Arbor Vitae, WI, USA, died 7-4-13. Member and friend.

**Shirley Dougall,** Brooks, AB passed away in September, 2913. Both Shirley and her late husband were long time members of BCMoC.

**Mrs. Lynne Maynard,** Nanton AB passed away November 22, 2013. Member.

**Robert (Bob) O'Connor,** Calgary, AB, passed away December 25, 2013. A member of NLS. A Mosquito navigator with 627 (Pathfinder) Squadron in the closing months of WWII.

**Adrianus (Ronnie) Groeneveld,** High River, AB, passed away February 9, 2014. A good friend and member of the Museum.

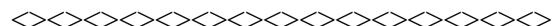
**Allan Rumbelow,** Worthing, Goering – by Sea, England, passed way in February, 2014 A lifetime member of the BCMoC.

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

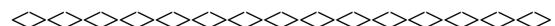
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**Lynne Maynard,** left this world last November, leaving behind a monumental record of volunteerism. Lynne volunteered with the local food bank, the Animal Shelter, both of which she either organized and/or managed. All of this in a very quite unassuming way. One of Lynne's lesser known volunteer jobs was in the capacity of the main proof reader of the BCMoC bi-annual newsletter. This she did for over two and a half decades! We will miss her not just for the proof reading but as a kind gentle person who greatly enhanced the community she lived in.



**Ronnie Groeneveld** passed on in February of this year. He was born in Holland and at 17 was a member of the wartime Dutch Resistance. He immigrated to Canada after the war and settled at High River, AB. He was an enthusiastic member of the BCMoC and a consistent visitor there where he will be greatly missed.



*We thought the following story worthy repeating.*

*Greetings Dave Birrell:*

*You may remember that last September my wife and I visited the air museum in search of information for F/L John Armitt, 405 Sqn. Pathfinders. It's taken a while, but I've written a brief story about John Armitt and the museum. The story was submitted to the CBC Canada Writes - Bloodlines short story contest and is posted on that website John R. Paterson.*

## **ONE OF THE TEN THOUSAND**

The picture of a proud young Royal Canadian Air Force Officer hung in a place of honour in our living room. He died before I was born, but my mother kept his memory alive. He was her nephew and she had been close to him and kept in touch during his tours of duty during WWII.

Sixty-years later we found letters she'd received from him – letters of a young man in the prime of his life; except that this young man routinely climbed into the belly of an aircraft and flew in cramped quarters into the pitch dark night at bone-chilling altitude, knowing that anti-aircraft guns were waiting and fighter planes were hunting.

We never really knew what happened – just that his Lancaster Bomber went down over Germany. The official letter just said “missing”. We decided that we needed to know more – we owed it to him to find out. My wife is a family historian, but what she discovered raised more questions. Our search led us to The Canadian Bomber Command Museum at Nanton, Alberta, and what an incredible monument it is.

The museum includes an extensive collection of restored aircraft and artifacts, including a Lancaster bomber with working Merlin engines. The Lanc was meticulously

re-built from a stripped down shell and [17] stands as a proud testament to volunteers, many of whom have spent years developing this incredible place. The Museum re-creates a strong sense of the world during World War II, and beautifully done displays vividly chronicle the air operations carried out by Bomber Command.

While I was examining the Lancaster, getting a small sense of what the life of a crewmember might have been like, my wife went to the library and found librarian/archivist. She told him who she was searching for. He couldn't believe it. He'd just finished reading a scrapbook for John Armitt a few minutes before we arrived. Within ten minutes, he'd found the all-important flight log book. Every training course and flight mission, are listed. He was astonished to note that John Armitt had flown over fifty missions.

Further searching at the Galt Museum in Lethbridge, and the University of Lethbridge led to the actual investigation report. At midnight, February 14, 1945, his Lancaster collided with one of their own aircraft. The pilot managed to bail out, but all the other members of both crews died.

The memorial in front of the Bomber Command Museum at Nanton contains ten thousand names – names of Canadians who died during World War II serving with Canadian Bomber Command. It's an historical fact that the air war was crucial for the allied victory. Flight Lieutenant John Armitt, Wireless Air Gunner (WAG), 405 Pathfinder Squadron, was one of those ten-thousand who made that victory possible.

John R. Paterson Jan-Louise Paterson



## HALIFAX 57 RESCUE

### *EXCERPTS FROM MARCH, 17, REPORT*

by Karl Kjarsgaard

I have just returned from a special trip to the UK to find all the Halifax engine, propeller, and vital components we need for our Halifax Project. It was an intensive period of travelling with 12 hour days of meeting museums, collectors, and officials who are instrumental to our immediate and future goals of a Halifax bomber for H57RC and our parent museum at the Bomber Command Museum of Canada.

But let me explain a new quest which takes precedence and from which we must not turn away. I visited the UK in February and acting on a lead from long time H57RC member, Chuck Tolley, made a side trip to Berlin, Germany, regarding a potential bomber crew recovery and their Halifax from a swamp north of Berlin!

There I met with local aviation archaeology group who have found the resting place of Halifax HR980 of RAF 158 Squadron in which 5 bomber crew are missing-in-action and believed entombed inside. In August 1943 this Halifax was damaged by night fighter and did a forced landing on the swamp with no survivors. 2 of the crew were found and buried but the Halifax sank in the mud before the other 5 airmen could be taken out of the aircraft. I agreed with this group that we must do what needs to be done to give them honour and rest and give the families closure.

#### NOW THE HALI-FACTS!:

I have made some very good progress on finding items as turrets, propellers, engine parts, etc., the giant 3-bladed de Havilland Halifax propellers are turning out to be hard to find but I have found 2 cores of these

propellers which are actually Stirling propellers but the same as Halifax props. In addition, we have located another Stirling hub and will be de-assembling this unit when we can pick it up in the near future.

Also, for those of you who did not see our Christmas report here is the ultra rare Halifax nose Perspex we got from a trade in the UK and which is now safely back in Nanton after crating and shipping across the ocean by our good friends at Air Canada-Air Cargo, at London, Heathrow.

In the UK I was able to locate four more Bristol Hercules engines in very good condition and I am dealing on these engines which are located in the UK. Considering all the Hercules parts and spares we have, we are well on our way in having the makings of 4 running Hercules engines in the near future.

Falcon Industries in Fort MacLeod are building us a NEW twin axle trailer (gratis) to mount our run-able Bristol Hercules engine. We will be able to share these exciting Hercules engine runs with those of you who come to our events at our Museum and also travel to airshows, fly-ins, and gatherings to add a whole lot of spice to our displays as we honour our bomber crews. The Bomber Command Museum is only museum in North America that RUNS both major types of RAF Bomber Command engines in their events and displays, the Merlin and the Hercules. See photo on the next page of yours truly eating oil and smoke as we start the Hercules just after the engine runs of our Lancaster

In addition, the Solway Aviation Museum in northern UK are willing to donate some Halifax tail section parts they had recovered which included a 10 foot by 3 foot section including the complete tail wheel casting and housing! This will be a welcome addition to all the components we need for our Halifax

rebuild in the coming months. I was able to pick up these tail sections last week while on my parts gathering trip.

Also, showing up at the Solway Aviation museum from Scotland was our H57RC founder Ian Foster who drove down from Glasgow, Scotland for a short visit with us and in tow he had some rare Halifax parts that he donated to our cause.

*For the full report please go to H57RC's website at: [www.57rescuecanada.com](http://www.57rescuecanada.com)*



*Pino Galardi of the Stirling Aircraft Project donated this prop hub which should yield a prop spider for the Halifax project.*



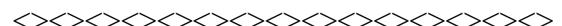
*Karl Kjarsgaard, running the Hercules engine. It always smokes when first started.*



*Standing in front of the British Lancaster, "Just Jane:" L-R: Andrew Panton , Karl Kjarsgaard, and Harold Panton.*

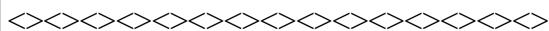
## 57 RESCUE DELIVERS

Halifax 57 Rescue Canada (AKA Karl Kjarsgaard) did a favour for the Bomber Command Museum of Canada and the Lincolnshire Aviation Heritage Center by shipping and delivering of a Lancaster prop spinner from Canada to East Kirkby, UK, as "Just Jane" has a very weary spinner that needs replacing on one of their Merlins, so that they can continue with their engine runs this season in the UK. Hands across the water and all that, supporting each other to continue the Merlin Music wherever it is played.



## DISPLAY SIGNAGE UPGRADED

Regular museum visitors will notice some twenty new display panels now in place after a major project this winter to upgrade museum displays. Some of the new panels are seen here on this page. This is the work of the museum's volunteer librarian and archivist, Dave Birrell.



*Above is the museum's upgraded Prisoner of War display.*



*The upgraded "Great Escape" display.*



*The new "Dambuster" display.*



*The museum's history in photographs.*



*An entirely new display board about Canada's wartime aircraft manufacturing.*



*Gary Stonall and Wayne Bailey finally removed the stubborn starboard aileron.*

## BEECH 18 RESTORATION

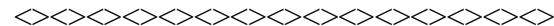
By Wayne Bailey

Work on the ex-RCMP Beechcraft Model D18 is slowly moving forward. The many months that the aircraft sat outdoors in the elements, and at the mercy of parts seekers, have made some of the restore projects, in the overhaul plan, a real challenge. Items like the cockpit floor had deteriorated to the point that they could not be used as a pattern, but with more than a little stubborn persistence we did find the points for the new floorboards. That cannot proceed until we determine what goes where under floor with some of the components that need to come later on in the restoration. Also underway is a refurbishment of the engine mounts for the Pratt and Whitney 985s, cleaning and reinstallation of the firewall, and inner cowling rings on the starboard side. Then it will be back to the flight deck to manufacture instrument panels, flight controls, wiring, etc. Much farther down the road, we will need to remove then reinstall both outer wing panels, rebuild and install the horizontal and vertical stabiliser. Thanks to the generosity of another Beechcraft owner, Don Weiben, in Fairview A.B., we

were able to acquire much needed bits [21] and pieces, left over from his excellent ex-RCAF Beech rebuild, If any of our readers know of other retired parts or components, that maybe taking up space in your back 40, please give us a shout.

The Twin Beech 18/Expeditor has a long and respected history, both in civilian aviation and in the military in various countries all over the world. The first model Beech 18 certified in January 1937 cruised at 196 mph with a gross weight of 6700 pounds, with a range in excess of 1000 miles, and cost approximately \$30,000 US.

On November 26 1969 the last three airplanes of Japan Airlines 10 airplane Super H18 order left Wichita Kansas for the flight to Japan to join the airlines training fleet. These aircraft cruised at 220 mph and had a gross weight of 9900 pounds. So ended the longest production run of this aircraft type in history.



*The Museum's Beech 18, one of two purchased by the RCMP in 1946. The second one still exists at the RCMP Training barracks in Regina, SK. Our Beech 18 was registered as CF-MPI.*



## LANCASTER UPGRADE REPORT

by John Phillips

2013 was a big year in that we got all the engines running on the Lancaster. However as time went on we realized that # 2 engine was, although running well, leaving a lot of oil on the left hand side exhaust stacks. The diagnosis was that the cylinder head had to be removed and shipped to Vintage V-12 Engines in Tehachapi, California for specialized work to be performed at some considerable expense. The cylinder head is now being installed on #2 and should enable us to run all four engines for the first event of April 25.

Our engine crew is also undergoing additional training to cope with the requirements of running all four engines. It's a far cry from the simplicity of running #3 engine back in 2005 ! But our volunteers are keen and we hope this translates into a great visual and audio experience for all those very much appreciated hundreds of museum visitors.

There are still more surprises in store from our Lancaster but first we need to expand the museum with an addition to the north. So if you win the big lottery, please keep us in mind !

Greg Morrison has been working on restoring the flooring aft of the bomb bay to

a higher standard, and sheeting in the original H2S radar opening and making provision to install the external blister which housed the dish antenna. In the process Greg has found a lot of corrosion to nuts and bolts in the bottom of the fuselage. This will be rectified as the work progresses. It is only when you get into the areas that are hidden that one finds what the years of sitting out in the elements has done.

Merrill, Fred, Brian and Francis are putting the head back on while Shane is overhauling a spare hydraulic pump. A later project is installing the ammunition tracks to the tail turret. As the popular saying goes, it's work in progress .



*Long time museum volunteer, Merrill Honeyman, is seen here helping to reinstall the newly refurbished cylinder head on the Lanc's #2 Merlin.*





## THE CLARENCE SIMONSEN — — NOSE ART COLLECTION

The Bomber Command Museum of Canada displays the largest collection of replica Bomber Command nose art in Canada. As well, we have an extensive archive of about 1000 different nose art images and about 2000 photos of nose art.

Since the original edition of "Nose Art," we have acquired fourteen more replica paintings. The new edition includes colour photos and associated information regarding all 57 nose art replica paintings on display at the museum. The new edition is now available at the museum shop and may be purchased through the museum on-line.

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### EDITOR/CURATOR COMMENTS

No comments this time. I thought the following article by Museum, Vice President, Dan Fox, was more important.

. *Sincerely, Bob Evans*

On the week-end of April 12/13, we had an awesome time with the three cadet squadrons who travelled from Cranbrook, Kimberley, and Sparwood to help clean the museum. This is the 18th time that they have done this, with no expectation of

compensation other than a pat on the [23] back, and maybe some pizza. They swept and washed the whole hangar floor, polished all the a/c and vehicles, raked the area on the south side, cleaned the hangar windows and dusted all our engines.

In addition, with the help of Ben Swartz and his truck and trailer, we demolished a shed at Raffin's Transit Mix, and saved two excellent Lanc wing panels. We also moved "Bumpy" the fire truck out to Bob Evans' hangar (first having to move a Lanc wheel and tire out of the way, plus a Halifax under-carriage). While we were outside in the snow doing our thing, Tink, Dave, Wayne and Karl were doing training sessions with the younger cadets.

Derek Squire, was left to keep everything in order at the museum, while juggling six jobs at once. Rick F. showed up with one of the new display cabinets for the BF-109, which we moved into the NW corner of the main hangar.

All in all, a very busy and productive week-end. Thanks to all museum volunteers who helped out, and special thanks to the 48 cadets plus their supervisors led by Major Ferguson, Captain Clow and Lt. Bott.

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*Dan Fox presents museum pins to a line up of cadets as the clean up comes to an end.*

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