



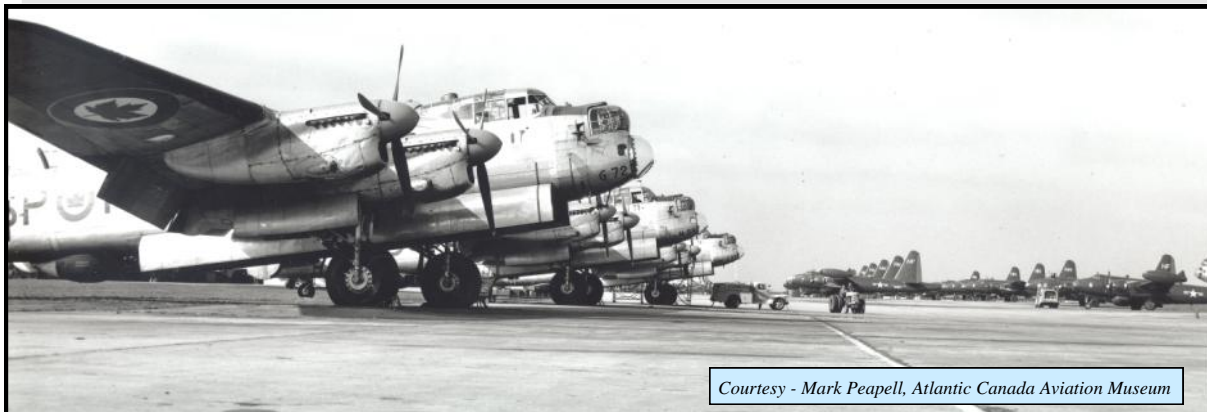
BOMBER COMMAND MUSEUM OF CANADA NEWSLETTER



MUSEUM OPERATED BY:
THE NANTON LANCASTER SOCIETY

VOLUME 28 ISSUE 2

Fall / Winter- 2014



Courtesy - Mark Peapell, Atlantic Canada Aviation Museum

FM159 in the centre of the three Lancasters at a naval air station in Florida in 1953.



See page 23



See page 8



See page 8



This donated 8 foot wide photo showing Halifax bombers lined up ready for a bombing Operation, now hangs over one of the double doors in the museum's front display area.

2014 BOARD OF DIRECTORS

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Tink Robinson has resigned as director. We wish him well. John Noyce replaces him.

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PRESIDENT’S REPORT

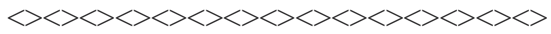
by Rob Pedersen

With 2015 almost upon us, the snowflakes just starting to fall and with Remembrance Day having just come and gone, we have been thinking of those fallen comrades who gave so much for us to be free.

As I think of my freedom and their ultimate sacrifice I look forward to the next year. I see a very busy and exciting time for the Bomber Command Museum of Canada. Our schedule has already been set, and we are very excited about our fundraising gala in May for the new building. We are pulling out all of the stops for this event. It will be an event not to miss. Be sure to check out our website for all the events details.

As I fly back on the last year, I can see fantastic progress in the Mosquito and the Hurricane project. It is truly wonderful to have the Mosquito society within our building. We are very proud to be part of their accomplishments.

Some milestones for the museum this year include FM159’s first taxi in over 58 years, our museum’s board members trip to France to honor Ian Willoughby Bazalgette, and our tribute to the Canadian VC’s including both Mynarski and Bazalgette.



PLEASE NOTE ON PAGE 3

- **THE FEE CHANGES FOR MEMBERSHIPS**
- **THE SQUARE FOOTER**
- **MEMBERSHIP HAS BEEN**
- **REPLACED WITH MUSEUM**
- **SUPPORTER MEMBERSHIP**
- **THE DONATION SCHEDULE FOR MUSEUM EXPANSION**

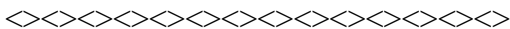
MEMBERSHIPS

Annual - \$40

Museum Supporter (5 years) \$250+

Lifetime -\$1,000+

Wing Commanders Club \$5000+



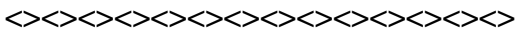
**A membership card, certificate, and an official receipt for tax purposes will be issued. You will receive a bi-annual newsletter.*

**For memberships and donations of \$100 or more you will be given a form that may be used to print what you would like on a "Virtual Plaque" which will be displayed in the museum.*



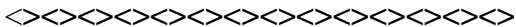
MUSEUM EXPANSION DONATIONS

For donations to the expansion we have a donation board made from Lancaster wing panels, which you can sign under the appropriate level.

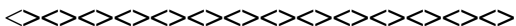


- DONATION LEVELS -

- > Pilot Officer \$100+
- > Flying Officer \$250+
- > Flight Lieutenant \$500+
- > Squadron Leader \$1,000+
- > Wing Commander \$ 5,000+
- > Group Captain \$25,000+
- > Air Chief Marshall \$100,000+



A certificate and an official receipt for income tax purposes will be issued, plus a form to indicate what you want printed on a "Virtual Plaque" that will be displayed in the museum. You will also receive a bi-annual newsletter.



MUSEUM HOURS

OPEN DAILY

April 16th to June 30th - 10 am to 4 pm

July 1st to August 31st - 9 am to 5 pm

Sept. 1st to October 15th - 10 am to 4 pm

OPEN WEEKENDS ONLY

Or by appointment during the week

October 16 to April 15 - 10 am to 4 pm

To book group or special visits

Call 1 (403) 646-2270

CONTACT INFORMATION

Office Manager:

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Visitor Services:

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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

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.



Doug Bowman Photo

First night run of the Lancaster's four Merlins in 2014.



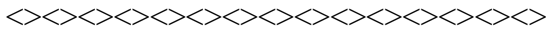
Doug Bowman Photo

During the RCAF 90th Anniversary Night Run. Gordon Wilson, visiting author, sat in the wireless operator's position.

**FIRST EVENT FOR 2014, APRIL 25-26
RCAF 90TH ANNIVERSARY**

The night run of the Merlins on April 25 went well with a good crowd attending. However, while the event the next day was well attended, it was hampered by the weather, with intermittent light rain mixed with light snow. Due to these conditions there was only one engine run with the afternoon one being cancelled.

The indoor activities went on without a hitch. Dr. Stéphane Guevremont's presentation on the history of the RCAF went well with the Joe English room having standing room only.



Doug Bowman Photo

Dr. Stéphane Guevremont doing his presentation on RCAF history in the Joe English room.



Doug Bowman Photo

The one engine run of the day was fairly well attended in spite of the weather.



Doug Bowman Photo

Starting the Bristol Hercules in the rain.



Some of the crowd who attended the fund raising banquet the evening of May 23.

MAY 23-24 FUND RAISER DINNER & BAZALGETTE VC — 70th ANNIVERSARY COMMEMORATION

The evening of May 23 was the first of several fund raising events that will be scheduled in the next couple of years to help fund the planned expansion of the museum. It was well attended and those on hand enjoyed dinner and entertainment which culminated with the night running of the Lancaster's four Merlin engines.

The next morning, the Museum opened at 10:00 am with coffee and snacks available. Tours of the Lancaster cockpit and the travelling display trailer/turret were available as well as Snowbird photo ops.

At 11:30, in the Joe English room Dave Birrell spoke on the subject of "The Bazalgette Letters." The letters referred to were recently found by one of Ian Bazalgette's relatives in England, who gave Dave the opportunity to review them when he travelled there last year. The letters were mainly to Ian's mother and gave an insight into his character and his dedication to his duty as well as to his family. Along with

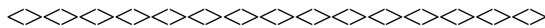
Dave's presentation, there was the 5 launch of his revised and expanded book "Baz" which contains information gleaned from the letters.

The main afternoon speaker was L/Col Terry Chester, Ret., a long time friend of the museum. He spoke at length about the museum and its importance in preserving the history of Bomber Command and how the new addition was sorely needed.

A nephew of Ian's, Charles Bazalgette, was on hand to unveil the new "Ian Bazalgette Memorial Lancaster "crest" on the nose of FM159.

Sheilagh O'Dwyer, Principal of Ian Bazalgette Junior High School in Calgary was introduced. Both she and Charles Bazalgette, were on board the Lancaster for the afternoon running of the four Merlins.

The day ended with the running of the Hercules engine and then a lone flypast by Doug Robertson in his restored Tiger Moth.



Charles Bazalgette cuts the ribbon unveiling the decal indicating that Lancaster FM159 is a memorial to his uncle, S/L Ian Bazalgette, VC.

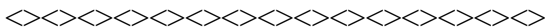


70th ANNIVERSARY COMMEMORATION OF ANDREW MYNARSKI'S VC FLIGHT

At the home of the "Ian Bazalgette Memorial Lancaster," we never overlook the other Canadian Bomber Command VC, Andrew Mynarski. Our event on the 70th Anniversary of his VC flight was a worthy tribute that featured an excellent presentation of 419 Squadron's history and the Mynarski story by Stéphane Guevremont.

Present were nine members of today's 419 Squadron, including L/Col Mike Grover and two Bomber Command veterans. L/Col. Grover presented (on loan) to the museum what is likely the most sacred of RCAF artifacts, the crash axe from Mynarski's bomber.

Another very special happening was a Lancaster engine run with a 97 year old former 419 Squadron pilot and 426 Squadron C/O in the cockpit for the night running of the Merlins.



Doug Bowman Photo

Dave Birrell and Karl Kjarsgaard are presented with the Mynarski Axe loaned by Lt. Col. Grover on the occasion of the 70th Anniversary of the mission on which Andrew Mynarski received his VC posthumously.



Doug Bowman Photo

Cliff Black with Dan Fox prior to boarding FM159. Cliff is a former 419 pilot and 426 C/O. did 29 Ops.



Doug Bowman Photo

Rob Pedersen, introduces Dr. Stéphane Guevremont who spoke about 419 squadron history and the events of the night of June 13, 1944.



A wet night for an engine run.



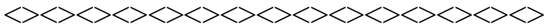
Doug Bowman Photo

Greg Morrison briefs the visiting airmen who will ride in the Lanc during the run-up.

JULY 5 BIKES & BOMBERS

On July 5 we hosted the museum's second annual Bikes & Bombers event. This saw about 150+ motorcycles attending, many of which were parked in the museum hangar, the Lanc having been moved outside for the running of its Merlins. Others parked in various areas around the museum.

The museum will again host another Bikes & Bombers event in 2015. We are hoping for an even larger attendance.



A few of the bikers and their steeds as seen from overhead in the museum hangar.



A stack of Harleys, Hondas, etc. in front of the museum's Harvard.

Photos by Dave Birrell



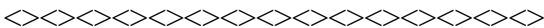
Photos by Dave Birrell

In August we welcomed the staff of Ian Bazalgette School to the museum. They learned about their school's namesake through a presentation in the Joe English Room. This was followed by a tour of the museum and lunch in the museum's North Hangar.

THE JOE ENGLISH MEMORIAL FLY-IN JULY 26, 2014

We were blessed with great flying weather and saw 47 aircraft arrive for the pancake breakfast served by the Nanton & District Lions Club. Along with those who flew in were a large number who arrived by automobile.

Several of the aircraft in attendance were old favorites like the pristine Beech Expeditor in RCAF colours, flown by Mark Eberle. Doug Robertson with his Tiger moth filled in the spot left vacant by the late Gordon Jones. The photos accompanying this article will give you some idea of the varied aircraft that attended.



In attendance at the fly-in were several members of the late Joe English's family. Standing beside the immaculately restored Beech Expeditor from left: David English, Janet Gaetano, Michael English, Pat Blake, Allan English, Diane Foxx and Richard English.. They came from such varied places as Ontario and California!



Lions club members serving the pancake breakfast with visitors in the foreground.



Two of the aircraft that attended the Fly-in.



The line up of the Corvette Club cars.



A Stinson (top) and a bi-wing sports plane.



A Corvette and a well polished "Round Engine" Cessna.

THE BEECH 18 REPORT

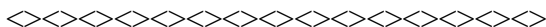
By Wayne Bailey

The one time RCMP Beechcraft Model D18's restoration project, is continuing here in Nanton thanks to Gary Stonall and Bruce Findley. The addition of much needed parts have been donated to the museum by Don Wieben of Fairview, AB.

Gary has been preparing the starboard firewall we removed from our donor aircraft, cleaning and replacing oil and fuel

line fittings. The use of before and after photos will ensure the brackets and attachment points will be where we need them when it comes time to reinstall the firewall. Bruce has mastered the fine "and tedious" art of paint stripping on one of the rudders and both ailerons prior to priming and recovering the control surfaces to conform to what was standard for the aircraft when it was delivered the to the RCMP Air Division in 1946.

In August of this year we had a chance to visit with several retired members of the Air Division who flew CF-MPI, and the other aircraft used by the force, and learned some details about the Beech we would not have found out about otherwise. The pictures they sent afterward were a great help and gave us added incentive to forge ahead.



Wayne Bailey Photo.

Don Wieben and his restored Expedito CF -RYL that he flies from his family farm at Fairview AB.

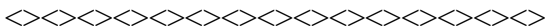


10 **AUGUST- 4 - "Nanton Parade Day"**

Every year the Town of Nanton celebrates the August long weekend. This year was no exception.

There are events each day with pancake breakfasts on Saturday at the local hotel and Sunday and Monday put on by the Nanton Lions club. Monday, following the Lions breakfast, there is the annual parade, which as usual was well attended with many floats, vintage automobiles, horses, and as usual the Calgary Shriners had number of floats entered. Our museum had several displays, photos of some are on this page.

Also, as usual we had the Lancaster out and ran the engines at 2 o'clock. As an extra, this year the old Bomber made its official first taxi run! All of 40 feet. See the two photos below.



The Museum's wartime 60 CWT truck.



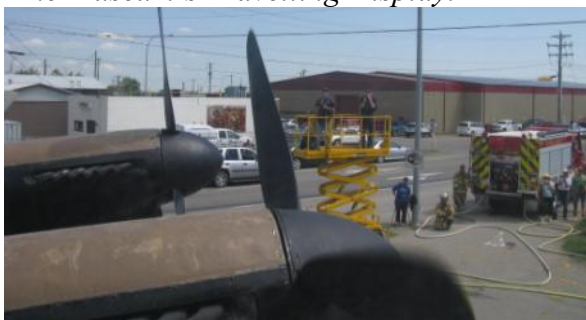
President Rob Pedersen driving the Jeep.



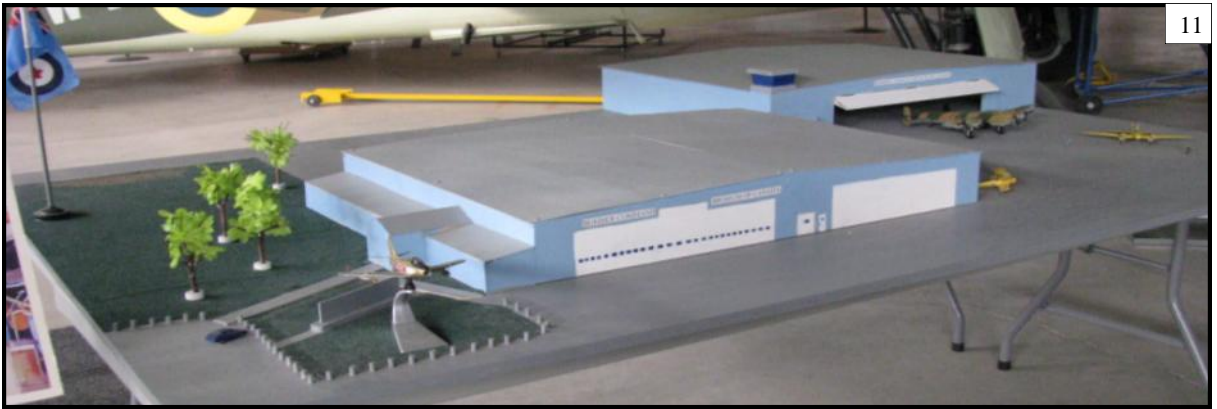
The Museum's Travelling Display.



Two of the Shriners "Little airplanes."



Official taxi run (40 ft.) seen from the Lanc cockpit - note the fire truck in each photo.



A model of the present museum building with the proposed expansion in the background, which will be a separate building with nearly the same square footage as the present one. The two buildings will be joined by a covered walkway.

MUSEUM EXPANSION REPORT

By Dan Fox, NLS Vice President

As we head into fall, plans are underway for our most ambitious fundraiser yet. On May 9, 2015, the museum is hosting a VE Day gala and auction (both silent and live), to raise a significant amount of funds for our proposed expansion.

We have invited several notable Canadians to attend, with announcements coming in the next few months as to who they will be.

The evening will commence with cocktails from 7:00 - 8:00, at which time guests may view the auction items and enjoy hors d'oeuvres, while listening to period music. We will then hear from some of our celebrities before we start the live auction at 9:00 P.M. At 10:00 PM, guests will be treated to a private running of the Lancaster bomber, with some lucky bidders inside the Lanc to experience the running of the Merlins. Tickets will be available on-line or through the museum at \$50 per person.

Breaking news: We have just received a draft copy of the new lease between the Town of Nanton and the Bomber Command Museum, securing the necessary land on which we will construct our new hangar building. This will enable us to approach government and corporations for additional funding.



An artist's impression of what the addition to the museum will look like when completed. A dream now, a reality soon? Your help will make it happen!



Night Run of Lanc Engines on August 22.

THE GREAT ESCAPE SEVENTETH ANNIVERSARY COMMEMORATION AUGUST 22 & 23

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

This event kicked off with a meet and greet on the evening of the 22nd. This was followed by a night run of the Lancaster's Merlins.

Saturday started off with a pancake breakfast cooked up by the Nanton & District Lions Club. This was followed by a gun turret demo, tours through the Lancaster Bomber and at 11:00 AM the running of the Lanc's Merlins again. Following this Greg Morrison hand propped the engine on the museum's Fleet Fawn, The engine runs were completed when the Bristol Hercules engine was fired up on its new trailer. This is always a crowd pleaser with noise and smoke!

At 12:30 author Ted Barris gave a presentation on his book, "The Great Escape - A Canadian Story." He very thoroughly demonstrated that this historic escape was led by Canadians, pointing out

that the movie, The Great Escape, that indicated it was lead by Americans was not correct. Ted did agree that even so, the movie memorialized the event but emphasized that there were no Americans involved except one who had joined the RCAF.

The day continued with engine runs again at 2:00 pm, a flypast of vintage aircraft and finalized with the Re-enactors dressed in both Allied and German uniforms, having a mock skirmish which the Allies won.



(Left) - Deputy Mayor, Corrine Anchoris, brings greetings from the Town of Nanton in which she complimented the museum on its growth as a major tourist attraction.

(Right)- Jim Blondeau talks about his Internet program on the Dunrobin Castle website, on which a visitor can find out all about the Bomber Command Museum.



A Stearman and a Beech Expeditor fly past.



Doug Hoult's Special WWII Map collection.



Rick Featherstone and his Spitfire project.



Museum President Rob Pedersen presents the 2014, Jonathon Spinks Scrounger award to Ernie Leonhardt.



Author Ted Barris, talks to a large crowd in the museum about the Great Escape and the individual Canadians who were the "real" leaders of this historic event.

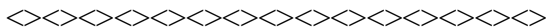
A "SPITFIRE" FOR THE MUSEUM

by Rick Featherstone

This project began quite innocently and I had no intention of it becoming a full aircraft build and restoration. My Granddad joined the RAF in 1941. We know very little of what he did as his log books went missing and he did not speak of his wartime exploits. My father, the oldest of 6 only remembers his father talking about being "on Spits."

On one of the many trips I made to the UK I asked where I could find just a piece of a Spitfire and was told you can find anything on the internet. So it began..I bought one small instrument but saw another and bought it too. Then another and another, it was so easy. 12 years later, I find myself with many, many Mk IX Spitfire project parts after all those years of collecting and networking with fellow enthusiasts around the world.

Today with the help from the BCMoC, the Spitfire has a home and space to do a complete build and restoration. I look forward to working on the project and meeting with those who stop by and want to talk Spitfire.



14 A SUMMER OF SPECIAL GUESTS

Our Special Events this summer featured a number of special guests, each of whom had an important and direct connection to Bomber Command and the history we present at the museum. They included:

-Charles Bazalgette, the nephew of Ian Bazalgette VC to whom our Lancaster is dedicated. Our museum values its on-going relationship with Charles and other members of the Bazalgette family.

-Sheilagh O'Dwyer, the principal of Ian Bazalgette Junior High School. We are pleased to be working together with the school to honour the memory of S/L Bazalgette VC, Alberta's only WWII VC recipient..

-Bill Hume, who served with 617 "Dambuster" Squadron during WWII including Operation Taxable, a complex and successful effort to confuse the enemy as to the actual D-Day landing locations, and the dropping of the first Tallboy bombs on the Saumar Tunnel on the day following D-Day. Bill opened a new display featuring Bomber Command's contribution to the success that was D-Day.

-L/Col Mike Grover and other officers of 419 Squadron, L/Col Grover joined us for our commemoration of Andrew Mynarski's Victoria Cross Flight. We were honoured to be presented with "Mynarski's Axe" to place on display in the museum on temporary loan.

-Ted Barris, a highly regarded journalist and author who we were pleased to welcome back to the museum. Ted's riveting presentation was based on his new book "The Great Escape –A Canadian Story."

-Martin Middlebrook, a highly respected British historian and author who has focused on the history of Bomber Command for decades. Martin's presentation was based on his book "The Nuremberg Raid" and was very well received by our audience.

The presence of individuals such as these compliment the noise, smoke, and excitement generated by our aircraft and engine start-ups during our special event days.

CELEBRATING THE NANTON-SENANTES TWINNING

Eight members of our museum and the former mayor of Nanton travelled to the Village of Senantes, France this summer.

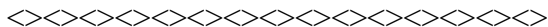
We were part of a remarkable and memorable three days spent with our friends in Nanton's twinned community of Senantes. Both communities are forever associated with Ian Bazalgette VC and both take their "twinning" very seriously. We were joined by four members of the Bazalgette family who travelled from London. All the activities, both social, ceremonial, and their showing us around their area were very thoroughly planned with great attention to detail and well executed. It was a huge community effort.

The three day event included the official signing of documents, the unveiling of signage regarding the twinning that was placed at the entrance to Senantes, various receptions and banquets, a three kilometre "march" of about 300 people to the site where Ian Bazalgette crash-landed his Lancaster together with a ceremony and flypasts, the inclusion of the village's

school children who dressed in red and white for the occasion, ceremonies at Ian Bazalgette's grave at the entrance to the village church, and a visit to a nearby aviation museum and the City of Beauvais.

The hospitality shown to us by the Village of Senantes will not be forgotten and we look forward to their presence at the museum in the future. We encourage any museum visitors travelling to France to visit our friends in Senantes.

**Please note that all costs of this trip were paid by the individuals who attended. No funding was provided by the Bomber Command Museum or the Town of Nanton.*



Senantes Mayor Christian Gavelle and retired Nanton Mayor John Blake sign the twinning documents.



The villagers of Senantes hold a reception in the town square for the Nanton visitors.

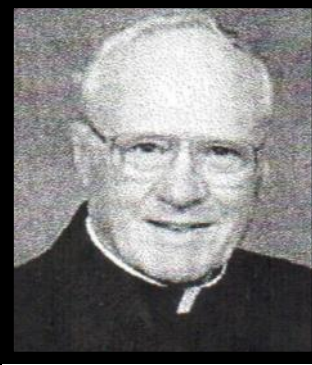


John Blake, retired Mayor of Nanton and Mayor Christian Gavelle of Senantes join hands as a symbol of the twinning of the two communities.



(L) -John Blake kneels at the head stone at S/L Ian Bazalgette's grave in the Senantes church yard. (R) Flowers placed by the children of Senantes.



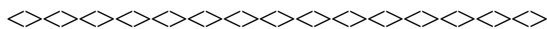


FATHER HARRY J. SCHMUCK

Father Harry Schmuck passed away February 15, 2014 at the age of 89. He was Priest of the Diocese of Hamilton, Ontario, for 58 years. He served during WWII as a air gunner in the RCAF with Six Group.

Father Harry was very interested in the Bomber Command Museum. For several years his friend, Karl Kjarsgaard, arranged airfare for Harry so he could attend the Museum's major summer events that are held every August. While attending these events he many times acted as Chaplin during the proceedings.

Father Harry will be greatly missed by all who knew him.



IN MEMORIAM

*For Deceased members of
The Nanton Lancaster Society*

Barry Beresford.—Nanton AB Lifetime member and friend of the museum.

Father Harry J. Schmuck, Cambridge Ont. A good friend of the museum.

Harold Reischman, Big Valley, AB Passed away December,3, 2013.

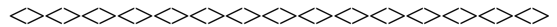


BARRY FORBES BERESFORD

September 6, 2014 the museum lost a good friend and one of its most energetic volunteers, Barry Beresford, after a long fight with cancer.

Barry was one of those people who could be called on to help at any time and would, if no one else was available, did what was needed all by himself. He was also involved in the community being a member of the Citizens On Patrol and the local Lions Club.

Barry is survived by his wife of fifty years, Joan, son Barrin (Vicky) Beresford, daughter Theresa (Darcy) Paulovich and two grand daughters. He is also survived by his brother Fred. Barry will be greatly missed by his family and his many friends.



Martin K.A. Stuckless, Boswell, BC, Passed away March, 30, 2914. A Lifetime Member.

Marvin White, Claresholm, AB Passed away. 2014, Lifetime member.

MAY GOD BLESS



Rob Pedersen photo.

Anson Horizontal Stab with new nose ribs being installed by volunteer John Maze..

ANSON RESTORATION REPORT

By Rob Pedersen

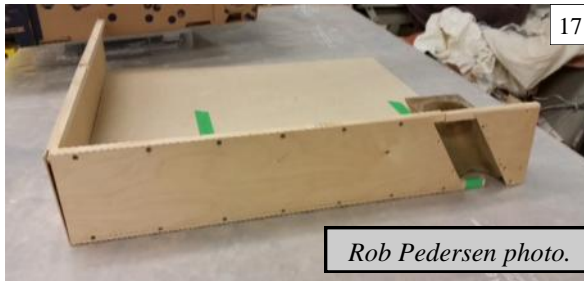
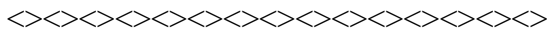
The Anson project continues to make progress. The tail plane now has all of its ribs installed and John Maze is working on the nose ribs.

Jennifer Whiteship has been diligently working on all of our control and instrument panels, our navigator station now has a floor and Ken Hill is now working on the navigators table. Ken is building the table from photographs as we do not have an existing table nor do we have drawings.

In the coming months the Anson will look a little fuller, as Terry and Carl are busy constructing and installing formers and stringers.

The nose cone is in very good shape and Doug Bowman is busy stripping the fabric off getting it ready for its restoration

The Anson crew would also like to welcome its newest member, Wade. Wade has rolled up his sleeves and is busy helping Ken



Rob Pedersen photo.

The Anson navigators table is under construction and should be completed soon.



Annie's fuselage formers are now in place. Fitting the stringers is next. They have been made in the wood shop and await installation.



In the photo above you see the latest improvement to the wood shop, a newly installed dust collector.

HALIFAX 57 RESCUE**EXCERPTS FROM OCTOBER 31 REPORT***By Karl Kjarsgaard*

Full report at: www.57rescuecanada.com

There is so much to tell you as we build up our Halifax Project as a tribute to our bomber crews of the RCAF and RAF Bomber Command. Things are cookin' and we want to share what is going on and hope you will help us with your participation and donations.

We are hopeful that our (2) Bristol Hercules 216 engines (0-time and inhibited since rebuild) will be delivered to us at the Bomber Command Museum of Canada in Nanton, Alberta during the Nov. 6 - 10 period. We will keep you advised of the arrival of our 2 little beauties when they are here. Feast your eyes on a nice photo of 1 of these engines in a new shipping cradle, the whole unit weighing in at about 2600 pounds. In all my years of looking for Halifax parts and engines I do not recall ever having seen a "0-time" Hercules located or for sale, let alone 2 of them!

This engine purchase was not cheap and by the time we have totaled up the cost of the purchase and shipping Halifax 57 Rescue and the Bomber Command Museum will have spent over \$17,000 Can. total to get the 2 engines to Nanton! The reason I tell you this now is to show you that if you are truly into our Halifax Project you will begin to understand the costs involved and that we must press on with the our efforts, NOT because it costs lots on money, but because it is that important to us that we must not back away from this challenge and our goal, another Halifax for Canada.

And for all you rivet counters and cynics,

with the purchase of these 2 Hercules we received the original RAF engine cards showing "NIL hours" and specific dates of the oil inhibiting of said engines (and yes, the engine serial numbers match).

Further to this, see below an action photo of our Hercules engine #1, the rebuilt engine and best of the 4 Hercules engines that were donated by Hawkair, running at our Aug. 23 event at our museum, with the Hercules engine crew in attendance. There is no finer method that I know of for converting gasoline into beautiful Bristol noise!

Thanks again to Falcan Industries of Fort MacLeod for donating our new-built Hercules engine display trailer.

Due to some scrounging successes on my last Halifax – Hercules parts hunting trip in the UK we now have all the new internal parts to do the rebuild of Hercules engine number #2, which sits in our rebuild hangar awaiting build up this coming winter.

So with the pending arrival of rebuilt Hercules engine #3 and #4 from the UK, we now have (4) prime candidate Hercules running engines with at least 3 extra Hercules parts-engines and 3 tons of Hercules spare parts for our Halifax Project. Are you with me so far and do you think we are worthy of your support?

On to the rebuild and modification of the Halifax-Hastings main-spar being carried out in Ottawa at the Knox Tech Inc. workshop by Scott Knox and George Roskopf, the engineer who has already rebuilt the main spar of Halifax NA337 in Trenton. After months of work and hundreds of hours Phase 1 of the Halifax Project (extracting the main spars out of the



Rick Featherstone leaving the Calgary airport with the two engines on his trailer.

Hasting/Halifax centre-section pieces await a jig being made for assembly.

center-section wing boxes) has now been completed! See the photos following of the main spars just after extraction from the wing boxes as Phase 1 was completed at the end of August in Ottawa.



The recently arrived UK Hercules engines.



A Doug Bowman, Photo

The Museum's trailer mounted Hercules and the two recently acquired engines with Karl Kjarsgaard standing in the center and Rick Featherstone to the right.





A smiling Richard de Boer holds up a copy of the September, 2014, FLYPAST magazine with an article reporting CMS having matched the \$800,000 allotted by the City of Calgary for the restoration of the Mossie.

MOSQUITO RESTORATION

by Richard de Boer, Pres. CMS

Since last spring's newsletter, the Mosquito Society has continued to make great progress on a number of fronts, not the least of which is the actual restoration of our beloved wooden bird. Restoration chief Jack McWilliam has gathered up a strong core of Saturday volunteers whose focus is primarily directed at the fuselage which has included removing the cockpit floor and dealing with structural areas above the fragile over wing area. This has also meant getting some very high tech 3 D scans done of the upper fuselage area by RAPID 3D of Calgary. We will soon be ordering some original spec plywood @ \$650 per sheet!

We were also visited by members of the Windsor Mosquito restoration project and even more recently by conservation experts with the Provincial Transportation Museum who advised us on a number of issues around wood repairs, suitable glues and

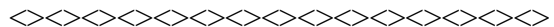
paint preservation.

Back in the engine shop Ken, Brian and a number of our volunteers are now making good progress under the expert supervision of Greg Morrison and John Phillips on the Merlin 29 for the Hurricane.

At the end of May, twenty four members made the trip to Wetaskiwin to see the progress that Historic Aviation Services is making on the Hurricane airframe and to enjoy a great back room tour of the Reynolds-Alberta Museum conducted by Byron Reynolds. Aladdin never had such a cool cave!

In May we were asked to support the first post restoration flight of sister ship, Mosquito VR796 in Victoria, BC by loaning them an undercarriage selector valve. We are happy to report that an original Spartan Air Services Mosquito successfully took to the air on June 16th with some help from our outfit. Thanks also to Rick Featherstone for scrounging up a couple more such valves. Thanks to a donor who found us on the internet, we have also acquired an original.

Big news on the funding front is that as of June we are fully funded for the complete restoration of both the Mosquito and the Hurricane, having raised our half of the required \$1.6M within two years. A big thanks to our own members, the Calgary Foundation and Veterans Affairs for putting us over the top. To celebrate clearing this hurdle we held a very nice dinner event at the Aero Space Museum on August 16 to thank our many supporters.

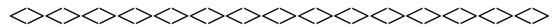


by Dan Fox

On September 28, the museum was invited to participate in the High River Fly-In at their local airport. Karl Kjarsgaard towed the Bristol Hercules engine and Dan Fox, the mid-upper turret display to the morning fly-in, which started out rather cold and windy. As a result, only a few planes flew in. However, the breakfast in the 187 Squadron building was excellent.

This was followed by a dedication of Gordon Jones Way, in memory of former BCATP instructor Gordon Jones, who flew the same Tiger Moth he instructed in during 1942, until his 90th birthday last year. Attending were his wife, Linora and other members of his family. In addition, representatives from the M.D. of Foothills and the Bomber Command Museum spoke highly of this gentleman farmer and aviator. Gordon performed fly-pasts for twenty consecutive years over our museum and never asked for compensation!

As a final tribute to Gordon, we ran the “noisy” Bristol Hercules engine in front of the crowd. I had the honour of manning the throttle behind the “roar and smoke” of the big radial. I carried home my oil-spattered glasses and coveralls with pride.



NOTICE
THE ANNUAL GENERAL MEETING
of
The Nanton Lancaster Society
Custodian of the
Bomber Command Museum of Canada
Will be held,
April 1st, 2015 at 7:00 PM in the Museum.

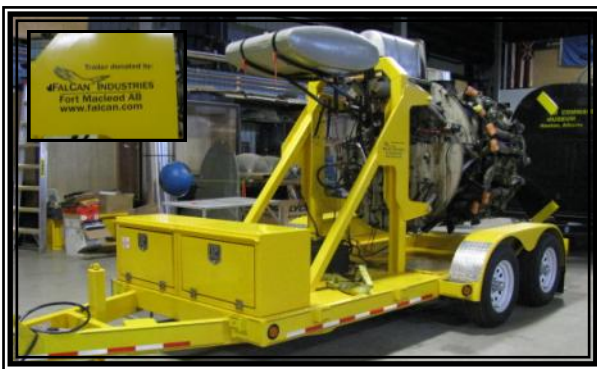


Note the metal cases stored in the lower shelves. These contain the Wild RC8 aerial camera of the exact model needed to return Mosquito CF-HMS back to her original Spartan configuration when completed. .



Photo Courtesy The Calgary Mosquito Society

Volunteers make their way to Nanton's Bomber Command Museum of Canada at least twice a week to help restore the vintage Mosquito aircraft.



For the story about this trailer see page 18.



LANCASTER UPGRADE REPORT

by *Brian Taylor*

This summer was a busy time for the Lancaster Crew. We had engine runs at six different events including three night runs which are my personal favourite. On all occasions all the engines performed well and totalled about 15 hours run-time. The aircraft also taxied forty feet under its own power, the first time in over 50 years!

A number of upgrades have been made to FM 159 over the summer. John Phillips installed a cordless headset for the ground crew person to allow greater mobility without the unsightly cord. He also installed jacks at the engineer and radio op positions for use by our passengers so that they can listen in to our pre-run checks and subdue the roar of four Merlins at 1600 rpm.

In August I completely rewired the A/C electrical system in the aircraft. Some of the old wire had some very interesting connections in it along with two areas of exposed wires. These have been replaced with secured electrical boxes that have been painted flat black to blend into the interior of the airplane. An exterior jack is also now available in the bomb bay to supply power when the Lancaster is outside.

The navigator's panel has now been

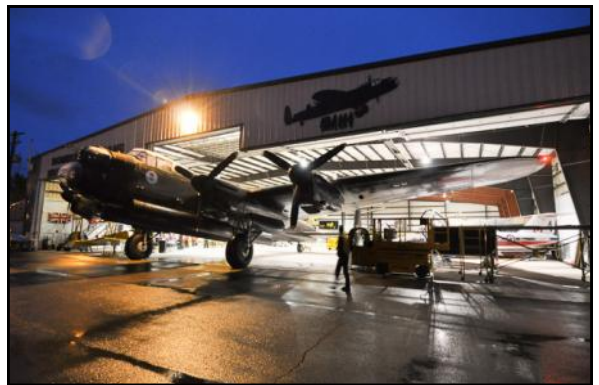
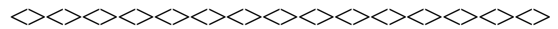
fastened securely and I have rewired the panel and installed the original spotlight. The panel light and spotlight are now fully operational, thanks to Dan Hawken who manufactured the missing mounting hardware.

This winter Greg Morrison will be continuing restoration of the floor of the Lanc covering the H2S radar housing. This will involve manufacturing some formers to cover this area. The rest of the crew will be completing engine maintenance including oil screen cleaning and spark plug replacement and cleaning.

The original starboard bomb aimer's panel is now being rewired and will be reinstalled. This will supply more original lighting in the bomb aimer's compartment, as well as returning it to wartime configuration.

Preliminary work has also been started to install the ammunition tracks that supply the rear gunner. This will begin once the floor restoration work has been completed.

I would like to thank and congratulate the Lancaster Crew and the Bomber Command Museum volunteers for another successful season.



FM159 returns to the hangar on a very wet night.

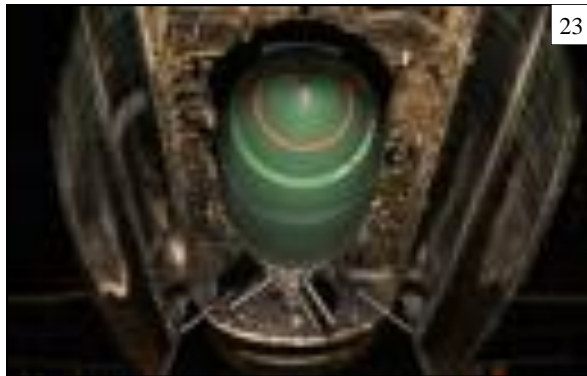
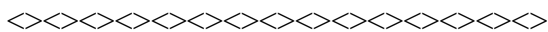
LAST RUNNING OF THE MERLINS FOR 2014 & THE 70th ANNIVERSARY of SINKING OF THE TIRPITZ.

A special surprise was in order for those attending the night run of the Lancaster's Merlins the evening of Friday, September 19th.

For the first time in 70 years the bomb bay of a Lancaster was fitted with a Tallboy Bomb. The bomb in this case was the museum's replica (no danger of an explosion!). Photo below shows how it appeared as the bomb bay doors were opened that evening.

There were two engine runs on Saturday in which the Tall Boy was again displayed. The engines on the Bristol Hercules and the Fleet Fawn were also run during the day.

Guest speaker, author Martin Middlebrook who spoke on the Nuremburg Raids presented the museum with a framed print of this famous WWII raid. So ended another season of events for the museum.



The Tallboy bomb in FM159 bomb bay as it appeared on the night run.



Greg Morrison steps back as Fleet Fawn's engine starts after he hand propped it.



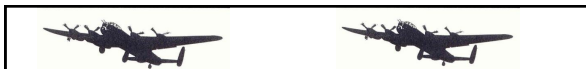
Carl Orde Photo

The September 19th night run of the Lanc's Merlins with the bomb bay doors opening to expose the replica Tall Boy bomb.



Carl Orde Photo

Some of the crowd watching the Bristol Hercules engine being run-up for the last time this season.



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