



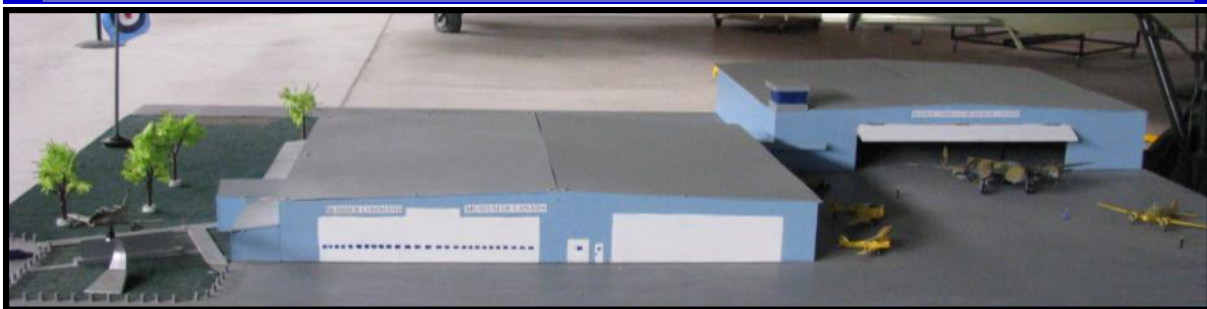
# BOMBER COMMAND MUSEUM OF CANADA NEWSLETTER



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

VOLUME 29 ISSUE 1

SPRING/SUMMER 2015



*Model showing the present museum (L) with the proposed separate expansion building (R).*

## MAY 9<sup>TH</sup> EXPANSION GALA AND FUND RAISER

Our May 9<sup>th</sup> Gala is rapidly approaching and we are feverishly preparing for that event. Live and silent auction items are continually being added with some very exciting possibilities available. Included are a Duncanby Lodge fishing trip, a flight in an L-39 Albatross jet, a sightseeing tour in a helicopter, beautiful artwork, and yes, a place in the Lancaster bomber during the evening engine run. See page 8 for more.

The festivities start about 6:00 pm with fancy hors d'oeuvres, bar service and a chance to view and bid on the silent auction items. After some short presentations and a video about our proposed expansion, we will start our live auction. The night run of the Lancaster comes next, followed by more hangar flying, if you wish. Tickets are available on-line for \$50.00 each or a table for \$400.

Donations to our Expansion Fund are steadily growing, so even if you can't make the Gala, you can still support this ambitious undertaking with a donation to the museum.

**\*BREAKING NEWS:** Nanton Town Council has just ratified a 25-year lease agreement between the town and the Nanton Lancaster Society, with a clause to renew for another 25 years. This will enable us to now vigorously pursue government and corporate funding for the estimated six million dollar costs of the new hangar.

*Dan Fox, Chairman of the Expansion Committee.*

**2015 BOARD OF DIRECTORS**

|                         |                 |
|-------------------------|-----------------|
| Rob Pedersen .....      | Charlie Cobb    |
| Todd Lemieux .....      | Brian Taylor    |
| Brent Armstrong .....   | Dave Birrell    |
| Dan Fox .....           | John Noyce      |
| Bob Evans .....         | Karl Kjarsgaard |
| John Phillips .....     | Francis Gardner |
| Charles Logie .....     | Derek Squire    |
| Rick Featherstone ..... |                 |

-----Volunteer positions-----

|                                     |                        |
|-------------------------------------|------------------------|
| <i>Honourary President</i> .....    | <i>Don Hudson</i>      |
| <i>President</i> .....              | <i>Rob Pedersen</i>    |
| <i>Vice-President</i> .....         | <i>Dan Fox</i>         |
| <i>Secretary</i> .....              | <i>Karl Kjarsgaard</i> |
| <i>Asst. Secretary</i> .....        | <i>John Noyce</i>      |
| <i>Treasurer</i> .....              | <i>Brian Taylor</i>    |
| <i>Curator - Editor</i> .....       | <i>Bob Evans</i>       |
| <i>Anson Restoration</i> .....      | <i>Rob Pedersen</i>    |
| <i>Library &amp; Displays</i> ..... | <i>Dave Birrell</i>    |
| <i>Webmaster</i> .....              | <i>Brent Armstrong</i> |

-----STAFF-----

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

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**NEWSLETTER CONTENTS**

|   |         |
|---|---------|
| <i>Executive list—Staff— President’s Report</i> .....               | 2       |
| <i>Membership Options—Museum—Hours—Contact info</i> ..              | 3       |
| <i>Event information</i> .....                                      | 4       |
| <i>A Boiler problem</i> .....                                       | 5       |
| <i>Second Simulator progress - Air Cadets cleaning</i> .....        | 6 & 7   |
| <i>Fund Raising Gala for Proposed Museum Expansion</i> .....        | 8       |
| <i>Ladies Display upgraded—Spitfire Project</i> .....               | 9       |
| <i>Nanton Celebrates History</i> .....                              | 10      |
| <i>Bikes &amp; Bombers - Field of Dreams Show &amp; Shine</i> ..... | 11      |
| <i>Mosquito report - August Long Weekend</i> .....                  | 12 & 13 |
| <i>Anson Restoration Report—</i> .....                              | 14      |
| <i>The Lancaster Report</i> .....                                   | 15      |
| <i>In Memoriam—Recognise Passing of Special Friends</i> ...         | 16      |
| <i>A Special Visitor</i> .....                                      | 17      |
| <i>Halifax Report- 57 Rescue - Harvard engine</i> .....             | 18 & 19 |
| <i>Museum Crest—Beech Expeditor Report</i> .....                    | 20 & 21 |
| <i>News From The Past (1986)</i> .....                              | 22      |
| <i>Lucky Lancaster Book Upgrade &amp; Curator’s Corner</i> .....    | 23      |
| <i>ADVERTIZERS</i> .....  | 24      |

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**PRESIDENT’S REPORT**

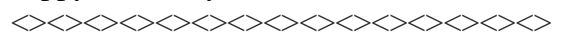
*by Rob Pedersen*

As the summer season approaches I wanted to put ink to paper and give you a glimpse of what this season has in store for you at your museum. Our schedule promises to be very exciting indeed.

We’re kicking this season off with a very Special Gala on May 9<sup>th</sup>. This is part of a very big fundraising push towards our new Museum Expansion and will feature live and silent auctions, Gourmet Hors d'oeuvres, Special guests and presentations. Make sure you check out our Gala article to see some of the items up for auction. Tickets can be ordered by calling **(403) 646 2270. or by e-mail:**

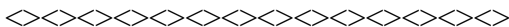
**[events@bombercommandmuseum.ca](mailto:events@bombercommandmuseum.ca)**

This year also marks two very special anniversaries. Our Lancaster, FM159, is seventy years old this year and is the center of our August event. What better way to enjoy a visit to the museum than to share with us some “Lancaster” Birthday cake? We’ll be blowing out the candles on August 22<sup>nd</sup>. The second celebration this year marks the 10<sup>th</sup> anniversary of Canada’s original Bomber Command Memorial Wall. Throughout the season we want to take as many pictures as possible of people at the wall with the names of their relatives and friends. Here again we will be remembering the 10,659 brave young men who made the ultimate sacrifice in the fight for freedom. For updates to our schedule check our website at **www.bombercommandmuseum.ca** or call at 403-646-2270. Drop in, we’ll be happy to show you around!



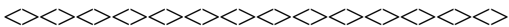
### MEMBERSHIPS

Annual - \$40  
Museum Supporter (5 years) \$250+  
Lifetime -\$1,000+  
Wing Commanders Club \$5000+



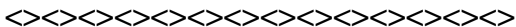
*\*A membership card, certificate, and a official receipt for tax purposes will be issued. You will receive a bi-annual news-  
letter.*

*\*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.*



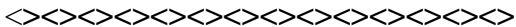
### MUSEUM EXPANSION DONATIONS

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

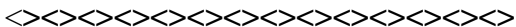


#### - DONATION LEVELS -

- > 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:**

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**

**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.

**THE  
JOE ENGLISH MEMORIAL  
FLY-IN  
HAS BEEN CANCELLED FOR  
2015 DUE TO UNFORSEEN  
CIRCUMSTANCES  
BACK NEXT YEAR  
A JULY 2016 DATE WILL BE  
ANNOUNCED EARLY NEXT  
YEAR; PLEASE CHECK THE  
MUSEUM WEBSITE  
AT  
[www.bombercommandmuseum.ca](http://www.bombercommandmuseum.ca)**



*Photo of visitors lined up at a 2014 event to go through the Lancaster. Due to some work being done to the rear fuselage this will be slightly restricted for a time this summer.*

| Date                 | Event                                       |   | Lancaster<br>Merlin Engine  |
|----------------------|---|---|-----------------------------|
| Saturday, May 9      | <u>Museum Expansion</u> Gala                |   | <b>10:00 pm</b>             |
| Saturday, June 6     | Nanton Celebrates History                   |   | <b>11:00 am<br/>2:00 pm</b> |
| Saturday, July 4     | Bikes and Bombers                           |   | <b>11:00 am<br/>2:00 pm</b> |
| Saturday, July 18    | Field of Dreams - Show and Shine            | - | N/A                         |
| Monday, August 3     | Nanton Parade Day                           | - | <b>2:00 pm</b>              |
| Friday, August 21    | Lancaster Merlin Engine Night Run           | - | <b>9:30 pm</b>              |
| Saturday, August 22  | Lancaster FM159's 70th Birthday Celebration | - | <b>11:00 am<br/>2:00 pm</b> |
| Friday, September 18 | Nanton Awards Night                         | - | <b>9:30 pm</b>              |
| Saturday, September  | 10th Anniversary of Memorial Wall           | - | <b>11:00 am<br/>2:00 pm</b> |

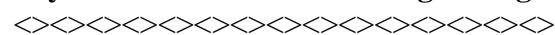
### BOILER PROBLEMS

The failure of the ceramic liner in the heat exchangers of **all three** of the modern high efficiency, wall hung boilers, caused much concern early this year These boilers supply heat to the back hangar through in-floor tubing plus the 20'x160' that includes, theatre, engine display and storage rooms.

These Boilers are **only eight years old** and were installed to engineers specs with the understanding that they would not only be efficient but trouble free and would last for many years like the older cast iron type that heats the museum's 600 sq. ft. front entry plus the 20'x160' display area, That boiler may not be as efficient as the new type, but is now twenty four years old and still going strong!

The Supplier of the IBC boilers did reduce the cost of the replacement heat exchangers to \$2500 each from a supposed \$3,500, for a total of \$7,500 which helped but with labour to install the exchangers the total bill was over \$10,000! The Company claims they have had no major problems with these boilers and that we were over working them even though they were installed to engineered drawings!

When comparing the heat exchangers, the replacements have a removable end where the ceramic failed whereas the original exchangers were a completely welded unit. If there is failure with the new ones all that would need to be done is to replace the new type end. Our conclusion is that the originals were an inferior design. **The fact that there has been a major modification to the exchangers belies the claim that they were trouble free and long lasting**



*Two of the original heat exchangers.*



*Photo shows end of an original heat exchanger. Looking close just inside the opening you can see a gouge where a piece of the ceramic has broken away. All three exchangers had similar damage.*



*The removable end of a new exchanger. A much easier and should be less expensive repair than replacing the whole exchanger. Learned at customers expense?*



*Flight Simulator #1 with the usual crowd of visiting children and adults. This restored Mk.V Anson cabin is a very popular “hands on” addition to the museum and has seen a lot of use since it came into use.*



### **FLIGHT SIMULATOR #2**

After much delay, the second “hands on” flight simulator airframe is now nearing completion.

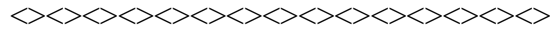
This project was started by your curator about four years ago but has languished in the meantime. Over the past year it has been revived with the new blood.

Kevin Charlton, a new resident in Nanton and a volunteer in the museum, who repairs

and custom builds guitars, has brought this project much closer to completion. Your curator has assisted in a minor way.

This cabin section of a Cessna Crane should be ready for fabric covering very soon. Our AME volunteer, Greg Morrison, will be instructing and assisting Kevin with this final phase of restoration. Your curator has been readying the enclosure for the computer with a Flight Simulator program.

When complete this SIM will ease the congestion at the previous simulator which is very popular with both adults and youngsters of all ages.



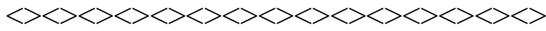
### **TWO BC AIR CADET SQUADRONS ANNUAL VISIT TO CLEAN MUSEUM**

Thirteen members of the Elk Valley Air Cadet Squadron #279 under the direction of C.O. Captain, Murray Clow, along with fourteen from the Cranbrook #552 Squadron, with C.O. Lori-Lee Bott, arrived the afternoon of Friday April 10th on their annual trip to help clean the museum and its aircraft in preparation for the summer tourist season. These two Air Cadet Squadrons have been coming to Nanton in mid April for a lot of years to assist with tidying up the museum, washing the floors, cleaning and polishing the displayed aircraft, etc. These young people stayed over two nights in the museum, going home on Sunday April 12.

While here members are also given tours of the museum by museum volunteers. Museum members also give short lectures with demos regarding the history of the museum, the history of Bomber Command and the BCATP. One of these lectures is

about aircraft engines and how they work. One demo given by volunteer Wayne Bailey illustrates how a radial engine works

The Museum Directors and Members extend a grateful THANKS to the cadets and their officers for their great assistance in getting the museum ready for the summer season! *All photos on this page supplied by Capt, Lori-Lee Bott, C.O. #552 Squadron.*



*Cadets cleaning the floor under the Blenheim bomber.*



*Cadets from the two B.C. Squadrons and their leaders assembled in front of the Hercules engine with the museum's T-33 in the background.*



*Vice President Dan Fox is seen here touring cadets around the museum. In this photo he is talking about the museum's Fraser/Nash rear gun turret which we believe to be the only operational one in the world (except the guns are replicas!)*



*A group of cadets watching Volunteer Wayne Bailey as he demonstrates how a radial engine works. He is using a demo that he purposely made for such lectures.*



*Cadets finishing up sweeping the hangar floor getting it ready for washing.*

8 From front cover, a list of auction items for the May 9th Fund Raising Gala. As this list of donated items was to mid April as the newsletter was to going to the printer, there will be additional items by May 9th. For a final list please check our website at:  
[www.bombercommandmuseum.ca](http://www.bombercommandmuseum.ca)

**FUND RAISING GALA  
 ITEMS DONATED FOR AUCTION**

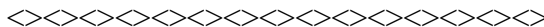
1. WW2 Canadian Shadow Box
2. WW2 German Shadow Box
3. WW2 Luftwaffe Jacket framed
4. WW2 propeller clock
5. Adolf Gallant Bust
6. Spitfire framed picture
7. Spitfire framed picture
8. Zombie nose Art
9. Great Escape 50 framed picture
10. Lancasters VC's framed picture
11. FM 159 Night Run Framed picture
12. Falcon Framed picture
13. Ian B Statue
14. German Nose Art "S"
15. Lancaster on Fire Canvas Print
16. RAF embroidered wings framed
17. Duncanby Lodge fishing trip
18. Sierra Sue Nose Art
19. Catered Dinner and Limo service
20. L-39 Albatross flight
21. Mountain View Helicopter ride
22. Die cast Lancaster Model
23. Lancaster ride on Gala night
24. Anson Propeller
25. 4 Tires from Good Year up to \$1000.00
26. (LIST TO MID APRIL-MORE TO COME!)



The photo above shows the expansion funding board. The top row reads, “BUY” “VICTORY BONDS” “BOMBER COMMAND MUSEUM of CANADA EXPASION 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!





*The two photos above shows changes made to the Ladies Display. As it was impossible to take one photo of the changes, we have attempted to show you what it looks like with two pictures. The area shown in the photo on the right faces the chairs in the left photo. In it is a new sign board and a large TV on which we run a film showing women during WWII doing work formerly done by men.*



**SPITFIRE PROJECT**

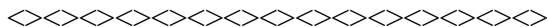
Museum volunteer and board member, Rick Featherstone’s Spitfire project is now on display in the back hangar of the museum. At present it is a conglomeration of parts. The major part of the display is part of a full size fibreglass fuselage replica that Rick will be using for patterns along with blueprints to make up metal formers.

The restoration will be static with a runnable engine and taxi-able. It will be

another display for the museum when it is completed to counter the BF109 mock-up.

If any of our members who are reading this know where components of a Spitfire can be found please let us know. One item Rick is looking for is a Merlin engine in any condition and/or parts. We would be pleased to pass the information on. Contact:

< [curator@bombercommandmuseum.ca](mailto:curator@bombercommandmuseum.ca) >



*The photo shows Spitfire canopy parts and drawings Rick has acquired to date.*

*So many reasons to visit as . . .*

# NANTON CELEBRATES



## HISTORY

Sat/Sun June 6/7



Special Events, Tours, and Demonstrations at all our venues

### BOMBER COMMAND MUSEUM OF CANADA

- Western Canadian Regional Model Contest (Sat.)
- Lancaster Engines Start-ups; Bristol Hercules Run-Up (Sat.)
- WW II Bombers, training aircraft, jets, displays
- Canada's Bomber Command Memorial Wall

### BIG SKY GARDEN RAILWAY

- Train Ride -through tunnel, around the 7000 sq.ft. garden
- FREE Admission for Children -\$7 saving
- 3 THOMAS covered play areas loaded with Thomas trains
- 12 trains running in their own, unique historic world

### GRAIN ELEVATOR DISCOVERY CENTRE

- A row of three of these "Prairie Sentinels"
- Elevator Engine Demonstrations
- Agriculture and Grains Displays

### MUSEUM OF MINIATURES

- Periods of history at 1/12 scale; wheelchair friendly
- Model cars, pictures, and sculptures
- 10% off regular admission; unique gift shop



Nanton Golf Course  
Antique Shoppes  
Candy Store  
Farmers Market  
Ice Cream Store  
Art Shoppes

**NANTON IS JUST 35 MINUTES SOUTH OF CALGARY ON HWY #2**

# BIKES & BOMBERS

Saturday July 4th - 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 - 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)**

## FIELD OF DREAMS SHOW & SHINE

11

SATURDAY JULY 18th

Our Society was approached by the promoters of this event some months ago.

With our annual Fly-In, that is normally scheduled for mid July, cancelled for this year, the Field of Dreams folks came along at the right time to fill the void in our summer schedule with their Show & Shine.

**At the time of our printing this newsletter we have no up-to-date information regarding registration for this show. Anyone who is interested, please check our website later on at:**

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

*Photos below from Field Of Dreams, Show & Shine events in past years in BC.*



*A few of the 80+ bikers who attended a previous event assembled in front of the Lancaster. We are looking for an even larger turn out this July.*



## MOSQUITO RESTORATION UPDATE

*by Richard de Boer, Pres. CMS*

Let there be wood! And now there is. Last month the CMS accepted a shipment of custom made plywood for use on the Mosquito. The supplier, somewhat ironically located in Austria, was recommended to us by Glyn Powell of New Zealand, the builder of the now flying Mosquito KA114. The manufacturer produces the plywood to the exact British Specification 6V3, as required by de Havilland during the war. At \$650 per sheet, it's measure four times, cut once...

Lots of activity in the engine shop as the Hurricane's Merlin 29 continues to receive lots of attention under the supervision of John Phillips and Greg Morrison. We are awaiting a shipment of gaskets and seals from Vintage V-12s and then it starts going back together.

We have seen the first six rough cuts of the 30 short videos being produced for us by Pan Productions of Victoria, BC. This is the same company that followed the restoration of Bob Jens' Mosquito by Victoria Air Maintenance for five years. With interviews and onsite shooting complete, the next phase is editing all the material down to a series of three to five minute videos that will be available on our YouTube channel and on touch screens adjacent to the airplanes. What we have seen so far is very impressive.

Saturdays continue to be our big work days with the average number of volunteers actually growing to an amazing 14 to 18 people each week. I think we have a good thing going, despite the fact that some claim

to show up just for the good eats that abound on the 'help yourself' table.

In February we attended the 2015 Aviation Heritage Group Symposium, held in Las Vegas. We were asked to present a session on the organizational effectiveness of our unique partnerships with business, government and other not for profits in the form of Historic Aviation Services, the City of Calgary and of course our hosts, the Bomber Command Museum of Canada. This conference was organized as the Smithsonian sponsored Mutual Concerns of Air and Space Museums has shifted to an every other year schedule. As a first effort, it was well organized, in large measure to the credit of our well known friend Chris Terry formerly Director General of the Canada Aviation and Space Museum, and well attended by museums large and small including the Imperial War Museum in the UK, the Commemorative Air Force and of course by Dave Birrell of the BCMofC.

Last month also saw the arrival of a crate full of Mosquito parts from our great supporter in the UK, David Coeshall, who has been scrounging and gathering a variety of bits and pieces for the past couple of years. An absolute treasure in the collection was a new old stock, never been installed Hurricane armour plated windscreen, manufactured by Duplate Canada Limited of Oshawa, ON. Yea!



Nanton's traditional August long weekend sees activities underway from **Saturday through Monday** when the celebration finalizes with a parade.

Your museum is open everyday and we normally enter several of our operational vehicles and displays in the parade and in the afternoon we run the Lanc's Merlins.

We have pasted some photos below of some of the parade entries from from previous years.



*The Mosquito on new rolling stands along with fuselage on its construction stand.*



*Identical work tables (Mossie wing behind) built by CMS volunteers for use while restoring the Mossie. BCMC will eventually inherit them for use in in building the Anson wing.*



*Just a few of the small parts that need cleaning and restoring for later assembly.*



*The crowd waiting for the engines to start.*



*The Anson's horizontal stab as it appeared in mid March. The main volunteer doing the restoration of this component is John Maze. This photo doesn't show his meticulous work but this stab is almost airworthy.*

## **ANSON RESTORATION REPORT**

*By Rob Pedersen*

I'd like to report that Annie is fit and ready to take to the air ... but that would be a little premature ... She's not quite ready yet. However, having said that, I am happy to say that there are some exciting things to report on. We have four major work groups tackling Annie.

First we have the Tail Plane, being worked on by John Maze. The Tail plane is in the final stages of restoration! Main ribs are installed, leading edge is installed, nose ribs are installed and John is now forming the last of the leading edge and wing tips. In the last newsletter I predicted that we would likely see Annie mated to her tail feathers in October ... Well I was off a little, maybe by a whole year even. I'll hold off from making another prediction but perhaps we could hold a poll, similar to hockey as to when the tail plane will be back on Annie.

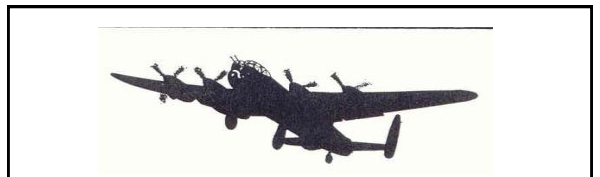
Next task for the tail plane, after completion of the wing tips, will be to add

the plywood covering and the fabric. Our second major undertaking is the aft Stringer & Former project. On this task we have Terry Moynihan, Carl Orde and others. The Stringers have all been cut and formed from very expensive Sitka spruce. The aft formers, fabricated from Birch plywood were first installed to ensure proper alignment and outline.

With that task completed the team is concentrating on completing the belly formers, downward identification light and access panels. This is one time that lying down on the job is a requirement. Once all of the formers are permanently installed but before the stringers are tackled all of the Annie's aft control cables need to be restored and installed.



*The Anson Mk.II wooden nose cone is under restoration. This photo shows the old paint is being removed.*





*Carl Orde and Terry Moynihan shown here trial fitting the fuselage stringers.*

## LANCASTER UPGRADE REPORT

By John Phillips

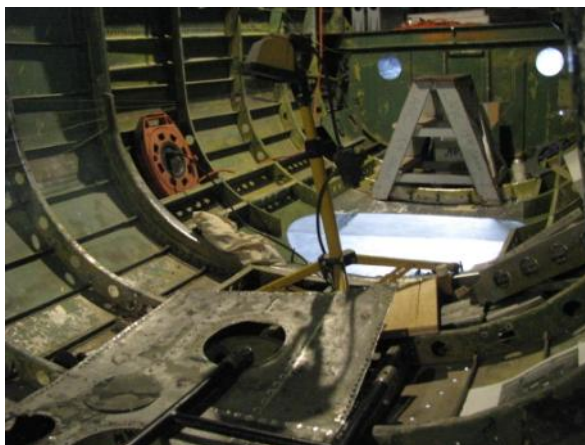
During the winter months a lot of work was done and continues to be done on FM159. Brian Taylor and Merrill Honeyman did oil changes, cleaned spark plugs, oil filter screens, etc., as well as other maintenance. Merrill has been doing more work on the sound effects for our tail turret demonstrations. When completed this display will be even more exciting when the turret is demonstrated at events.

Greg Morrison, the metal maven, took on the task of replacing the floor panels in the aft fuselage as well as eventually closing up the H2S hole and making provision for an H2S blister. Brian Taylor and Dan Hawkins are now helping Greg with the floor skin project.

Fred Hollowell and Francis Gardner have been servicing the aileron trim cable system and have been making up new cables. When this is completed they will then tackle the rudder and elevator trim system.

Shane Chipchase has overhauled the spare

'Live Line' hydraulic pump. This is the 15 pump that powers the bomb bay doors and flaps in FM159. If it flew, this pump would also retract and lower the landing gear. Shane has also been working on replacing various inspection covers that were missing.



*Photo shows the interior of the rear fuselage where the floor panels are being replaced. Tours into the Lancaster are suspended until this is completed.*



*Moving the Lancaster out for an event in preparation for running the engines.*



## IN MEMORIAM

*For Deceased members of  
The Nanton Lancaster Society*

\*\*\*\*\*

**Allen R. Johnston**, Big Valley AB. Passed away February 16, 2014. A long time member and supporter.

**Walter Montgomery**, Nanton, AB. Passed away May 25, 2014. Lifetime Member of the BCMC. Walter was very involved both as both a supporter and volunteer.

**Len Bawtree**, Enderby, BC, died June 7, 2014. Supporter and friend of the BCMC.

**Thomas Ritchie**, Ottawa, Ontario. Passed away in October, 2014. Member and supporter for a long time.

**Philbert Cadeau**, WO, RCAF, Rtd, Amherstview, Ontario, Passed away November 26, 2014. Lifetime member of the BCMC.

**Frank Hemsforth**, Passed on in September, 2014. at the Veterans Wing of the Parkwood Hospital in London, ON. A distant member and supporter of the BCMC.

## MAY GOD BLESS

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

\*\*\*\*\*



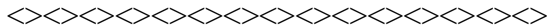
## BELATED ANNOUNCMEMT

Wife of Norman Etheridge, project leader in the restoration of the Mynarski Memorial Lancaster, Mary Etheridge:  
**Born: 31-10-1924 passed away: 17, March, 2014**

Mary was a stalwart supporter of her husband while he toiled on the Lanc, and gave the encouragement he needed to keep going.

Their son Phil, travelled from Canada to the former RCAF base of Middleton St. George where VC recipient Andrew Mynarski flew from in 1944. There he spread some of his mother's ashes, then later scattered some more in Wales on the golf course, where Mary and Norman spent their first day out together.

Norm and Mary have been loyal supporters of the Bomber Command Museum since its inception in 1987.





*Cathay Pacific Airlines Boeing 777 pilot Brad Engbrecht.*

**BCMC HAD A SPECIAL VISITOR**

The Bomber Command Museum had a special guest arrive on April 4 who was on sight seeing journey of Southern Alberta, with his sights set on visiting our museum with a special purpose. He was Brad Engbrecht, cousin of none other than the famous ACE RCAF mid-upper turret air-gunner Pete Engbrecht of 424 Squadron!

It now appears that there is another airman in the Engbrecht family for Brad is a current Cathay Pacific Airlines Boeing 777 pilot who had heard that we had a display and tribute for his cousin Peter, so he just had to come and see for himself.

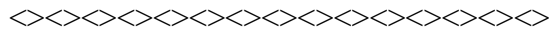
Peter Engbrecht's "ACE" status as a <sup>17</sup> mid-upper air gunner, along with his crewmate and tail-gunner Gordon Gillanders, was due to having shot down nine German night fighters (confirmed) between them on their combat tour in a 424 Squadron Halifax bomber in 1944!

The BCMC believes this duo of Engbrecht and Gillanders to be the highest scoring air-gunner team (tail gunner and mid-upper gunner combined) in all of the RCAF bomber squadrons and possibly the entire RAF Bomber Command.

Brad said he only met Peter one time after the war when he was 11 years old but he spoke with respect and admiration of his famous cousin because of what he had done in combat. Brad mentioned that during that special solitary visit, Peter had spoken to him about some of his gun battles over France and Germany in 1944 and this exchange has remained in his memory.

Brad hopes to come back soon to the BCMC to hear the engine runs and do more research on his famous cousin and learn more of his RCAF family history.

*By Karl Kjarsgaard*



*Peter Engbrecht with mid upper gun turret.*

## 18 The Hali-Facts: Progress Report 57

by Karl Kjarsgaard

By now most of you will have heard we have started the actual rebuild of a Halifax main spar at Knox Tech Inc. in Ottawa utilizing the Halifax-Hastings center-section and main spar as the nucleus of the start of a Halifax. For those of you who know warbirds and, those that do not, no matter where we get our Halifax, if from the deep off Ireland or some swamp or mountain top, you are always going to need a new main spar as your foundation of any Halifax rebuild. So we start now.

Thanks to SPRUNG INSTANT STRUCTURES we have those new Halifax main spar caps and Knox Tech Inc. to do the job. So feast your eyes on a start of a second Halifax for Canada, the main spar being jigged and rebuilt as seen on a special video on YOUTUBE:

<https://www.youtube.com/watch?v=v3mq57Atjfs>

See the latest photo above of George and Scott's labours.

Now Sprung Instant Structures, after manufacturing the new MAIN spars is supporting us again as they have started the proceedings to have brand new REAR spars made at their factory in Salt Lake City. These will also be aluminum alloy extrusions which means they will be making a special die and extruding the rear spar caps from a 1200 pound batch of alloy. The costing will be high and we hope to get some sponsorship from Sprung on the cost but we will need funding to complete this next manufacture stage. So hope you will help support us on this new tooling as we



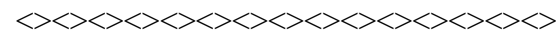
*New main spar on 30 foot jig table - note rear spars of center section on wall to be rebuilt next.*

expect the cost to be several thousand dollars.

So let us talk about our latest parts hunting trip to the UK with some big news about Halifax LW170. In early Feb. I got a call from the Irish Marine Institute asking me to come to Galway, Ireland as they were planning a scientific expedition in late March and they are going right over the sonar search box for RCAF Halifax LW170! So I travelled Calgary, Heathrow, Dublin and bus and arrived at their HQ to discuss the opportunity to start looking for LW170, the chance we have eagerly awaited. We discussed the sonar targets already plotted and the method to look with sonar for the Halifax. We also discussed the new sonar that they have on the huge sonar ship and how best to maximize our window of opportunity while they are working on a sonar survey of their own.

I am greatly heartened by these developments and thankful to the Marine Institute for their support and long standing

interest in our search for LW170. Not only this, but there is a 2<sup>nd</sup> window of opportunity this fall when they will be passing by once again with their ship and sonar enroute to Iceland. So, encouraging news that soon we might have more data on the final resting place on the most historic combat bomber in Canadian history. Standby all you Halifax fans because we may have some deep water news for you in just a couple of weeks! Fingers crossed and rosaries polished. SEE THE FULL REPORT AT [www.57rescuecanada.com](http://www.57rescuecanada.com)



*Members of two B.C. Cadet squadrons spent the weekend of April 11-12 cleaning the museum. (See pages 7-8.)*



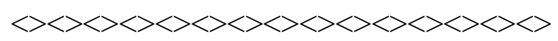
*Hercules engine on donated trailer that is run-up at all events where the Lancaster's Merlins are run. Noise like a 100 Harleys at full throttle!*



**ENGINE FOR THE HARVARD**

A 1340 engine the museum acquired a few years ago to replace the one that was on it (which had no interior parts) has been dismantled by volunteer Wesley Reyda, who is just finishing up his AME course at SAIT. The engine was dismantled due to a grating noise when turned over and after it had sat for a year it would not turn over.

Wesley located the problem which was corrosion in one cylinder. It was decided to remove all cylinders to make sure there was no more problems. Everything else was found to be OK.





*In the photo above, Wayne Bailey, stands with the Museum Crest he has been restoring. The original had been made several years ago by the late Joe English and needed some TLC. Joe, one of our founding members had made a number of squadron crests of a similar size which are still on display in the museum.*

*Wayne, who also leads the restoration of the museum's Beech Expeditor, has done a first class job in restoring this crest. THANKS WAYNE for all the things you do to improve and make the museum better!*



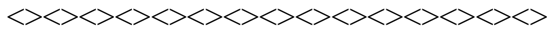
*Beech Expeditor CF-MPI in its prime.*

### **BEECH 18 RESTORATION**

By Wayne Bailey

Beechcraft D18 once registered as CF MPI continues its return (albeit slowly) to the appearance that the folks from the RCMP remember, when it toiled in the Air Division over much of western Canada and the NWT. It is still a long way from the glory years that saw a life, begun in 1946, transporting RCMP staff of all ranks, court Judges and officials, prisoners on route to and from Prince Albert etc, and assisting in Med evacs and search and rescue missions. Before being donated to the museum, after retirement in 1972, it spent a number of years out in the elements, and became a parts department for who knows who. Pictures will show that some of the bits and pieces, many of which we still need, were not removed with a great deal of care for the surrounding structure. However, like all the folks who have made the Museum a resounding and ever expanding success, the restoration crew are meeting the challenge, and progress has been made. Gary Stonall,

Bruce Findlay, and yours truly have begun putting things back together, thanks to parts recovered from a donor aircraft. Parts like engine nacelles, wingtips, engine mounts and pieces from folks like Don Wieben of Fairview A.B. If Grampa or your Uncle Leroy left you with bits and pieces of what appear to be aircraft components, or if you are in the midst of a restoration and are looking for a hard to find part, please get in touch. We are on the hunt for Cockpit seats, under carriage retract parts and flight control brackets, are some of the pieces we need, and maybe we can help with hard to find things you need.



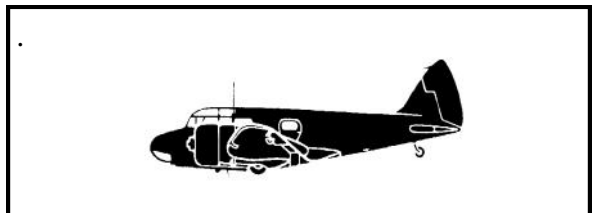
*Beech 18, CF-MPI as it looks at this time.*



*Kevin Charlton seen here working on the Cessna Crane cabin section that is being made into a "flight Simulator". Kevin is a different kind of craftsman; he makes and repairs guitars. His skills can be seen in the woodwork he is doing on the Crane. See page 6 for more about this project.*



*CF-MPI's starboard engine mount minus a firewall.*



## FIRST MEETING OF THE NANTON LANCASTER SOCIETY

From the Nanton News of March 25, 1986

by Douglas Laidlaw

The Nanton Lancaster Society held its first meeting March 25 at the A.B. Daley School. The purpose of the meeting was to get the "save the bomber" movement off to a flying start. Such steps were taken and the results were satisfying.

A board of directors was appointed comprised of seven additional members, namely Doug Anderson, John Dozeman, Ed Maynard, Joe English, John Green, Harry Lively and Dale Slade. Chairman George White and Secretary-Treasurer Dave Birrell will also act as ex-officio members of the board which makes up nine members in all.

The working committees were named as finance, building, restoration and exhibits. Many of those in attendance offered to serve on the committees. When they convene to meet in the very near future, their explicit duties will be clear and any interested citizens of the community are invited to aid and serve on the committee of their choice.

Some discussion took place on the various ways in which money might be raised for the campaign to save the bomber. Projects such as dances and raffles were mentioned, as well as contributions by individuals and companies. The important thing was to start campaign actions on a local level and following this, help would later on come from government and corporations when it was known that we had a community taken action on the local level.

George White showed an original "Lanky" film transporting the plane from Vulcan Airport to Nan-

ed cutting down telephone, power lines, fences, and fording the Little Bow 15 miles east of town. The moving of the plane was contracted by the late Archie Clark who pulled it 23 miles, tail first, with a four ton truck without mishap.

The meeting was attended by three active members of the Calgary Aerospace Museum -- Bill Watts, general manager; Roy Staniland, past president; and Richard De Boer of the research branch of the museum. All three addressed the meeting providing information and complimenting the Nanton group on its efforts up to the present.

Richard De Boer made many fine suggestions on the raising of funds, restoration work on the plane and the necessity to house it. He said it would take money, work and determination. He promised aid from the Calgary group in any manner they could help.

The society awaits the arrival of official receipt forms which would allow applicants giving money contributions income tax deductions. Citizens are invited to contact any member of the board for help they wish to provide, financial or otherwise.

*A FEW PHOTOS OF WHERE WE STARTED FROM AND WHERE WE ARE NOW.*



*FM159 just after it arrived in Nanton in 1960.*



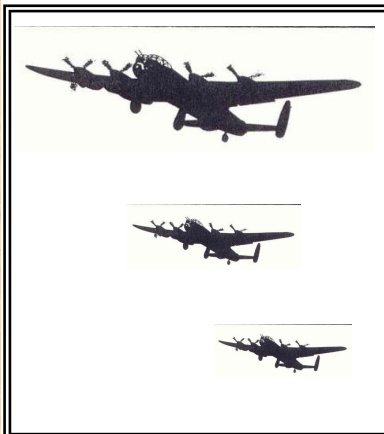
*FM159 as it looked in the early 1962.*



*The first running of all four Merlins in 2013.*



*A night run with all four engines running in the summer*



# FM159 The Lucky Lancaster



*Dave Birrell*

## FM159—THE LUCKY LANCASTER

The museum has just published a revised and updated, full-colour edition of the book that tells the story of Lancaster FM159.

One of 7377 Avro Lancasters built, FM159 is now one of only four taxi-able Lancasters in the world. It had been flown widely over the Pacific, across the Atlantic and to the northern-most point in Canada; had been only weeks away from being scrapped when purchased; was towed by a truck across grain fields and through a river; suffered the ravages of thieves and vandals; and stood outdoors, only metres away from a major highway, for 31 years

Today, as the Ian Bazalgette Memorial Lancaster, FM159, honours a Canadian Victoria Cross Recipient and is the centre-piece of the Bomber Command Museum of Canada. The book is available at our museum shop and from our on-line store at:

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

There was so much news that needed to be told that this column was left out of the last two newsletters, Here I am reviving it.

In this newsletter we have attempted to inform you about the over winter upgrades of existing displays and about new displays. A lot more older signage has been replaced by new signs made up by volunteer, Dave Birrell, and mounted professionally, giving displays a new look.

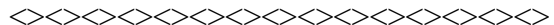
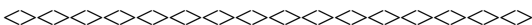
Also we have filled you in about the failure of the three boilers that heat the back hanger of the building. You will note that we are not happy about this and the way the manufacturer attempted to place the blame on our usage. We were fortunate in having funds on hand to pay the \$10,000 bill.

You will also notice that work continues in upgrading the Lancaster with the rear fuselage floor being renewed. There is one small setback with this in that we have had to suspend entry by tourists to this area. This suspension will likely last through most of the summer.

Also of note is the cancelation of our annual FlyIn due to unforeseen conflicts. However, the space in July in which our FlyIn is usually held has been taken up by a large Show & Shine car event put on by an entity called Field of Dreams.

The real good news is that ticket sales for our fund raising Gala, slated for May 9th, are selling like hotcakes. At this time it looks like we will be sold out well before that date. We are hoping that this effort will get the funding off to a resounding start.

All in all it looks like a busy summer ahead. Come visit us!!



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