



BOMBER Command MUSEUM of Canada NEWSLETTER



Museum OPERATED BY:
THE NANTON LANCASTER SOCIETY

VOLUME 30 ISSUE 2

Fall/Winter - 2016

BOMBER MUSEUM CELEBRATES 30th ANNIVERSARY and 419 SQUADRON COLD LAKE CELEBRATES THEIR 75th

August 19th saw a grand celebration that commemorated 30 years of volunteer efforts by the Nanton Lancaster Society members and supporters.

Along with the museum's milestone 419 Squadron RCAF celebrated their 75th anniversary having been formed in 1941.

The anniversary day started off with pancake breakfast in the adjacent Community Centre served by the Nanton Lions Club. >

At 10:30, at the Memorial Wall in front of the Museum, 419 Squadron members led by the Squadron Chaplin celebrated their 75th anniversary and commemorated the loss of the Squadron's 537 WWII casualties as listed on the Wall. This was followed by the laying of wreaths. **Cont.pg 23. >>>>**



419 Squadron Chaplin Lloyd Northcott leads the anniversary ceremony. Standing by are 419 Hawk pilots, Cpt. Ram Homier and Lt. Eric Blaikie.



Piper, Terry Clarke, leads the march-on followed by RCMP Corporal Ogilvie, Chaplin, Lloyd Northcott and others.



Some of the crowd who attended the event.

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***BECOME A MEMBER OF THE NANTON LANCASTER SOCIETY******ANNUAL MEMBERSHIP - \$40.00******SQUARE FOOTER MEMBERSHIP***

For a **\$250.00 donation or more** you become a **SQUARE FOOTER** member and receive:

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

LIFETIME MEMBERSHIP

For a donation of **\$1000.00 or more**, you become a **LIFETIME MEMBER** and receive:

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

WING COMMANDER'S CLUB

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

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

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

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

PRESIDENT'S REPORT

By Rob Pedersen

With snow beginning to fall and Winter fast approaching it is time to sit down and put pen to paper. This year marks some significant milestones in the Museum's History.

We saw our 30th Anniversary! Wow, 30 years of preserving the history of those who served in Bomber Command! Our August event was well attended and featured a slide show presentation of 30 years of Museum history! A tough job to place 30 years of achievements into 20 minutes of a slide show.

Our night runs have been spectacular and it never ceases to amaze me the number of people who come to the museum to watch the Lancaster run! It is a fantastic feeling to be able to fire up the "Fab Four" for those who enjoy the symphony of the Merlins!

Another huge milestone was the first flight of the museum's only airworthy aircraft. Our very own De Havilland Tiger Moth. Of course this is the Tiger Moth formerly owned by Gordon Jones. This aircraft is a fine example of the type flown by the BCATP during WWII and would have filled the skies at the time!

Of course this report would not be complete without the recognition of the major find and the beginning recovery of Halifax HR-871. This was the theme of our September event! Karl K has made several trips to the coast of Sweden and so far we have seen the recovery of the Halifax Merlin engines. With the recovery of this Halifax the museum's project has been catapulted light years ahead! Great work Karl!



CONTACT INFORMATION

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Nanton, Alberta

Canada T0L 1R0



MUSEUM HOURS

April 16 to June 30

(open daily 10:00 a.m. - 4:00 p.m.)

July 1 to August 31

(open daily 9:00 a.m. -5:00 p.m)

September 1 to October 15

(open daily 10:00 a.m. - 4:00 p.m.)

October 16 to April 15

(Fri, Sat, Sun 10:00 a.m. - 4:00 p.m.)

To book group or special visits

Call 1-(403)-646-2270



4 **75th ANNIVERSARY OF #31 EFTS**

Two wartime era training planes did a fly-by at the former De Winton No. 31 Elementary Flying Training School [RAF} on June 15.while a crowd of 150 attended a



The crowd at the plaque unveiling



Dave Birrell speaks about the history of the De Winton, #31-EFTS, WWII training base.



Unveiling the plaque commemorating the 75th anniversary of the De Winton wartime BCATP base.

ceremony honouring the school's 75th anniversary. A plaque that was unveiled will be posted near the entrance of the once-busy airport.

The No. 31 EFTS was first formed in England before the first group of instructors, crew and students moved across the Atlantic and eventually settled in De Winton.

The De Winton airport earned a high distinction during its time, earning the “Cock of the Walk” trophy as the most efficient school in the whole commonwealth training program. The school closed Aug. 6, 1944. Only a guard house and the concrete gun butt used for target practice still stand.



The commemoration Plaque.





— Model showing new building cornering the existing museum and the new tarmac area. —

MUSEUM EXPANSION REPORT

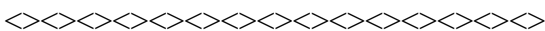
By Dan Fox - Expansion Chair

We have been actively researching funding sources for our proposed expansion over the summer and are encouraged by interest shown by provincial and federal politicians and others. Also, corporations are getting on board with promises of materials and cash in the future.

During this time of economic hardship, it is tougher to raise the required funds to begin our new hangar building, but we are confident that perseverance will pay off. One unexpected advantage of building during an economic down-turn is that construction costs are reduced, hence estimates are less than they were a year ago.

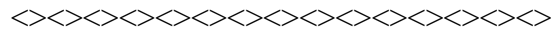
Next spring, we are planning another Gala, with silent and live auction items being offered, as well as entertainment and a fabulous buffet dinner. Details will be forthcoming so watch our website and we hope to see you there.

“Per Adua ad Astra” – “Through Adversity to the Stars”.



FUND RAISING AUCTION

An auction of several hundred items donated by BCMC members and from the residents of Nanton and elsewhere took place May 14th. This raised about \$4,000 for the building fund. While a lot more is needed, every little bit helps!



The auction was near sell out! This photo shows the few remaining items.

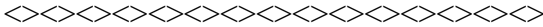


Running the Merlins for the auction crowd.



8 SECOND SIMULATOR REVIVED

The first simulator we built was the cabin section of an MK.5 Anson. It has seen a lot of use by kids, 6 to 60! It has two seats which other children pile up behind. The second "Simulator" will have four seats.



Power Unit for starting aircraft engines.

The Ground Power Unit pictured above was donated by David Dorosh, Edmonton AB. David had stopped during our main event and spent most of the day here.

He is a long time AME who at one time maintained the Spartan Air Services Mosquitoes. So the CMS volunteers had much to talk to him about.

Our sincere THANK YOU to David for this donation!



1



2



3

(1)Bob Evans stands beside the fuselage with first fabric applied to front section.

(2)Kevin Charlton uses a seamstress' iron to shrink-tighten the Polyfabric to fit.

(3)Bob and Kevin with side fabric started.



4

(4)Kevin Charlton standing on the starboard side of the Cessna Crane cabin section to which the Polyfabric is attached and ready to be trimmed and shrink-tightened with a seamstress' iron in his steady hand.

Note: Kevin Charlton's occupation is making and repairing guitars.

trance to the wartime base where only 9
one hanger still exists.

It was felt that a larger sign should made indicating the history of the base that had begun in 1921. With the onset of WWII in 1939 it had become one of the British Commonwealth Air Training Bases.

Vice President, Dan Fox spoke about the past history and the importance of the base in the training of pilots during WWII. He also mentioned that the remaining hangar was being used at present by a building materials supply company. The building was open for viewing after the unveiling of the new sign in which the Legion Colour Party and the #187 Cadets Squadron lead the way.

PS A full report can be found on line in the October 12th issue of the Regional, a supplement to the High River Times at:
<http://www.highrivertimes.com/2016/10/07/high-rivers-former-air-force-training-base-memorialized>



A close-up view of the newly installed sign.



Dan Fox talks about the base history



Some of those who attended the dedication.

HIGH RIVER WWII TRAINING BASE MEMORIALIZED

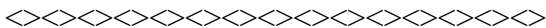
October 1st saw the dedication of a new sign at the entrance to what was the RCAF's wartime #5 Elementary Flying Training School (EFTS) at High River, AB. The sign was the the result of the joint efforts of the High River Legion #71 and our museum. Members of both organizations were present for the dedication as were members of the 187 Foothills Air Cadets.

The new sign had been installed some weeks before, replacing a smaller plaque installed a few years ago. This was the result of an effort led by our museum to memorialize the base which had played a pivotal role in training pilots during WWII. This plaque had been moved to the new en-

ANNUAL BIKES AND BOMBER DAY JULY 9th, 2016

This years Bikes and Bomber Days saw a the arrival of some 200 different makes and models of bikes. Attending also were visitors who came to look over the many different makes and models. There were also some bikers attending with side cars who gave rides to interested viewers. Some had real quality artwork on their fuel tanks and elsewhere.

Of course these same visitors were on hand for the running of the Lancaster's four Merlin engines. Also started up was the Bristol Hercules radial engine that is always an exciting part of any event. Its noise and initial smoke screen has the visitors hold their ears and move up-wind!



The bike shown above had some very intricate paintings of a jet airplane, a bomber and a helicopter.



Bikes and more bikes!



Visitors line up to go through the Lancaster between engine runs.



EDITOR'S COMMENTS

This summer with its many events and happenings has been our busiest ever! We have been overwhelmed with items that need to be reported. Due to that, this newsletter consists of reports that in some cases only give the reader a microscopic view of the actual happenings.

We have used many photos in an attempt to give you a better idea of these activities. Also, we have not identified the photographers of each photo. However, those whose photos were used are:

Carl Orde, Doug Bowman, Dana Zielke, Kevin Charlton, Brent Armstrong, Richard de Boer, and Karl Kjarsgaard.

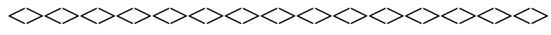
My apologies if we have missed someone.

Over the years I have received a lot of personal compliments about the newsletters each time they are sent out. I would like to point out that there are many contributors to each issue and that I mainly just assemble their reports and submissions. **So credits go to all who help; this includes those who proof read the initial format.**

One last statement, as I am now a year and a half away from age 90, soon this publication is going to be handed on to someone else. I have enjoyed the past 30 years of being part of the Bomber Command Museum and reporting its activities via the newsletter. But time marches on!

I do hope you all enjoy this, Volume 30 Issue 2, of our newsletter.

BEST REGARDS TO ALL *Bob Evans*



Running the Lancaster's Merlin engines.



Running the Bristol Hercules engine - note the smoke!



The museum's restored Fleet Fawn, bi-wing, training airplane which was used to train pilots during WWII. Here its Kinner engine is being run-up.

AVRO ANSON PROJECT REPORT

By Rob Pedersen, Project Leader

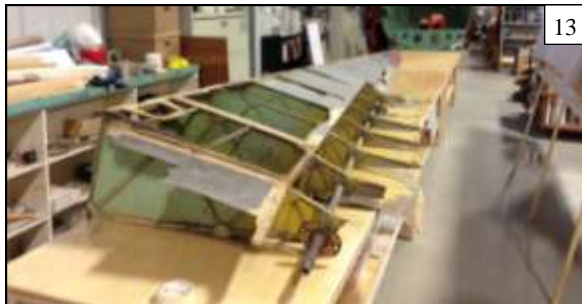
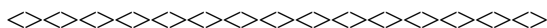
Significant progress has been made on “old Annie.” Three major projects currently under way are nearing completion.

Fuselage formers/stringers & control cables; tail plane & main plane trailing edges.

The aft fuselage now has shape! Carl Orde and Terry Moynihan have installed the top and side stringers which now gives Annie a fuller look. Before the belly formers and stringers were installed it was decided to install the necessary control cables for elevators, rudder and trim tabs. A wise decision, as once the fabric is on those areas will be difficult at best to reach!

Ken Hill, Bruce Findley, Malcolm Stick and Ethan Gourley have teamed up to restore the port trailing edge and then will begin constructing a new starboard trailing edge. Many trips to the “Anson crop” out at the Logie farm yielded the necessary components for the flap hydraulics. New wood has been married to original formers, to yield as an original piece as physically possible.

Final preparations are being made to the tail plane readying it for its plywood covering. Restoration has been completed on the internal hardware. It is being trial fitted to ensure proper alignment. John Maze has worked his usual wizardry to produce an outstanding restoration!



Restoration of the Anson's starboard trailing edge of the wing is now under way. The photo shows this section from the wing's rear spar back to the aileron attach points and trailing wing ribs.

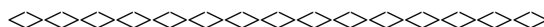


VISITORS FROM FLORIDA

John Stemple (L) of 20th Century Aviation Magazine in Florida and JR Hafer visited Nanton during the “Salute to the Halifax” event (page 23 for event details)

They had recently, along with Karl Kjarsgaard, arranged for a memorial in Florida, honouring Floridians who were KIA while serving with the RCAF during WWII.

This is another of Karl's several activities, researching the names of Americans who perished while serving with the RCAF, and then contacting officials in those States to arrange for memorials honouring their sacrifice.



IN MEMORIAM

James Forbes Creighton, Nanton AB passed away July 15, 2015, Served in RCAF in WWII. Museum member.

Edward J. Firth, Calgary AB, passed away Feb. 17, 2016. Member and supporter.

C.A. "Glen" Rawson, Hanover, ON, died at age 100, March 5, 2016. Retired RCAF.

James Hargrave Murray, Brooks, AB Passed away April, 23, 2016. Rtd. RCAF and former owner of Murray' Aircraft Repair Service. Museum Member.

William A Wedderburn, Edmonton, AB. Passed away, May 1, 2016. Wartime RCAF, Museum member and supporter.

Ernest Irwin Few, Edmonton, AB passed away, May 2, 2016. Served in the RCAF in WWII. Museum Member and Supporter.

Francis William Gardner, Chain Lakes, AB. Passed away May 9, 2016. Museum Member, Volunteer and Supporter.

Bernard William, Wensley, Calgary, AB. Died May 31, 2016 at age 74. Museum Member and Supporter.

George Rufus Stead, Nanton, AB passed away, Sept. 5, 2016. Museum Member.

P.E. Cadeau, Amherstview, ON. Passed away November, 2014. Retired WO RCAF of 32 years, BCMC member.

Earl George Boak, Stony Plain, AB October 10, 2015, Mr. Earl Boak of Stony Plain, AB, passed away at the age of 92 years. BCMC Member and supporter.

The Nanton Lancaster Society extends deepest sympathy to Family and friends of all.

MAY GOD BLESS

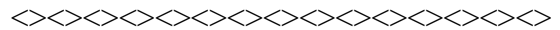


FRANCIS GARDNER

Our friend, museum board member and all around volunteer, crossed the great divide on May 9th. He will be greatly missed.

Francis was one of the museum's volunteers who helped to restore the four Merlin Engines to running condition thus bringing the old Lancaster bomber back to life. When things needed to be done he was always there to help.

However, Francis was much more to his community than that. He was a rancher, pilot, mechanic, environmentalist, etc. etc.



LANCASTER REPORT

By John Phillips

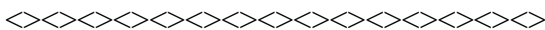
During the summer engine runs it was noted that #1 engine was showing signs of oil on the left hand exhausts and it was diagnosed as a valve guide clearance issue, that is, worn guides. The cylinder head has now been removed and after disassembly of the valves a course of action will be taken. This work will be accomplished during the winter months in time for next years running of the engines.

Rick Featherstone visited Byron Reynolds at the Reynolds Museum and while there was given a number of RPM indicators for the Lanc and although of unknown serviceability these may become very useful in the future.

Shane Chipchase is working on correcting seal leakages on the hydraulic rams operating the bomb bay doors.

And last but not least, Fred Hollowell returned on a couple of Tuesdays to help out on the cylinder head disassembly. He has been away most of the summer with medical issues.

Look forward to more Merlin engine sounds and cockpit tours in 2017.



15

Crowd watches the running of the Merlins.



The refurbished interior of the Lancaster's fuselage complete with ammo-track. All credits to Greg Morrison and Brian Taylor!



Members of the Prairie Motor Brigade attended the museum's August 20th event. They were bivouacked on the south side of the museum. Their vehicles included Jeeps, Ammo carriers and wartime motorcycles.



#1 Merlin closest in view needs valve work

THE CALGARY MOSQUITO SOCIETY REPORT

by: Richard de Boer, Prez

The summer season is always great for connecting with visitors and enjoying the special event days at the Bomber Command Museum. On those days, we don't get too much work done on the Mosquito, but we do fulfill another important part of our mandate which is to 'Honour and Educate'.

On the restoration side, we continue to focus on structural issues on the fuselage which is evident by the ongoing 'de-skinning' process as we deal with water damage, dry rot and shabby repairs and earlier restoration work - much of which was accomplished with cedar strips and staples. A lot of hours have also gone into cleaning and repairing the cockpit area and the cockpit floor.

We were very fortunate to be able to acquire two Mosquito parts collections in the past few months; both coming from England. We purchased all of the Mosquito spares from Personal Plane Service which is one of the oldest warbird shops in the world. The parts we acquired were used to support the Mosquitoes flown in the 1964 film, 633 Squadron and 1969s Mosquito Squadron.

Saturdays continue to be our big work days and we always keep the doors open and encourage visitors to come in and take a look. In the past three months, we set a new all time high for the number of volunteer hours invested in the Mosquito at 1469, a good indication of the commitment and interest in our project.

Last month we had the great pleasure of meeting David Dorosh at the museum.

David began his engineering apprenticeship with Spartan Air Services in 1956 and took his very first Mosquito flight in our very bird, CF-HMS. David was able to answer some technical questions for us and showed us things about the airplane that we weren't aware of, like the fact that Spartan



Members of CMS getting right into the innards of the Mossie!



Seen here is one area of the fuselage where "de-skinning" has taken place to deal with water damage, dry rot and shabby repairs from an earlier restoration where the wrong materials were used.

Mosquitoes carried external spare parts pods!

Our Hurricane project is also coming along nicely with completion looking like late 2017. We are still challenged by some parts issues and are looking for a main hydraulic valve and seven more .303 Browning machine guns. For the latter, we may have to resort to metal replicas.



Guess who's 60? Richard De Boer! He holds a hand-made birthday card given him on his birthday by his fellow **Calgary Mosquito Society**, restoration volunteers.



The Calgary Hurricane is well along being restored by the Reynolds/Alberta Museum (RAM) in Wetaskiwin. The CMS is also custodian of the Hurricane, which they farmed out to RAM for restoration.



Dr. Stephane Guevremont holding his newly published book, "Moosa Aswayita" about the RCAF's 419 Moose Squadron's 75 Years in operation. Stephane was the main speaker at the joint celebration of the museum's 30th anniversary along with 419 Squadron's 75th. (see page23.)



The Hurricane's engine that was restored in our museum's shop by CMS volunteers and is now in Wetaskiwin.

18 **Halifax 57 Rescue (Canada) :**

www.57rescuecanada.com

The Halifax Sweden Project has made great progress this year, starting with several recon and prep dives on Halifax HR871 of 405 Pathfinder Squadron, which is laying in 50 feet of brackish Baltic Sea water off the coast of Sweden near Malmo. These Halifax bomber recovery dives and work are being done by our Swedish partners “Swedish Coast and Sea Center” (SCSC) in partnership with Halifax 57 Rescue (Canada) - H57RC, for the Bomber Command Museum of Canada (BCMC).

Starting in May 2016 through to July, the divers of SCSC were out in force, when weather permitted 10 miles offshore, plotting and marking all the Halifax airframe and parts on the site of the location of HR871, which went down over 73 years ago. The huge underwater grid they marked out, took several weeks to plot and mark, which went on during May and June.

Every dive in the period May to July was a discovery adventure. The dive team was

able to locate much of the Halifax airframe, including 3 Merlin engines, 4 of the .303 machine guns and hundreds of rounds of ammunition. All of this was done with Project Manager Karl Kjarsgaard from H57RC and BCMC attending on location in Sweden to help with identifying the parts and with project planning for the actual lifting of the Halifax sections, which was set for August.

During all of this exciting uncovering of the Halifax underwater much media coverage started as this Halifax is a huge missing piece of our RCAF history with the newspapers and TV stations giving the Halifax Sweden Project a spotlight in their daily news reports.

Some of these are listed below for our newsletter readers:

<http://news.nationalpost.com/full-comment/ted-barris-bringing-the-hally-home>

<http://calgary.ctvnews.ca/funds-needed-to-raise-remains-of-halifax-bomber-from-bottom-of-baltic-sea-1.2947668>

Finally, in late August after some weather delays, the SCSC and H57RC team was able to begin the exciting lift of the first two Merlin engines and smaller parts of Halifax HR871 to our land base at the Port of Trelleborg. Many media were there when the first Halifax treasure was brought in. Then the engines and small parts were immediately cleaned and immersed in a our freshwater tanks. These were set up at the Port for preservation and conservation, which is a high priority for the project.

Not only this but the **Commander of the RCAF, Lt. Gen. Mike Hood**, happened to be in Sweden on business and he dropped



The Swedish dive team on board one of the recovery boats.



Second from left; Lt. Gen. Mike Hood in front of the fresh water recovery tank.

in to see our exciting Halifax treasure being recovered! Lt. Gen. Hood has pledged his support for our project and is very pleased with our saving this RCAF history for his Bomber Boys.

As the weather in September and October was not good for recovery operations the SCSC and H57RC team made slow progress on getting up the next engines and airframe pieces.

However, we are pleased with our setting up of a complete recovery network of boats, divers, recovery site prep and a recovery system that works (we have the Merlin engines!) with land bases of operations at the marina at Hollviken and further east at the Port of Trelleborg. All of this has been done on our budget, SO FAR. At this time we will be cutting back our recovery dives with the bad weather setting in but we hope to resume the Halifax recovery very soon.

While all of this was going on, the Halifax **REBUILDSHOP** is progressing very well with rebuilding of our Halifax center-section of main spar and wing ribs at our rebuild facility in Ottawa. See the main spar coming together with the big wing ribs at the shop. You can follow this rebuild of the

beginnings of our Halifax bomber on ¹⁹
 Facebook <https://www.facebook.com/Rebuildshop-1533756926866315/?fref=ts>

We are also working on more Bristol



Hercules engines at the BCMC and are ready to start final assembly of our #2 Hercules running engine, a ZERO - time rebuilt new engine which will be another gem for our completed Halifax airframe so we can run a Halifax just like our Lanc. In summary, we have done much good work this year as the future looks bright for our Halifax for the BCMC. However, funding is low now after much expenses to save our Halifax.



WE STILL NEED YOUR HELP!
 DONATE NOW TO ONE OF THESE SITES

<https://fundrazr.com/417498>

<http://www.57rescuecanada.com>

**Help us Save a Halifax for the Bomber
 Command Museum of Canada!**



Editors Note:
 Please check the website for the complete report at:

www.57rescuecanada.com

This event started off with a meet and greet, on the evening of September 16th. Special guests were the Swedish divers who are recovering Halifax, HR871 off the coast of Sweden, which will be coming to our museum. The evening finale was the night running of the Lancaster's four Merlins.

Next day some 200+ people were assembled at the museum to celebrate the 75th anniversary of the first flight of a Halifax bomber and to see a former Halifax pilot, 92 year old Henry (Hank) Jackson receive his medals which had been lost decades ago. These had be found through the efforts Karl Kjarsgaard, the museum's Halifax project manager. Karl officiated in the ceremony of returning the medals, which included his DFC. Darrell Knight, a medal specialist who had restored them to new condition assisted by pinning the medals on Jackson's jacket. There was a standing ovation as the medals were returned to the man who earned them! Jackson had tears in his eyes as he indicated how grateful he was.

Cont. on page 21 >>>>



Hank Jackson having his formerly lost medals pinned on by Darrell Knight.



The crowd attending the Halifax event stands in ovation honouring Hank Jackson as he received his formerly lost medals.



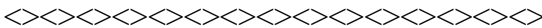
Night run of Lancaster FM159's four Merlin engines.



Local resident, Jim Wiersma reminiscing with Hank Jackson. They both served as Calgary policemen after the war.

Cont. from page 20 During the Salute to the Halifax we had with us the three Swedish divers who are working with Karl in recovering the Halifax from the water off the coast of Sweden. These guys paid their own way over to Canada to meet with us and see our museum!

They participated in the event and were in the Lancaster cabin during one of the engine runs. The lead diver also operated the museum's mid-upper gun turret when it was displayed in the hangar.



Diver “blowing” sand away from a piece of the Halifax .



Two of components from the Halifax uncovered; a fire extinguisher and the tail wheel (partly uncovered.)



The Swedish divers with Karl Kjarsgaard: Jan Christensen, Kjell (Shell) Andersson, Karl Kjarsgaard and Andreas Oberg.



Here a volunteer talks to a group of children about the Lancaster bomber. It is open to the public during events. Visitors can go through it from the front, up into the cockpit, down the fuselage to the crew door at rear.



Lead diver, Jan Christensen speaks about the Halifax project and how the divers were enjoying their visit to Nanton.



Hawk pilot, Ram Homier lays a wreath to honour 419 Squadron WWII casualties.



Flypast by two Hawk Jet trainers. and running the Lancaster's Merlins to salute 419 Squadron's 537 WWII casualties.



The anniversary cake—it was good!

ANNIVERSARIES CELEBRATED

Continued from page 1

At the conclusion Two Hawk trainer jets saluted with a fly past. This was followed by the running of the Lancaster's Merlin engines.

The indoor ceremonies commenced at 12:00 pm with a power point presentation of the 30 year history of the Bomber Command Museum of Canada, This was narrated by Karl Kjarsgaard.

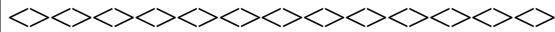
The presentation went back to the very beginning, when George White, Howie Armstrong and Fred Garrett purchased Lancaster FM159 and on to the forming of the Nanton Lancaster Society, the governing entity of the Bomber Command Museum of Canada.

This was followed by guest speaker, Dr Stephane Guevremont, Honourary Colonel of 419 Squadron. Stephane related the history of the Squadron from its inception in 1941 to present day.

The next item was the second running of the Lancaster's four Merlin engines in honour of the late Wing Commander Clifford Black DFC. A great day ended with the

running of the Bristol Hercules engine on its display trailer.

The days food concession hosted from 10:00 am to 4:00 pm by the **High River Hospital Auxiliary** was much appreciated.



SPECIAL GUESTS OF THE DAY.



Caroline Saunders, British Consulate-General in Calgary represents the UK government in Alberta, Saskatchewan and Manitoba.



John Barlow, MP for Foothills constituency, Interprovincial Trade Critic.



Museum's good friend Senator Anne Cools.



Air Cadets bearing the flags.



Hawk pilots Capt. Ram Homier and Lt. Eric Blakie representing 419 Squadron at the 75th anniversary celebrations.



Dr. Stephane Guevremont during his presentation of the history of 419 Squadron.

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