

# BOMBER COMMAND MUSEUM NEWSLETTER

Fall 2019



Bomber Command Museum of Canada  
Box 1051; Nanton, Alberta; T0L 1R0  
www.bombercommandmuseum.ca  
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Volume 33 Issue 2



Replica Grand Slam en-route to the museum

## ***JUST SOME OF THE REASONS TO VISIT THE MUSEUM THIS WINTER***

- Check out Tiger Moth 1214 that was stationed at 5 Elementary Flying Training School at High River. It's now on display together with Tiger Moth 4080 that is now suspended from the ceiling.
- Sit in a restored Cessna Crane cockpit and try out our new flight simulator.
- Experience the incredible 'Virtual Reality' Bomber Command raid to Berlin.
- Do some Christmas shopping in our Gift Shop. There's always new merchandise including a large selection of quality new and gently-used aviation books.
- Visit with the Mosquito restoration crew on Saturdays.
- Have a look at full-size replicas of all three of 'Barnes Wallis's Bombs'.



Replicas of 'Barnes Wallis's Bombs' (l-r) Grand Slam, Upkeep, Tallboy

# THE TENTH ANNIVERSARY OF THE 'TWINNING' OF NANTON AND SENANTES

The Town of Nanton is situated eighty-five kilometres south of where S/L Ian Bazalgette, the only Albertan awarded the Victoria Cross during WW II, was born and is the home of the 'Ian Bazalgette Memorial Lancaster'.

Four members of Ian Bazalgette's Lancaster crew parachuted into occupied France, immediately adjacent to the Village of Senantes, France. Baz and two other crewmembers were killed nearby and S/L Bazalgette is buried at the entrance to the village church.

During a ceremony held at the museum on August 15th 2009, the Village of Senantes and the Town of Nanton were officially "Twinning." Following the formal approval by their respective civic governments, Mayor Christian Gavelle of Senantes and Mayor John Blake of Nanton signed a document that, "acknowledges that a firm bond exists between the two communities," and refers to the hope that S/L Bazalgette VC, "will not be forgotten and that a special relationship between the citizens of the two communities will continue to develop into the future."

Five years ago, representatives of the Town and the museum journeyed to Senantes for ceremonies reaffirming the 'Twinning' and commemorating the seventieth anniversary of the VC flight.

2019 was the seventy-fifth anniversary of the VC Flight. During August, four representatives of the Village of Senantes (Mayor Christian Gavelle and his wife Sylvie, and Gaëtan Deffontaines and his wife Anne) travelled to Nanton to attend a commemorative program that celebrated the tenth anniversary of the twinning of the two communities.



**Senantes' mayor Christian Gavelle and Nanton's mayor Jennifer Handley**



**The Town of Nanton hosted a reception during which Mayor Gavelle and Nanton's former mayor, John Blake, spoke of the significance of the 'twinning'.**



**(l-r) Mayor Christian Gavelle, Sylvie Gavelle, Gaëtan Deffontaines, Anne Deffontaines**

## COMMEMORATING THE 75th ANNIVERSARY OF BAZ'S VC FLIGHT



At the conclusion of the Lancaster's engine run honouring S/L Bazalgette VC DFC, the port-outer runs alone for one minute. This was the only engine running when Baz landed the aircraft in a field adjacent to the Village of Senantes. The aircraft's rear fuselage was filled with leaked fuel and the aircraft exploded killing S/L Bazalgette and the two injured crew members he was attempting to save.



Gaëtan and Anne were in the cockpit for the engine run. Gaëtan is the chairman of Senantes' twinning committee.

## MEMBER'S SECTION

PLEASE NOTE THAT WE ARE A VOLUNTEER-DRIVEN, REGISTERED CHARITABLE SOCIETY.  
We depend upon private donations for our operation and development. Please help if you can.

***-Support the Bomber Command Museum by becoming a member:***

### **Membership Benefits:**

- Donations are not expected at the museum
- Free access to Lancaster fuselage tours
- Free Lancaster cockpit tours (during special events when available)
- Free 'Berlin Blitz' virtual reality experience

### **Membership Options:**

- Annual: \$40
- Museum Supporter (5 years): \$250
- Lifetime: \$1000
- Wing Commander's Club: \$5000

***-If you are a member in 2019, we encourage you to renew for 2020.***

***-For further details and to join the Bomber Command Museum visit:***

<http://www.bombercommandmuseum.ca/membership.html>

*or,*

***Complete the following form and mail to:***

**Bomber Command Museum of Canada; Box 1051; Nanton, Alberta; T0L 1R0**

### BOMBER COMMAND MUSEUM MEMBERSHIP INFORMATION

NAME: \_\_\_\_\_

ADDRESS: \_\_\_\_\_ CITY: \_\_\_\_\_

PROVINCE: \_\_\_\_\_ COUNTRY: \_\_\_\_\_ POSTAL CODE \_\_\_\_\_

EMAIL ADDRESS: \_\_\_\_\_

MEMBERSHIP TYPE (Please circle):

Annual (\$40)    Museum Supporter (\$250)    Life (\$1000)    Wing Commander (\$5000)

MEMBERSHIP AMOUNT:        \$ \_\_\_\_\_

ADDITIONAL DONATION:        \$ \_\_\_\_\_

TOTAL AMOUNT ENCLOSED:    \$ \_\_\_\_\_

[An official receipt for tax purposes will be issued for donation of \$25+ and memberships of \$250+]

## VOLUNTEER OPPORTUNITIES

***Volunteer at the Bomber Command Museum of Canada:***

- Welcome visitors at our front desk and help them enjoy and learn at the museum.
- Work on a restoration project in our well-equipped metal and wood shops.
- Assist in our library and archives.

Contact: [visitorservices@bombercommandmuseum.ca](mailto:visitorservices@bombercommandmuseum.ca) or 403-646-2270

## HOW TO BUILD A REPLICA GRAND SLAM BOMB

The museum had a replica of a 12,000 pound Tallboy earthquake bomb and an 'Upkeep' bouncing bomb but, to complete the set of Barnes Wallis's Bombs, we turned to two local woodworkers to make it happen.

The Grand Slam was built with a hull of five-inch thick manganese steel designed to allow the bomb to fully penetrate immediately next to enemy infrastructure, including submarine pens and stone viaducts, before detonating. It weighed 22,400 lbs.

Andy Lockhart and John Morel are known for crafting intricate wood furnishings, with the occasional foray into Second World War-era aircraft exhibits. Lockhart bills himself as a "serious amateur" but had already restored the Lancaster's navigator's table. Several years ago, the pair joined forces to build the replica of the Tallboy.

"Woodworkers will tell you that half the fun is figuring out how to do stuff," says Lockhart.



"We built the front part from inch-and-a-half MDF because, unlike wood, it's dimensionally stable. It works easily with tools, but it can be nasty stuff to cut. The dust is very permeating and there was a lot of it."

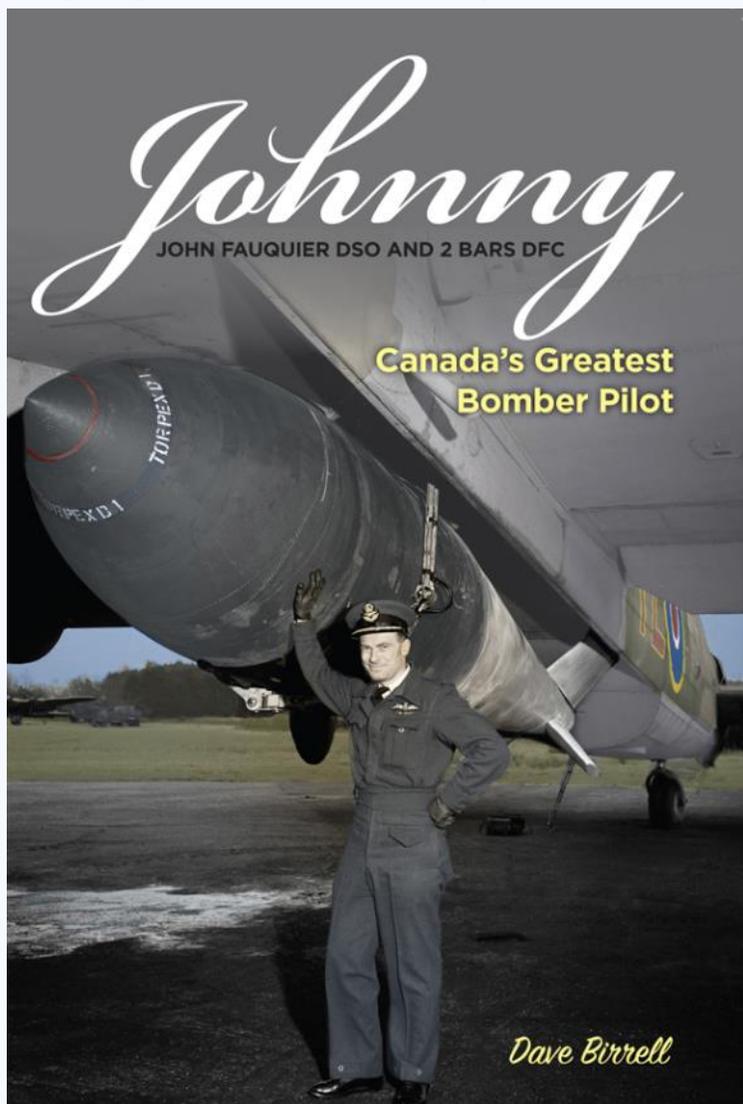
"We couldn't turn it using a normal lathe set up, because the diameter was way greater than the lathe was designed for," says Lockhart. "We also couldn't cut it with a conventional lathe chisel, because it would have hit air half the time and then bang into the side of the segments the other half. That would overload your motor in five minutes -ask me how I know. Instead, we made up a makeshift carriage with a router on it and then got the drum spinning to complete that part of the job. The nose was then coated with fibreglass and painted to match the original.

The tail portion was made of sheet aluminum carefully shaped into a cone around aluminum disks and then riveted to two segments of aluminum channel. Aluminum tail-fins were added later.

The 2,000 lb. replica took about three months to build and was removed from the woodworking shop on July 19 by crane. It was then placed on a flatbed trailer for delivery to the museum, about an hour's drive away.

"We definitely turned some heads on the highway," says Lockhart. "I joke with my friends that after this bomb-building project I can disconnect my security system, because the RCMP will be watching my house 24/7."

[courtesy Peter Kenter]



**'Johnny' Fauquier and a Grand Slam**  
The museum has published 'Johnny's' biography. It's available at the museum or through our on-line giftshop.

## **THE FRASER-NASH MID-UPPER IS NOW IN THE LANCASTER**

The museum's restored Fraser-Nash FN-50 mid-upper gun turret has been placed on the Lancaster. It contains two, relatively light, .303 Browning machine guns that were fed from two ammunition boxes that each held 1000 rounds.

When operational, the turret is hydraulically powered by the starboard-outer engine. It has a sling type seat, and no armour protection for the air-gunner.

Although our museum's aircraft was originally equipped with an electrically powered, American-built Martin turret, virtually all Lancasters that saw combat were equipped with FN-50 turrets as were Stirling Mk. III bombers. The bulbous shape of the Fraser-Nash created more drag than the Martin but provided much better visibility for the air-gunner.

The presence of the turret in the fuselage is a bit of an obstruction to visitors during their 'self-guided' tours of the fuselage, but they now have the benefit of experiencing a complete turret.



The Fraser-Nash mid-upper. When the museum's Lancaster was dedicated to S/L Bazalgette VC in 1990, the 'F2-T' markings were placed on the fuselage. Later it was determined that the font was not correct. We now have the proper '2' that was on Baz's aircraft.

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## **CANADIAN AVIATION HISTORICAL SOCIETY – CALGARY CHAPTER**

For over fifty years, the CAHS has been dedicated to the celebration and documentation of Canada's flying heritage. Members receive the Canadian Aviation Historical Society's quarterly Journal, regular newsletters, and an invitation to participate in the local activities of eleven regional chapters as well as an annual national conference that is hosted by one of the chapters.

The Calgary Chapter of the CAHS represents the province of Alberta and its rich aerial history and heritage. It hosts dynamic monthly speakers whose expertise range from bush-flying, early airlines and civil flying tasks, to military aviation history. At the Calgary Chapter of the CAHS, there is always something to capture the interests of all aviation enthusiasts.

Chapter meetings are held on the third Thursday of the month (September – May) at the Southern Alberta Institute of Technology (SAIT) Art Smith Aero Centre -1916 McCall Landing NE.

There is no cost to attend nor any membership requirement. Just drop in. An email of those interested is maintained and information regarding upcoming presentations is sent out prior to each meeting.



From time to time, members of the Bomber Command Museum make presentations at Calgary Chapter meetings. It's a great way for the museum to bring the history that we document and present at the museum to others in the aviation history community.

If you would like to get a monthly notice of who is speaking, leave us a note at [cahsyyc@hotmail.ca](mailto:cahsyyc@hotmail.ca) and we will put you on our list. Check out the CAHS website at [www.cahs.com](http://www.cahs.com)

## THE DE WINTON FLAGPOLE

31 Elementary Flying Training School was a Royal Air Force station located 13 kilometres east of the Town of De Winton, immediately south of Calgary.

In 2016, the school's flagpole was located lying in long grass, adjacent to the foundations of buildings that were part of the training base. It was then donated to the museum.

As part of the restoration, a significant section of rotten wood was removed, a replacement section spliced in, and the section made round again. Large cracks were filled and the flagpole was painted white as it was when it towered over the parade square at RAF De Winton during World War II.

The flagpole is too tall to be erected vertically in the museum's hangar, so the Union Jack and RCAF flags, together with a prized pennant hang from the horizontally displayed flagpole. Hopefully the hangar that will be built as part of our planned expansion will be tall enough to properly display the flagpole, flags, and pennant.



Thanks to Ev Murakami, our De Winton flagpole project has been completed. Ev made a replica of the 'Efficiency Pennant' that 31 EFTS was awarded and proudly placed on their flagpole on May 27 1943.

## 552 RCAC CLEANS UP



A huge thank-you to 552 Royal Canadian Air Cadet Squadron from Cranbrook for spending a weekend at the museum, completing our 'Fall Clean-up'.

## **EXPANSION UPDATE**

We have seen some exciting developments on the expansion front lately. On September 20<sup>th</sup>, we held the “Hangar Hootenanny” at the museum to raise more funds. This was a combination of great music from four different bands (The Billionaire Philanthropists, Ian Smith, Glasgow Kiss, and the McGregor Brothers) coupled with a silent auction and bucket draws throughout the evening. At 10:00 pm, we had a Lancaster engine run, with two lucky people drawn for a ride, followed by a luncheon at 10:30. Between cash donations and auction proceeds, we managed to raise over \$22,000 for the cause. Thanks to all who donated and participated and, especially, to Dana Zielke for her hard work organizing the event.

In addition, we have hired Dayna Dickens to pursue grant opportunities, foundation funding, etc. She comes with a wealth of experience and is a welcome addition.

Recently, with the guidance of Carl Orde, we have begun formulating a Business Plan, which is required by different funding services.

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## **SPITFIRE PROJECT TAKES OFF**

There have been some major developments in the Spitfire project over the last couple of months. First we were notified by our good friend Darryl Brown that there was a possible Merlin engine available that may be suitable for our project. We followed up with the contact and were able to make a deal for a Packard built Merlin 68. This engine was built and used in the P-51 Mustang B and C model. It is the American built version of the Rolls Royce Merlin 66 which was used in the Spitfire in the UK.

Being on this side of the pond we are grateful to get this power plant and look forward to overhauling it to work for our aircraft. Please donate to our cause to bring this engine back to life. We will be looking for four Rotol propeller blades in the future.



In the meantime, we are having meetings with contractors, architectural firms and town officials to keep moving ahead on expansion plans. Sometimes it seems progress is slower than we would like, but the future looks promising for a 25,000 square foot building to house the Lancaster and a Halifax bomber. Please donate if you can!

Then, in our world wide search for Spitfire parts, we came across our friend Brendon Lynn in Australia. We were able to make a deal to acquire the Spitfire engine bearer. There were a lot of logistics to get the parts from Australia to Canada but our Halifax 57 Rescue partner Karl Kjarsgaard was instrumental to make that happen.

We are just starting the build of our Frames 8-11 that we purchased from Airframe Assemblies and have a lot of work to do. We ask for your support for our project and for our museum as we build these iconic aircraft to show the legacy left behind by our young Canadians during WW II.



## **CESSNA CRANE RUNS AGAIN AFTER FIFTEEN YEARS**

Our Cessna Crane arrived at the museum during the fall of 2018 and on May 12th, its engines ran for the first time in fifteen years. Apparently there was some oil to be burned off.

Having played a significant role in Service Flying Training Schools in Calgary and Claresholm, and at 2 Flying Instructor School at Vulcan, the Crane is an important addition to the museum's collection.

Although our Crane will need to be painted 'BCATP' yellow at some point in the future, it has joined our Lancaster, Fleet Fawn, and Tiger Moth to become the museum's fourth runnable aircraft.



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## **A FIFTH MERLIN FOR THE LANCASTER**

Work has begun in the museum's engine shop to tear down and rebuild a fifth Merlin for the Lancaster. Once complete, the spare engine will be available should one of the four currently on the Lancaster require major work. Through the restoration and maintenance of our Lancaster's engines over the past twenty years, our museum has acquired/built the tools and expertise to work on these complex, classic vintage engines.



Thanks to Gary and Jodi of the Harvard Historical Aviation Society who re-covered our Harvard's rudder. It's now back on the aircraft.



Thanks to Courtenay, our summer student, who has done a great job of cataloguing and attaching attractive green tags to much of our vast collection.

## CRANE 8127 AND A TRAGEDY IN THE SKIES OVER CALGARY

For the past several years, visitors to the museum have enjoyed our flight simulator within which they are able to fly a Lancaster. It has been placed within an actual Avro Anson cockpit.

Now, a second simulator has been placed in a restored Cessna Crane cockpit. The markings on the Crane are those of #8127, an aircraft that served with 3 Service Flying Training School at Calgary. Adjacent signage introduces visitors to the huge presence of the British Commonwealth Air Training Plan in Calgary and to a mid-air collision between two BCATP aircraft over the city.

During World War II, the yellow aircraft of the BCATP were seen daily in the skies over Calgary and the nearby countryside. 3 SFTS was located west of Crowchild Trail and North of Glenmore Trail, at the current site of Mount Royal University. The school utilized Cranes to teach pilots to fly multi-engine aircraft. 37 SFTS was located at the current site of Calgary's Airport. This school used Harvards to teach pilots to fly advanced, single-engine aircraft. A third school, 2 Wireless, occupied the original building of what is now the Southern Alberta Institute of Technology (SAIT) as well as adjacent property. Trainees received their airborne training on aircraft operating out of RCAF Shepard, now part of southeast Calgary.

On August 28 1943, Crane 8127 was involved in a mid-air collision with a Harvard over Calgary, just southwest of downtown.

After completing a bombing exercise, the Crane was preparing to land at 3 SFTS. A 37 SFTS Harvard was on a southerly course over the city prior to turning to land at 37 SFTS. Likely enjoying some free flying, the pilot carried out a loop and was about to complete a second.

Suddenly, the Harvard and Crane collided. A wing was torn off of the Crane which plunged to the ground onto 19th Avenue, just east of 8th Street.



LAC J.L. Ayton had been sitting near the door of the Crane. He was able to jump, deployed his parachute, and landed near the burning wreckage. The pilot, Sgt. J.D. Hardiman, and student pilot LAC M.V. Eckert were killed.

The Harvard's pilot, LAC J. Major, tried desperately to control his damaged aircraft. It circled the Stampede grounds, eventually crashing into the infield and exploding, killing LAC Major.

Seriously burned when the Crane exploded were milkman John Tawes and five year old Terry McDonough, who often accompanied John on his rounds through his neighbourhood. The milkman's horse had to be put down. Terry recovered and became a pilot in the RCAF.

Some history to think about as you try out the new simulator during your next visit to the museum.



Crane 8127 was based at 3 SFTS, to the left of the runways in this photo. What has become Crowchild Trail may be seen beyond with Glenmore Reservoir in the distance.

## F/O BRIDGMAN'S CATERPILLAR CLUB PIN

Born in Winnipeg Manitoba, Edward Bridgman trained at No. 2 Bombing and Gunnery School (Mossbank, Saskatchewan) and 7 Air Observers (Navigator) School at Portage La Prairie, Manitoba. On only his third operation with 115 Squadron RAF as a bomb-aimer, F/O Bridgman's aircraft was shot down and crashed in the target area (Berlin) during the night of 2/3 January 1944. His pilot, F/S R.J. Hayes, was critically injured and died three weeks later but the other six on board the Lancaster Mk II successfully escaped by parachute and became Prisoners of War.

Following the war, F/O Bridgman became a member of the 'Caterpillar Club' and received the special pin that members were awarded by the Irvin Parachute Company in recognition of their lives having been saved by baling out of an aircraft while wearing an Irvin Parachute.

The Caterpillar Club is an informal association of people who have successfully used a parachute to bail out of a disabled aircraft. After authentication by the parachute maker, applicants receive a membership certificate and a distinctive lapel pin. The club was founded by Leslie Irvin of the Irvin Airchute Company of Canada in 1922 who decided to give a gold pin depicting a silk worm with ruby-red eyes to every person whose life had been saved by one of his parachutes. The name "Caterpillar Club" was derived from the silk threads that made the



original parachutes, thus recognising the debt owed to the silkworm.

F/O Bridgman's Caterpillar Club Pin was recently donated to the Bomber Command Museum of Canada by his family.



The Anson project continues. This photo shows the trailing edge of one of the wings under restoration.

## **TIGER MOTH 1214 –ANOTHER RUNNABLE AIRCRAFT FOR THE MUSEUM**

Tiger Moth 1214 was built in Canada and delivered to the RCAF on 12 February 1942, serving at 5 EFTS in High River. Following the war, its owners and the aircraft's history are not clear, although it is known that it was operated by the Edmonton Flying Club and then, in the early 1970's, stored in a dairy barn in the Edmonton area until it was restored to flying condition in 1984. '1214' was purchased by Gordon Jones of High River who made arrangements for his Tiger Moth to be donated to the museum following his death.

Posted to 5 EFTS in High River during August 1941, Gordon Jones learned to fly in Tiger Moths, flying 1214 ten times as a student. After completing his training at 7 SFTS in Fort Macleod, Gordon became a flight instructor. He was then posted back to 5 EFTS, where he instructed rookie pilots on the Tiger Moth prior to the biplanes being replaced by Cornells in late 1942. Following the war, Gordon farmed near High River but continued flying and his career as a flight instructor.

After renting 1214 to be part of a 5 EFTS Reunion in 1992, Gordon purchased the aircraft in 1994 and kept it in his private hangar at High River, flying it regularly until he was 90. He was a regular volunteer at the museum and always happy to perform flypasts during museum special events. Gordon's biography, 'Wings over High River' by Anne Gafiuk has been published by the museum and is available in the museum's gift shop.

Although the museum flew the aircraft as recently as 2017, Tiger Moth 1214 was placed on permanent static display at the museum this spring and is currently maintained in 'taxiable' condition.



**Tiger Moth 1214 touches down at the museum**



**1214's first run-up at the museum with Gordon Jones family members aboard**

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## **TIGER MOTH 4080 –NOW THERE'S A GREAT VIEW FROM BELOW**

Tiger Moth 1405 had the distinction of being one of a batch of Canadian-built Tigers originally destined for the United States Army Air Force. Before it could be shipped south, it was rerouted as a Lend-Lease aircraft to the RAF.

As soon as 1405 left the factory at Downsview, Ontario in January 1942, it was put to work as an initial training airplane as part of the British Commonwealth Air Training Plan. It was sent west to join 4 Training Command and was assigned to 34 Elementary Flying Training School (EFTS) at Assiniboia, Saskatchewan.

Following an extensive restoration, the aircraft now carries the designation '4080', the number of the aircraft in which Murray Peden DFC soloed at 5 EFTS in High River. Murray is the author of 'A Thousand Shall Fall', that is generally recognized as the best book ever written by a Canadian bomber pilot. He has been a great supporter of our museum.



## **CALGARY MOSQUITO PROGRESS**

Big doings for the Mosquito Restoration in the past few months. The last new exterior skin patch has gone onto the fuselage, which means that the structural repairs are now complete. We moved the horizontal stabilizer out of storage and have begun repairs on it. Because Spartan Air Services operated extensively in the Arctic on unprepared airstrips, they coated the horizontal stabilizer in fibreglass to cut down on rock damage. We had to grind all that off in order to find the inspection panels and to remove the screws and nails holding the wood skin in place. Messy job. Swing by and check our progress.

[courtesy CMS]



## **HALIFAX PROJECT UPDATE**

During July, valuable parts for the Halifax project were recovered from beneath the Baltic Sea and shipped to the Museum in Nanton.

Amongst these was a 500 pound bomb-carrier. A mini-surprise was, when cleaning the bomb-carrier, we discovered the white painted RCAF original serial number of this unit still clearly marked on the bomb carrier.

We were unable to recover all of the rudder which we wanted to lift as one piece. We left the rudder, minus the test pieces brought home to Canada, because it was stuck to the sand and if we had tried to lift the rudder it would have possibly ripped apart because of the sand formations sticking to the structure. It appears that over the years the aluminium oxide from the Halifax structures has filtered down and made a "glue" with the sand!

Our diving team, after experimenting with the sand stuck to the airframe, now know that we can, using an underwater form of high pressure car-washer unit, use high pressure water for slicing through the sand formations stuck to the Halifax. Then we can lift the structures without tearing them apart. Such is the life of team of guys who are

pioneering techniques and tools in saving a bomber from the Baltic. Convert the impossible to the difficult and git 'er done.

Please note we have just introduced a new 'Perk' for donators to the project –a superbly detailed, reproduction Halifax pilot control-wheel, which are available as one of THE most special Halifax gifts we have for our supporters of the Halifax project who donate \$400 or more to our cause. There is nowhere else in the world you can get these Halifax gems, accurate right down to the Halifax part numbers embedded in the replicas, picked up in the mold, from the original control wheel. We will make several on a first batch, all this replica magic done by our own Halifax rebuild engineer Scott Knox of Knox Tech in Ottawa.



**Recovered parts from 405 Squadron RCAF Halifax HR871 after being cleaned at the museum**



**Halifax control wheel reproductions**

Visit: [https://fundrazr.com/perks/7Gtof?ref=ab\\_4kBMGUh2ixo4kBMGUh2ixo](https://fundrazr.com/perks/7Gtof?ref=ab_4kBMGUh2ixo4kBMGUh2ixo)  
for details and to support our Halifax project.



## ADVANCING OUR ARCHIVES

Ever since our founding in 1986, museum volunteers have been accumulating archival material that pertains to the museum's goals and collections policy. Much of this was donated by Bomber Command veterans and their families, although our museum and other supporters have collected, written and organized significant components of the collection. As well, other aviation historians have made their work available to the museum and we are pleased to include their work in the museum's archives.

During 2019, three prominent aviation historians have made large amounts of their collections available to us. These include vast databases and documents pertaining to airmen who served, and in many cases, were killed overseas or in Canada, specific aircraft, and detailed squadron information and records.

As well, we have completed the detailed organization of the operational record books of all the Canadian Bomber Squadrons.

The museum continues to organize and grow this special collection and make it available to historians, researchers, and often family members of airmen who served with Bomber Command.

In addition, we have been transferring several dozen 'one of a kind' taped audio and video recordings to computer files for permanent storage.



Our archives now contain photos such as the above of all the names on Canada's Bomber Command Memorial.

J.19268 P/O L.L. MacKinnon, J.22484	1753	0049	(G) (P/O L.L. MACKINNON) Bombload: (Same as 'C').
P/O W.D. Renton, GB.1583981 P/S V.E. Bowden, GB.1077021 SGT G. Connell, GB.1563899 SGT J.S. Rennie, GB.1533602 SGT T. Waters, R.58024 SGT E.W. Chappell.			There was 10/10 cloud at 6,000 feet in target area. Load was released at 2036 hours from 19,000 feet by H.2.S. after timed run from H.2.S. fix on Brandenburg. Concentration of flares red/green was good from the start. Searchlights illuminated cloud and white fighter flares ringed the target area. Turned off course to avoid flak. Aircraft was attacked on return journey from target by an ME.110 at 2055 hours at a height of 20,500 feet. The enemy aircraft was first sighted at 700 yards on the stb'd beam down. E/A made his attack from port bow up, and broke away stb'd quarter up. Evasive action taken was a diving turn to port. Mid-Upper Gunner opened fire at 250 yards and ceased fire at 500 yards. E/A did not open fire. No damage to our aircraft. No claim is made as far as enemy aircraft is concerned. Landed base undamaged.

The above is a record of a Bomber Command operation flown by P/O L.L. MacKinnon of 405 Squadron. Our archives are estimated to contain a total of approximately 200,000 similar records.

Trout River F/L H. Cowan	April 19, 1945
Union Bay F/O J.R. Pollock	Nov. 25, 1944
Vancouver Sgt E.T. Aitkens	Dec. 4, 1942
S/L E.S. Alexander DFC DFM	Jan. 14, 1944
F/O H.C. Aley	Nov. 26, 1943

Our archives now include a list of all RCAF casualties sorted by home town.

## [LANCASTER MAINWHEEL UPGRADE PROJECT](#)

One of our Lancaster's mainwheel tires (the one getting the most stress when we pivot the aircraft into position for engine run-ups) has a significant crack in the sidewall and fortunately it hasn't blown on us. We hope to be in a position by next summer to have everything we need for a wheel change ready to go. That way, if we blow a tire we can jack up the plane and change out the wheels, and be back in operation in a few weeks.

Since it's not possible to obtain tires that fit on the original Lancaster wheels, other museums with runnable Lancasters have replaced their main wheels with Lincoln or Shackleton wheels for which tires are readily available. Fortunately, we have acquired the wheels and parts to make the switch.

We were pleasantly surprised to find that the Lancaster axle fits perfectly through this wheel. We just need a small spacer on each side and some other relatively minor fabrications to get these wheels to fit the Lancaster gear legs.

We also require specialized lifting jacks so these are a key component of our wheel replacement project. Like everything else for the Lancaster, these are large (the 6"x6" timber under the legs will give you scale). Over the winter, we will be getting the jacks in working order so we will be in a position to change out the wheels next summer if necessary.

Needless to say, these projects cost money and if you are able to help us keep our Lancaster operational and support the wheel replacement project, please go to [bombercommandmuseum.ca](http://bombercommandmuseum.ca) and donate to the Lancaster project.



## **THE CALGARY HURRICANE**

*Congratulations to the Calgary Mosquito Society on the completion of the restoration of Hurricane 5389. Our museum was pleased to be a small part of this historic, thoroughly well-done project.*

By the time you read this, Hurricane 5389 will have been returned to the City of Calgary who have placed it on display at the Hangar Museum. Though she is a thing of beauty, she continues to resist a good start and run. We have traced the problem to the fuel adaptor which has to be removed and sent for overhaul. We will manage that over the winter and look forward to a first run next spring. We'll let you know when that happens.

[courtesy CMS]



## **'BERLIN BLITZ' VR EXPERIENCE**

The 'Virtual Reality' experience called '1943 Berlin Blitz' was produced by the BBC from a radio recording of a raid aboard a Lancaster bomber in 1943. The immersive environment provides a realistic, 'You are There' feel through HD stereo video and HD audio. The viewer can move around in the aircraft observing the crew and even step outside at 20,000 feet over a burning Berlin.

Multiple times in the environment is necessary to fully experience the details.

The system has been a hit with visitors, especially the youngest visitors since it was set up near the main entrance.



**Joe Musgrave of Lloydminster experiences our Virtual Reality installation**

## **VOLUNTEERS HONOURED**



**During November, Lt. Governor Lois Mitchell presented 'Sovereign's Medal for Volunteers' to three of our museum volunteers (l-r) Dan Fox, Lt. Gov. Mitchell, Bev Nelson, and Karl Kjarsgaard.**

## WINSTON PARKER'S HANDKERCHIEF

"Once in a while the air force prisoners were allowed to get together with the army prisoners in the camp, most of whom had been captured at Dieppe. There were a lot of Canadian army guys there including a French-Canadian named P. Dumaine who painted stories on handkerchiefs. One guy offered me a clean handkerchief and I had Dumaine paint our story on it."

F/Sgt. Winston Parker was an air-gunner aboard 419 Squadron Wellington X3467 (VR-N) when it was shot down on a raid to Hamburg during the night of 8/9 April 1942. His pilot was F/O A.B. Crighton and all six members of the crew were Canadians.



The aircraft was abandoned after fires broke out in both of the aircraft's engines. Five of the crew parachuted successfully and became Prisoners of War but P/O Ernest Richard 'Dick' Howard of Longview, Alberta was killed.

Winston became a prisoner in Stalag VIII B (344) Lamsdorf where he stayed until he was forced to participate in 'The Long March' that began in January 1945. The artwork is dated 1943. Winston obviously took it with him on 'The Long March'.

A long-time supporter of the museum, Winston has donated several items that are on display in our Prisoner of War section. At 101 years of age, he regularly stops by the museum, often with another item for our collection –this summer his handkerchief was one of them.



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## KEEPING CURRENT . . .

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