

BOMBER COMMAND MUSEUM NEWSLETTER

Spring 2020

Volume 34 Issue 1



Bomber Command Museum of Canada
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OPERATION MANNA –75th ANNIVERSARY

Seventy-five years ago, in late April of 1945, the Canadian Army had liberated much of the Netherlands but the Allies did not have enough troops available to conquer the western part of the country without terrible losses. Allied commanders faced the problem of how to help the 3.5 million Dutch citizens who were starving after four years of occupation, including the recent difficult winter, in their once fertile and prosperous country.

As the war progressed the Dutch had heard the aircraft of Bomber Command passing over their country in increasing numbers flying to and from enemy targets. Then, on April 29th, Lancaster bombers flew over Holland again, not at 20,000', but so low that the aircrew could be seen in the cockpits and gun turrets.

A total of 3100 flights were made by Bomber Command, and an additional 2200 by the American Air Force which joined the operation on May 1st. Operation Manna ended with Germany's surrender on May 8th. Although over 11,000 tons of food were dropped in the ten days of the operation, some 20,000 people died of starvation.

***The above painting depicts the 625 Squadron Lancaster piloted by Joe English approaching the drop zone during Operation Manna. One of several paintings by aviation artist John Rutherford on display, it was commissioned by the museum in 1995 to commemorate the fiftieth anniversary of Operation Manna.**

A SPECIAL MESSAGE FROM OUR PRESIDENT

The Bomber Command Museum of Canada needs your help.

With the world in Covid-19 Lock Down the museum has been forced to close its doors to the public.

As per the direction of the Alberta Government the museum will remain closed to the public until at least August 31, 2020.

Due to this closure we have lost our major source of funding.

The above are simple statements. Likely they are similar to statements made recently by many worthy organizations.

What does this current reality mean to your museum? With our doors closed and funding stopped it means that the restorations have stopped, building maintenance and operations are no longer funded, and museum programming has ceased.

Time however doesn't stop. The aging and deterioration of artifacts, without proper environmental controls and curatorial attention, continues; therefore heating, building maintenance and operation is still a necessity. We have drastically reduced spending and cut costs where possible. The reality of today is that without additional funding the museums longevity itself is at risk. With each passing day our funds on hand dwindle and the museum's future looks darker and darker. In light of adversity we shall press on regardless; but we can't do it alone.

With this in mind, I am reaching out to you, our valued supporters to help keep, The Bomber Command Museum of Canada, your national treasure, ready to greet the public when this lock down is lifted. Any financial help you can offer during these dark times is be greatly appreciated. Whether your support comes through Membership renewals, online gift shop purchases or direct financial contributions, it will help ensure that, when the Pandemic is gone and we once again return to the streets, your museum will still be standing strong with its doors open awaiting a visit from you.

Please dig deep, your generosity will help to preserve these priceless artifacts for generations to come. Whatever you can offer, whether it be \$100.00 or a \$1000.00, improves the museum's chances of weathering the COVID-19 Storm. Without your support the outcome will be entirely different and sadly the irreplaceable will be lost.

Support can be made through donations sent to the following address:

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

or online at [Bomber Command Museum of Canada Donations](#)

We also encourage you to visit our online gift shop to support the museum.





2020 SPECIAL EVENTS

- April 18** Engine Run Day
-Crane Simulator Debut
-Salute to Volunteers
- May 8** Engine Run Day
-VE Day Commemoration
-Lancaster Night Run
- May 9** Engine Run Day
-Operation Manna
Commemoration
- May 30** Art Display Flight
-Exhibition and Sale
- June 27** Engine Run Day
-Calgary Mosquito Society
Event
- July 18** Joe Englem/Alex Bahlsen
Memorial Fly-In
- July 25** Engine Run Day
-Bikes on Bombers
-Show and Shine
(Car Show)
- Aug. 3** Engine Run Day
-Nanton Trade Day
-Ian Bazette Engine-Run
- Aug. 21** Engine Run Day
-'Salute to Johnny' Meet
and Green Book
Launch
-Warren Thomas Spitfire
Update
-Lancaster Night Run
- Aug. 22** Engine Run Day
-Salute to Johnny Fauquier
- Sept. 11** Engine Run Day
-Lancaster Night Run
- Sept. 12** Engine Run Day
-Halifax Project Update

It is through no easy decision that the Bomber Command Museum of Canada is cancelling its Summer Events Program for 2020.

As per the direction of the Alberta Government, the museum will remain closed to the public until at least August 31, 2020.

If, with luck, the restrictions are lifted before then, we will certainly welcome the public back in what ever form we are allowed. Until then, why not check out some of the museums online attractions?

On Facebook you can "like" and "follow" our groups
<https://www.facebook.com/groups/112232095483062/>
<https://www.facebook.com/groups/229404577405876/>

or check out our official Facebook page

<https://www.facebook.com/Bomber-Command-Museum-of-Canada-2078465865762100/>

On the world wide Web you can find our website at
WWW.Bombercommandmuseum.ca

Do you have some spare time? Now a days who doesn't? How about looking up some of your favorite Nose art on our Online Nose art database <https://www.bombercommandmuseum.ca/nose-art-database/>

Or read up on some of our restoration projects at <https://www.bombercommandmuseum.ca/category/projects/>

Are looking for some aviation related merchandise? Look no further and visit our online gift shop. <https://www.bombercommandmuseum.ca/shop/>

If videos are more to your liking check out and subscribe to our Youtube channel https://www.youtube.com/channel/UCpTc_4bBJBaip1qj8iwe3jQ



"THE BEST RAID OF THE WAR"

The following article appeared in the Museum's Spring 1995 Newsletter. It was written by Joe English, one of the Nanton Lancaster Society's founding directors. The aircraft that Joe flew on Operation Manna is depicted in the painting on the first page of this newsletter

On the 29 of April 1945, my crew and I participated with other crews of 625 Squadron based at Scampton, Lincolnshire, in a food drop for the civilian population of Holland. This was our first trip to the Dutch Coast in daylight and I recall we were all apprehensive because of the presence of enemy troops despite the 'Truce' that we were informed was in effect. The situation for both the Dutch people as well as the Occupation troops was rather desperate regarding food of any kind.

Four days previous to this my crew had taken part in a daylight raid to the famous 'Eagles Nest' - Hitler's Bavarian retreat in Berchtesgaden with many other bombers from many squadrons operating out of Britain. I believe that this actually was the last real raid of the war and we encountered a token resistance from anti-aircraft batteries in the run up to the mountain target from the valleys below. So we were a little nervous going into the Dutch city of 'The Hague' knowing that there was always the possibility that some dyed-in-the-wool 'Nasty' down below hadn't heard about the truce.

My recollection of the Dutch trip was that we flew out in very nice sunny weather and there definitely was a holiday atmosphere right from the beginning of the briefing we received. All of us were very happy that we could be a part of something like a Red Cross type program as we had heard that people in Holland were in some extreme cases surviving on tulip bulbs, tree bark or anything with a little nutrition in it. We checked the big gunny sacks being loaded into our bomb bays in Lancaster M2 in which we did two drops. May 2 we went again to drop food at Rotterdam on another very fine sunny morning. I only recently got a copy through another buddy crew member that flew this mission and to my great surprise, my crew were first over the drop site according to the squadron records. We had flown out over the North Sea fairly low by our usual instructions and had dropped down to be at around 500 feet over the city as we lined up and opened the bomb doors. I was on the port side of our leader, Squadron Leader Fry, and as we turned left on the run into the drop zone I gained a little on Mr. Fry and according to the record did do my "bombing" first. Our claim to fame!

But truly it was the " Best raid of the War" we all agreed. It didn't take many days before the BBC and the newspapers were able to tell what the results were, of this massive food delivery which I believe went on for only ten days. Although at the time we were not aware of all who took part in these "Spam and Jam" trips as we called them, the American Force also made a large contribution of men and machines to this Manna Drop.

We did hear that one Lancaster was damaged by small arms fire from the ground and I have no doubt that it's true. No good deed goes unpunished so some cynic put it! The trip into Rotterdam was the last wartime entry in my logbook and the next entry was an exciting trip at Calgary while still in uniform in a deadly 'Tiger Moth' which I had rented to impress my younger brothers and sisters. And that wound down our "Tour."



THE HERCULES PILGRIMAGE – SAVING THE MONSTER

Halifax 57 Rescue is still in need of funds for support to continue the Halifax recovery in Sweden, we are still about \$4,500 short of our goal for this summer (Plan A - June 23 - July 4 or Plan B - Aug.) to do the underwater recovery of Halifax HR871, so please help us raise our funding goal, just click on or go to this website to help us save our Halifax: <https://fundrazr.com/417498>

For almost 5 years we have been running our "PET Monster" HALIFAX Bristol Hercules engine at BCMC, wowing the crowds with our Thunder baby, after the Lanc Merlin engine runs.

HERCULES, over 100 decibels at higher power setting literally shaking the ground as the awed visitors took in the ultimate in sight and sound of the "rock and roll" of the Hercules. THIS is what hauled our bomber boys, in the dark days of the war, to Victory and FREEDOM!

That all changed in 1 minute last season when a stupid rock or piece of steel entered the carb throttle body and was ingested by the supercharger blades, shredding the impeller vanes and stator vanes, and the ensuing shrapnel was blasted and sucked into the 14 cylinders and spit out all over the ground around the Hercules engine. To her credit the brick-outhouse Bristol just kept smiling and runnin', even as she was instantly changed into a internally wounded warrior that MIGHT not be saveable for our Halifax bomber restoration.

Now all you guys who love engines and can't get enough of the smoky-oily stuff (Gear - HEADS), this Bristol is one of the most unique engines in WW2 aviation history. And I have decided on behalf of all of you to take the BIG leap and try to save our Bristol, alone - in the midst of a crisis. SO, I am taking you all along kickin' and screamin', on this Hercules pilgrimage to save our monster.

True, I am a Hercules "supercharger virgin". I am going where "no one has gone before" at BCMC and Halifax 57 Rescue, because I can and want to, for our Bomber Boys and you. The Hercules supercharger is my next stop! Look for my reports each day as I dig into the great unknown, as I learn and create new swearwords along the way to "bless" Bristol.

You know when I was a kid of 11 or 12 the one thing that scared me silly and has stuck with me to this day is Rod Serling's TWILIGHT ZONE science-fiction TV show. Entering the unknown and dark areas of our existence can raise the heebie-geebs in all of us. We must face our fears and stare them down!

So I am starting this Pilgrimage, I am going to break it down day-by-day, starting with this intro video for all of you that I took great time and care to put together, using 2 iPhones simultaneously, while being inspired by watching the cool Mikey and his friends save a DC-3 and remembering the Twilight Zone.

The only thing we have to fear is fear itself, and I am going THERE, are you coming with me? KK



Success -Supercharger section (RED dots) - removed for replacement repair



Supercharger section in background -removed from engine -NEW supercharger in front

AN UPDATE FROM THE CALGARY MOSQUITO SOCIETY

So the Mosquito gang officially packed it in on March 23. A few 'projects' were taken homes until we are cleared to return.

Work over the past three months has focused on three areas: the horizontal stabilizer, the canopy and reinstalling bits and pieces into the fuselage. The reinstallation work is exciting because it means that all of the structural work in the fuselage is pretty much complete: New skins on the outside, green paint on the interior, etc. Some significant challenges as we discover that we are missing lots of fiddly bits.

The other challenge is that this airplane was built as a bomber version in 1946. Then in 1950 it was brought back into the shop and converted into a photo reconnaissance model and then when it was bought by Spartan Air Services in 1954, it was modified again for their work. Andy W. has been hard at work tracking down any manuals, plans and documents that can tell us what was changed, added and/or subtracted. To this end, he spotted on the internet that the National Archives in England held several manuals, not just for the Mosquito but for the PR.35: The very model that is the subject of our attention. We are very fortunate to have a number of great contacts in England, one of whom, David Biscoe was more than willing to zip into London for the day to photograph these manuals for us. He knocked off over 720 frames in one day and still made it home to the south coast by bed time. Thank you David!

Gary T. has been very busy rebuilding the canopy opening on the fuselage before refitting the metal frame to the airplane. Lots of fine wood work there. Gary also opened up a couple of small peep holes in the upper wing skin so we could give the poor thing a colonoscopy to see what the internal structure looks like. Despite the significant weathering on the top most layer of the wing skin, it appears to be in good shape.

Lots of volunteer hours going into the horizontal stabilizer these past few months. We de-skinned it and have been re-gluing the ribs, one piece at a time. It seems that resorcinol glue does not do well after about 70 years. It gets all hard and basically says 'Nope. I'm done.'

Although we returned the Hurricane to Calgary in October, we still face the challenge of getting it running properly. To that end we shipped the accelerator pump and fuel nozzle to Vintage V-12s for overhaul and reacquired from the museum our original 24 volt starter, which will give us a bit more oomph when comes the time to turn her over. We had planned to install and test on the last week of April. That of course has been suspended and we will reschedule as life, bugs and circumstances allow.

-Richard de Boer, Prez



'SALUTE TO JOHNNY FAUQUIER' ~~20/21 AUGUST~~ CANCELLED

We were well along with the planning for this event and hope that it will be held, as described below, at some date in the future.

Our museum's August event this year will focus on the RCAF's most decorated airman, Air Commodore John Fauquier DSO and 2 Bars DFC. 'Johnny' was Canada's leading bomber pilot during World War II, flying at least 93 combat operations. A/C Fauquier did it all during his flying career as a bush pilot, flying instructor, bomber pilot, squadron commander, pathfinder, master bomber, base commander, and finally leading 617 Squadron as they dropped 22,400 pound Grand Slam bombs on Nazi targets.

As well as commemorating the career of one of Canada's most illustrious wartime airmen, the event will commemorate the 75th Anniversary of use of the 'Grand Slam' bomb and the end of the Second World War.

'Johnny' was the commanding officer of 405 Squadron RCAF during his two tours of operations with the squadron. His third tour was as the commanding officer of the legendary 617 Squadron RAF, 'Dambusters'.

Our museum is actively involved in the recovery of a 405 Squadron RCAF Halifax bomber (HR871) from beneath waters of the Baltic Sea off of Sweden. 'Johnny' was the squadron c/o when this aircraft was lost.

As a tribute to 'Johnny' and in anticipation of this event, our museum has built a full-size replica of the 'Grand Slam'



EVENT PLANS

The planning for this tribute is in its early stages but we do know that it will include:

-A 'Meet & Greet' evening on Friday (the 21st) that will include a Lancaster 'Night-Run'.

-A full-day of special displays, presentations, demonstrations, and engine runs on Saturday (the 22nd).

--A presentation on A/C Fauquier's career and the opening of a new permanent display honouring 'Johnny'.

-An update on the museum's efforts to recover 405 Squadron Halifax HR871 from beneath the Baltic.

-The official placing on display of our museum's full-size replica of the 22,400 pound 'Grand Slam' bomb. Our Lancaster crew is looking forward to placing the bomb in the bomb-bay for the event.

-A Lancaster engine-run in tribute to 'Johnny'.

-Our museum has commissioned artwork that will depict and commemorate a key event in A/C Fauquier's career. This will be unveiled during the event and limited edition prints will be available.

-Johnny's daughters and several other members of his family will be attending.

-We hope to have the support of the Royal Canadian Air Force in this tribute.



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 were 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: visitorinfo@bombercommandmuseum.ca or 403-646-2270

BARNES WALLIS' BOMBS



Barnes Wallis was one of the most renowned inventors and designers of the Second World War. Prior to the war, he had designed the famous R-100 Dirigible, which made a return trip across the Atlantic in 1930, and the Vickers Wellington, the most successful and widely used of the twin-engined bombers available to Bomber Command at the beginning of the war. The 'Wimpy', as it became known, pioneered the geodetic, or basket-weave form of aircraft construction.

During the war, Wallis designed three special-purpose weapons that were delivered by 617 Squadron. The Bomber Command Museum of Canada had constructed replicas of all three. They are on display in the museum, together with a taxiable Lancaster Bomber, the type that delivered them.



Lancaster FM159 with replicas of Grand Slam, Upkeep, and Tallboy

GRAND SLAM

Like the Tallboy, this weapon utilized the gyro-controlled, SABS bomb sight, the most accurate of any used during WW II.

With a weight of 22,400 pounds and length of 25.5 feet, the Grand Slam could penetrate deep into the ground or through up to six metres of reinforced concrete.

Like the Tallboy, the explosion destroyed nearby structures by displacing their foundations.

A total of 41 Grand Slams were dropped during the closing months of the war, destroying railway viaducts and bridges, and submarine pens.



If you attend the museum's 'Salute to Johnny Fauquier' event, you'll see the museum's Grand Slam replica in our Lancaster's bomb-bay.

UPKEEP

The 9500 pound Upkeep was the weapon used on the legendary 'Dambusters Raid'. Upkeep was released from the Lancaster at an altitude of 60 feet.

When it struck the water, the weapon was rotating backwards at 500 rpm to maintain its stability and slow it down.

It then skipped several times on the water before exploding at a pre-set depth.

The shock waves then fractured and weakened the wall, enabling the great weight of the water in the reservoir to breach the dam.



The museum's Upkeep replica in our Lancaster's bomb-bay for our 75th Anniversary commemoration of the Dams Raid

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TALLBOY

The hardened steel case of the 12,000 pound Tallboy had a thickness of more than 4 inches. When released from 18,000 feet, Tallboys impacted at 750 mph.

A total of 854 Tallboys were dropped on heavily reinforced V-1 and V-2 rocket assembly and launch sites, submarine pens, tunnels, oil refining and storage sites, viaducts, canals, and bridges. Its most spectacular success was the sinking of the Battleship Tirpitz, sister ship to the Bismarck.



The museum's Tallboy replica in our Lancaster's bomb-bay for our 70th Anniversary commemoration of the sinking of the Battleship Tirpitz

3 SFTS –FORMERLY WEST OF CROWCHILD AND NORTH OF GLENMORE

As Calgary residents travel along the major thoroughfares of Crowchild and Glenmore Trails, the fact that portions of these roads are located along the perimeter of what was once a major BCATP flying school has now been largely forgotten.

No. 3 Service Flying Training School (3 SFTS) opened on October 28, 1940 on what was then the southwestern boundary of the City of Calgary. It was located west of what is now Crowchild Trail, south of the Canadian Army's 'Currie Barracks' and north of what would become Glenmore Trail.

A military airfield known as the 'Canadian Army Air Field' had been established on the site in 1921. During 1938 and 1939, two operational squadrons of the RCAF were based there. No. 1 (Fighter) Squadron flew Armstrong-Whitworth 'Siskin' bi-plane fighters and No. 3 (Bomber) Squadron flew Westland 'Wapiti' bi-plane bombing aircraft. In late 1939, the RCAF based several Hawker Hurricanes at the air field.

The airfield was simply a grass field until the summer of 1940 when paved runways were built along with the barracks, aircraft hangars, and other support buildings for the flying school..

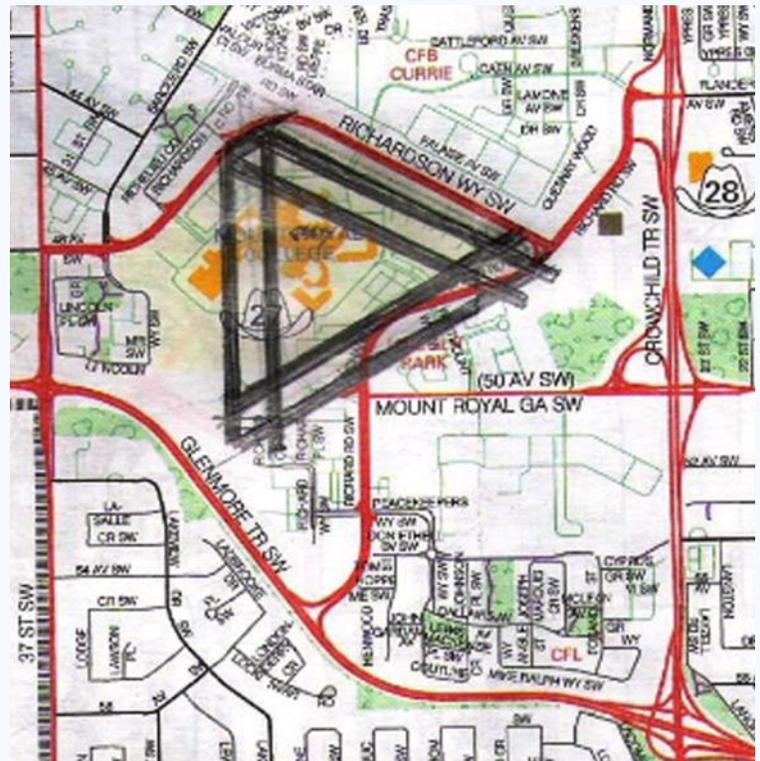
Throughout the war, 3 SFTS operated twin-engined aircraft, training future bomber pilots. Initially, Avro Ansons were flown, but the major part of the flying training utilized Cessna Cranes.

The buildings of Mount Royal University are now located right in the middle of what was once a very busy, twin triangular runway system. 'Richardson Way' marks the line of the concrete taxi-way, in front of the five hangars.

No. 3 was the last BCATP SFTS to close when it ceased operations on September 28th, 1945. Over 1100 pilots had graduated from, and received their Pilot's Wings at 3 SFTS -one of the highest totals of all the BCATP Schools.



Looking southeast across 3 SFTS to Glenmore Reservoir



Looking northwest to the Canadian Rockies and Signal Hill with Cessna Cranes on the ramp at 3 SFTS

BUILDING UPDATE –SPRING 2020

Before the present COVID-19 epidemic changed the whole world, our museum was making great progress on our expansion plans.

We had just completed a detailed business plan, outlining the objectives and financial projections for the project going forward. Assuming we can return to a state of near normalcy in the coming months and years, the expansion should become a self- sustaining entity.

In addition, we have had meetings with another contractor, who gave us estimates on the cost of the new hangar. These estimates came in somewhat lower than originally forecast, which is encouraging.

Our dealings with Dual Architecture from Calgary, have been very satisfying to date. They originally produced a set of renderings of the new hangar, depicting the Lancaster and Halifax housed inside. This looks so good, we decided to expand this concept to include animations of the Lancaster Starting up outside, then taxiing in a circle around ball diamond #3. As this project was being completed, it was interrupted by the present crisis. We hope to include their animated version in future presentations to corporations, government, etc.

As fund raising has temporarily come to a standstill, we would encourage all of you to donate in any way you can. On our large donation board in the museum (made from Lancaster wing sections), you can have your name displayed for a minimum of \$100 as a Pilot Officer, all the way up to an Air Chief Marshal for \$100 000 or more. We already have two Group Captain members, who have donated \$25 000 each to the expansion project.

I have every confidence that our expansion project will be achieved, despite the temporary set-back we are all now experiencing. -Sincerely yours, Dan Fox Expansion Committee Chairman



THE HALIFAX PROJECT

The salvage operations planned for this summer is a full 2 weeks initially so we can dig into, literally, the daunting Halifax recovery. The dates are set for our first dives of June 23 - July 4. We have a Plan B of salvage operations for mid - Aug 2020.

On my last trip to the UK and Holland in late Jan - early Feb 2020 I was able to pick up 4 new Throttle-Body carbs for the Bristol Hercules engines. (photo attached) Then in Holland I was able to finish a trade with a Dutch museum and received (2) propeller spiders, the steel core for 2 Halifax propellers.

Thanks to your generosity we are doing ok in the past 2 months (\$2,300 donated until Jan. 31) on the donations (thanks John Park for that new and great \$1000. donation on Feb. 16 !!) . I would say if we can raise about \$8,000. in the next few weeks we should be ok to cover all diving operations and expenses on the salvage tugboat "River Thames" in June and July.

I have just had word from our friends at the Port of Trelleborg, Sweden that they are willing and ready to support us with their first class dock space, services, and logistical support, including a warehouse, this coming summer to save our Halifax as we bring her back to land. Thanks to all of the Port team for this wonderful support!

As I said, \$8,000 is the minimum we need in the next few weeks which will also include the option of using the heavy lift barge called "Bjorn" which is about \$2500./ day. We may need Bjorn and skipper Patrik for at least 2 days when it comes to the heavy lift of Halifax sections out of the water on to her deck.

So we look forward to our recovery and salvage diving operations this summer!

Don't forget to look on Facebook for our page called "REBUILDSHOP", where we are rebuilding all the Halifax airframe sections we have collected so far, at: <https://www.facebook.com/rebuildshopKT/>



AVM CLIFFORD M. 'BLACK MIKE' McEWEN

During February 1944, AVM Clifford M. McEwen was appointed 6 Group's commanding officer. He was thus in charge of all the Canadian Bomber Squadrons, with the exception of 405 which operated with 8 Group, the Pathfinders.

AVM McEwen was a twenty-seven victory ace from the Great War and an inspirational leader in every sense of the word. Known as 'Black Mike', he was said at the time to have been, "An extremely energetic officer who has already become vastly popular with his men, both in the air and on the ground, and 6 Group, under his command, was, 'getting into its stride and putting up a magnificent effort.'"

According to David Bashow, author of 'No Prouder Place -Canadians and the Bomber Command Experience', "'Black Mike' was an unrepentant advocate of arduous, realistic and demanding training, as well as stern discipline. No armchair commander, McEwen led fearlessly from the front, often accompanying his airmen on their toughest missions and against the explicit orders of Arthur Harris.

"Knowing that their commander fully appreciated and shared their dangers, 6 Group's crews' performance soon became as good as any in Bomber Command, and better than most. McEwen's presence was soon being taken for granted –He became a good luck symbol.

"As the men saw it, when the man with the moustache was along, things were going to be fine. They felt drawn to this colourful airman who wanted to share their danger, and when ordered not to, could not sleep while his men were on a raid.

"As Air Officer Commanding 6 Group, Black Mike's credo was leadership by example, albeit in his case, illegal when he flew on operations, usually dressed in a sergeant's uniform. Despite an almost total ban by the highest of authorities, 'Bomber' Harris winked at McEwen's actions. However, what he was doing soon became known throughout 6 Group and beyond."

In 2020, Canada's Aviation Hall of Fame will honour four Canadians for outstanding contributions to aviation. Our museum was pleased to have participated in the successful nomination of AVM McEwen.



F/LT. DOUGLAS PETRIE

Douglas Petrie spent much of the war at three different BCATP schools near Nanton in southern Alberta, before serving overseas. While at 7 SFTS (Fort Macleod) F/Lt. Petrie recorded seven flights in Avro Anson 7481 that is now under restoration at the museum. Douglas was the uncle of a Nanton resident whose father, F/Lt. Petrie's younger brother, has entrusted Douglas's logbook to our museum's archives.

Born in Magrath, Alberta, Douglas enlisted in the RCAF in 1941 and began his pilot training on Tiger Moths at 18 EFTS at Ladner, British Columbia. He was then stationed at 15 SFTS (Claresholm) where he received his wings after training on Cessna Crane aircraft. He was then posted to 2 Flying Instructor School (Vulcan) where he flew Cornells and Cranes, graduating as a flight instructor.

Staying in Alberta, Douglas was posted to 7 SFTS where he instructed on Avro Anson Mk. II's, completing five hundred flights during his six-month posting.

After more instructing, this time on Cornells at 15 EFTS in Regina, Douglas was posted overseas where he flew seven operations on 425 Squadron Halifaxes. Following the war, F/Lt. Petrie returned to Canada as the pilot of a Canadian-built Lancaster.



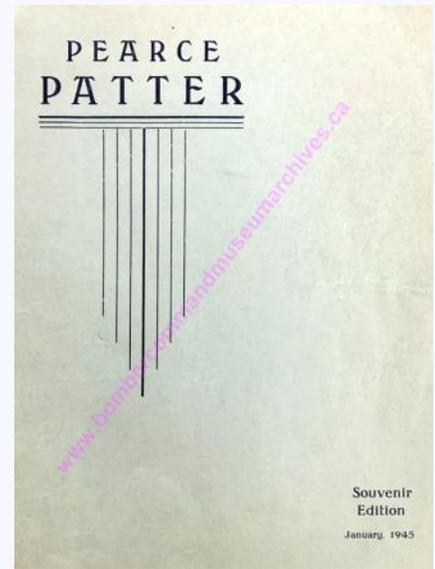
DEC 15 ANSON 2	7481	SELF	L.A.C. CHEW
DEC 17 ANSON 2	FP.731	SELF	L.A.C. CHEW
DEC 17 ANSON 2	FP.731	SELF	L.A.C. TUNYENS
DEC 19 ANSON 2	7481	SELF	L.A.C. TUNYENS
DEC 19 ANSON 2	7481	SELF	L.A.C. HOWELL
DEC 19 ANSON 2	7481	SELF	L.A.C. TUNYENS
DEC 19 ANSON 2	7481	SELF	L.A.C. HOWELL
DEC 19 ANSON 2	7481	SELF	L.A.C. HOWELL

F/Lt. Petrie's logbook showing flights in Anson 7481, now our museum's aircraft

'THE PEARCE PATTERN'

Located six kilometers north of the town of Pearce, Alberta (northeast of Fort Macleod), BCATP Station Pearce began operations on March 17, 1942 when twelve CPR coaches filled with 336 airmen (all Royal Air Force personnel) arrived at the railway siding at Pearce. Initially, the station was home to the RAF-operated 36 Elementary Flying Training School. After it was determined that the winds in the area were often too strong for beginning pilots to handle, the station became home to 3 Air Observer (Navigator) School, and finally 2 Flying Instructor School.

'The Pearce Patter' was 2 FIS's newsletter. A copy of the final 'souvenir' edition was recently donated to the museum and is now available on our on-line archives. Its pages reveal the pride that the men and women on the station took in their work and provides insight into what was required to operate a BCATP school –both the complexity and the number of people, several hundred of whose names are recorded in this forty page document.



Message from the Commanding Officer.

It is with a strange mixture of feelings and memories that we see No. 2 Flying Instructors School disbanded. We are filled with sadness at the thought of the Aerodrome, innocent of Cranes and Harvards; at the thought of empty buildings, canteens, lounges, coffee bars and messes that for so long have been our home. Yet we must have a feeling of satisfaction and accomplishment that the work of the R.C.A.F., in which we played a considerable part, has been so well and successfully conducted, that this Unit is able at long last to discontinue its training duties.

We are left with memories of south east winds, Chinooks, championship hockey and ball teams, unforgettable parties, familiar and friendly faces, and above all, the struggle of creating in a short time, despite countless and adverse conditions and innumerable difficulties, the finest station in Canada.



This photo of the Pearce station shows its location immediately south of the Oldman River Valley.

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Accounts Section

Back Row, left to right—LAW McInnis, M. R.; LAW Merry, H. J.; Cpl. Hyatt, E. I.; LAW Reed, B. M.; LAW Kobitzsch, M. F.; Cpl. Hillas, M. A.; LAW Heighington, O. S.
 Centre Row, left to right—LAW Dexter, J.; LAW Tweedie, M.; F/Sgt Woodard, N. E.; F/Sgt Maher, F. J.; Cpl. DeMaere, P. T.; LAW McQueen, D. E.
 Front Row, left to right—AW1 Powell, V. K.; LAW Morrow, L. M.; F/O Campbell, J. B.; S/L Dadson, K. J.; F/O Brady, M. J.; Cpl. Johnson, I. A.; Cpl. Potter, H. F.

Greetings, guys and gals, from the House of Filthy Lucre. Aren't we the happy looking bunch? Of course we weren't working just then, but believe it or not, we are a happy section. And here is a little gen. on each of those bright faces:

From left to right in the back row, LAW Marge McInnes, who hails from Lethbridge and gets home nearly every week, lucky girl! She is a voucher-checker, which is why you find her in Equipment on pay-ledgers while she was here. We fear Bert will be lost without the gas and oil contract, but don't doubt that she'll soon find other interests.

LAW Millie Kobitzsch of Hardisty, Alta. She's a farmerette at heart but just now she's busy with dependents' allowances, travelling claims and rations. As soon as the war is over though, Millie intends to cook and sew and to heck with accounting.

Cpl. Muriel Hillas, also known as "Toni," comes from Edmonton, on pay-ledgers while she was here. She's a good sport, too, and loves swimming and boating. We haven't forgotten you, Mary.

F/Sgt. Norm. Woodard, of Vancouver, B.C., is at present the N.C.O. i/c of N.P.F. The inventor-ies, bank-run and statements keep him busy, not to mention his staff. WHY can't those girls get to work on time?

F/Sgt. Frank Maher, of Pembroke, Ont., is in charge of all of the girls in the main office. Quite

Just the station's 'Accounts Section' at 2 Flying Instructor School (Pearce) required at least these twenty members.

A NIGHT OUT WITH BOMBER COMMAND

-Searchlights, Ice, and Watching Friends Die

Our museum's long-time supporter, 102 year old Winston Parker, stopped by our library recently. He had just hand-written the following little story and thought that we should include it in our archives collection.

On the 10th of January 1942, our crew was ordered to do a bombing raid on Wilhelmshaven which was home to a great U-Boat base.

I was serving as front gunner that night. We didn't at that time have powerful enough bombs to do much harm to the huge concrete reinforcements protecting the submarines. Our job was to damage worker's homes, take out rail services, and set fires.

We were still quite a few miles from our target when we were suddenly coned by searchlights. Dick Laing was an extra good pilot. He immediately put our plane in a steep sideslip. We lost hundreds of feet if not more of altitude, but we also lost the searchlights.

We kept heading for the target and regained our bombing height. As we flew along, I suddenly saw a 101 Squadron sister plane caught in searchlights quite close to us. I watched for a second or two for evasive action, but he flew on. As so often happened with searchlights, the pilot was temporarily blinded by the sudden intense light.

Next thing I saw a little spiral of smoke leave their aircraft. Next a bright flash and a large column of smoke. Then the aircraft tipped down. I knew it had to be bad and a few days later it was confirmed all six of our friends had been killed in action.

We flew on, completed our bombing run, then headed for the North Sea and home. Almost halfway home our skipper came on the intercom to our navigator saying we were iced up so bad he couldn't maintain height. We flew on and I could see a huge ice buildup on the front of the wings. It was on all the other leading surfaces no doubt.

Then the skipper came on again and told the navigator to try and pinpoint a buoy because our fuel may not last.

We kept losing height and at about 5000 feet there was a great shake to our aircraft and a big chunk of ice broke off one wing. Suddenly another big shake and I saw ice leave the other wing. We lost ice from other places too, and somehow it damaged our wireless so we could still send out, but not receive. Jimmy Paton, our wireless operator that night, sent out SOS several times not knowing if we were being heard. Suddenly we could detect a searchlight away ahead -The English coast! As we approached the light it pointed straight up. Then it slowly lowered giving us a direction. As soon as we got on that course, another searchlight came on and changed our course. Suddenly airfield lights ahead of us came on and we landed.

Turns out we landed at Duxford, an American Bell Aircobra station. They gave us beds and a good meal after we had been interrogated by an RAF officer.



ANSON RESTORATION REPORT

Due to the lock down from COVID-19, physical progress on "Old Annie" has almost come to a stand still. There are a few projects underway in our teams basements but it's hard to fit a whole wing down there when the wing is 60 feet long.

One thing that we have been working on is a video project taken on by Ken Hill. He has been taking our archival photographs of the restoration and turning them into videos. Please visit and subscribe to our YouTube Channel at https://www.youtube.com/channel/UCpTc_4bBJBaip1qj8iwe3jQ

The first video describes the process Ken has been using to build the Trailing edge and wing tip of 7481's wing. His Second video due to be released any day now details the construction of the Navigator table.

AN ICING INCIDENT AS REPORTED BY F/O R. LaTURNER 428 Sqn RCAF

Reports of battles with enemy fighters is a focus of our archives. However, icing was often a danger as well. Coming across reports such as the following reminds us of the heroism and remarkable flying that often occurred, even when the enemy was not engaged.

Statement made by F/O R. LaTurner, (C.27109)
Re Crash of aircraft KB766 (NA-O) Night of 2.12.44.

At approximately 19.30 hours flying at 7000 ft. the a/c entered cloud, which we could not see before because of the darkness.

We immediately started climbing but on reaching 7500 ft. the a/c became uncontrollable due to icing and although the stick was held full forward the airspeed dropped to 50 MPH.

We changed the instrument suction cock to emergency and I asked the navigator the wind direction (290° T.) and verified the fact that we had crossed the French coast.

I then ordered the crew to put on their parachutes and stand by.

The crew acknowledged the order.

At approximately 4000 ft. control of the a/c was regained momentarily. Suddenly the icing increased and control was again lost.

I gave the emergency jump order, released my Sutton harness and attempted to raise the arm rest but could not release the pin which held the Flight Engineers back rest. The WOP came back and attempted to raise the arm rest but as the a/c was nearing the ground I motioned for him to jump.

The airspeed had then reached 340 MPH and the controls were still ineffective. There was a loud crash which I presume was ice breaking loose and I was able to pull the a/c out of the dive. As my position was uncertain and altitude less than 1000 ft. jettisoning the bombs was impossible. Also climbing to safety height, for the 4000 lb bomb would have meant going through the clouds again. I then started flying 090° (T) and 180° (T) for about three or four min. on each leg and called Darky, attempting to reach Juvincourt or any other field if nearer.

Climbing boost and revs were needed to maintain altitude and airspeed, due, I believe, either to the ice still on the a/c or to the possible distortion of the wings during the pull out of the dive.

After approximately 20 minutes time I saw a cone of searchlights and turned North towards them. I then received a reply to my Darky call from U.S. A.61 and asked for permission to land and the length of the runway (1500 yards).

I asked them to clear the end of the field as the bombs were still aboard. After a while they gave permission to land. The lighting on the airfield was two rows of white lights. The minimum speed at which I could approach was 130 MPH.

After the wheels touched down, control told me there were soft filled in bomb craters and after that a sudden drop at the end of the runway. When the a/c came to the end of the runway I applied full port rudder so that the 4000 lb. bomb would hit on its side. The a/c turned 090° and the u/c collapsed. I switched off the ignition, pressed the Graviner buttons and climbed out through the roof hatch. On seeing that the smoke from the engines was glycol, I returned to the a/c to ensure that the crew were all out and to turn off all equipment. The Flight Engineer's parachute pack was in the nose compartment and there was blood on the side of the escape hatch.

'DANNY' DANIEL

Our museum has written and published the biographies of S/L Joe McCarthy and A/C Johnny Fauquier. Both completed tours of operations with 617 Squadron, but they were not on the squadron at the same time. The link between the two was 'Danny' Daniel, a Canadian bomb-aimer who completed fifty operations with the legendary 'Dambusters'.

Born in Rivers, Manitoba in 1920, Walter Alexander 'Danny' Daniel attended the University of Manitoba prior to enlisting in the RCAF. After initial training, he was posted to 2 AOS for training as a navigator. However, he transferred to 7 Bombing and Gunnery School where he graduated as a bomb-aimer on 5 March, 1943. Following additional training in Canada and the UK, 'Danny' was posted to 617 Squadron on 30 November, 1943.

F/O Daniel's first nine operations were as F/Lt Kearns' bomb-aimer. Two of these involved dropping 12,000 pound HC bombs.

On 18 April, Danny flew his first of fourteen operations S/Ldr. Joe McCarthy's bomb-aimer, replacing 'Johnny' Johnson who had flown with Joe on the Dams Raid. One of Danny's first operations with S/L McCarthy's crew was during the night of 5/6 June when they completed two flights in support of Operation Taxable. During this operation, 617 crews flew precise courses parallel to the French coast, but rather than dropping bombs, they deployed 'window' (aluminium foil) in order to create images on enemy radar that indicated allied landing craft approaching to the north of the actual D-Day invasion beaches.

The first 12,000 pound Tallboys were utilized two days after the D-Day invasion and Danny dropped one of them. The squadron was successful in eliminating enemy railway traffic by collapsing a tunnel near Saumur, some 125 miles south of the Normandy beachheads.

On 4 July 1944, Danny flew his last of fourteen operation with S/L McCarthy. There were major changes on the squadron with W/C Willie Tait replacing Leonard Cheshire as the squadron commander and S/Ldr. McCarthy and other 617 veteran airmen taken off of operations. F/O Daniel became W/C Tait's bomb-aimer, another indication of his being held in high regard.

Danny was W/C Tait's bomb-aimer for all three of the squadron's operations against the Battleship Tirpitz, including the final attack on November 12, 1944 that sunk the battleship.

F/O Daniel was awarded the DFC during October 1944. The citation reads, "Flying Officer Daniel has taken part in numerous sorties and has proved himself an outstanding member of aircraft crew. In September 1944, he was the air bomber of one of a bomber force which attacked the German battleship Tirpitz. In October 1944 he took part in an attack on the sluice gates at Kems Barrage. On both occasions he proved his skill as a bomb-aimer. His excellent work contributed materially to the successes obtained."

Dannys last of eleven operations with W/C Tait was an attack on the submarine pens at Ijmuiden on 15 December.

Johnny Fauquier took over command of 617 in December 1944 and selected Danny to be his bomb-aimer. Danny flew a total of twelve operations with W/C Fauquier and two others with F/L Trent.

F/O Daniel's last operation was on 19 April when 617 Squadron attacked the heavy coastal batteries at Heligoland that barred allied access to the ports of northwestern Germany. As was almost always the case, Johnny was flying, leading his squadron in what would be his 93rd combat operation of the war. Danny dropped his Tallboy from 11,000 feet on his second run, the bomb striking the ground about twenty yards east of the gun emplacement area.

It was Danny Daniel's fiftieth operation, all of which were with 617 Squadron. He had dropped a total of twenty-four Tallboys and returned to base with five more after attacks were recalled or it was determined that the target had been destroyed. As well, Danny had dropped 22,400 pound Grand Slams on the submarine pens at Farge and at Hamburg.

F/O Daniel retired from the RCAF on 7 September 1945. He passed away in Melville, Saskatchewan on 15 September 1994.



BOMBER COMMAND'S 'SABS' -THE WAR'S MOST ACCURATE BOMB SIGHT

Although the focus of our August event was to be on 'Johnny' Fauquier and the Grand Slam bomb, it should be noted that the success of both the Tallboy and the Grand Slam would not have been possible without the 'Stabilized Automatic Bomb Sight—an impressive piece of WW II technology.

The Stabilized Automatic Bomb Sight (SABS) was designed to provide greater accuracy from high altitude than the Mk. XIV/T-1 bombsight that was generally being used by the bomb-aimers during the latter years of the war. In conjunction with this more advanced bombsight, Barnes Wallis was designing the Tallboy and Grand Slam bombs that would require very accurate placement.

The SABS was stabilized by a gyroscope and incorporated a complex mechanical computer. After generating automatic aiming instructions for the bomb aimer, the SABS was then able to automatically release the bomb. In this way, it was similar to the American designed Norden bomb sight.

A number of factors had to be precisely measured prior to being utilized within the bomb sight to attain the accuracy required. This included the air temperature that indirectly indicated air density. An error of one degree (Celsius) would result in a bombing error of twenty-one feet.

As the target was approached, the pilot had to hold his exact course for about ten miles. This need to fly straight and level ruled out any evasive action leaving the aircraft vulnerable to radar-predicted flak and fighter attacks during the bomb run.

As soon as the bomb aimer had the sight's cross-hairs on the target, he clicked a switch and the SABS used its gyroscopes to assist in the tracking the target. It was found that considerable practice was required by the bomb aimers to maintain accuracy.

S/Ldr. Joe McCarthy, an American in the RCAF, had flown on the Dams Raid and was a 617 Squadron Flight Commander when the SABS and Tallboy bombs became operational. Johnny Johnson, Joe's bomb-aimer, described using the SABS as follows, "You set on height and groundspeed and you then manipulated the target light with a couple of handles so that you got it in line with the target and as the target came into the light these two points on the bombsight came together and the bomb was released."

Joe described the instrument that he used in the cockpit so that he could fly the aircraft to the release point that was determined by the SABS,

"There was a little thing in front of my eyes with a zero, and then there was 1, 2, 3, and 5 on the left and 1, 2, 3, and 5 on the right and this needle would go back and forth. Now wherever that needle

was, it meant that I had to bring that needle back (to zero)."

The success of the SABS was said to have been largely due to S/L Don Richardson who joined 617 Squadron during August 1943 in order to train the crews to use the new device.

S/L Richardson became known as, "Talking Bomb." It was said that he

spoke of nothing else but the SABS from dawn until dusk. He flew on eight raids in order to watch his bomb sights in operation.

The accuracy that 617 Squadron was able to attain with the SABS was truly remarkable. Their bombs were dropped from as high as 18,000 feet while flying at a speed of 200 mph and several miles back from the target. From that height and distance even the white square on the bombing range looked like the size of a pin-head.

It was claimed during the war that an American bombardier using the Norden Bomb Sight could drop a bomb into a "pickle barrel" from six miles up. However, USAAF bombardiers were never able to match the accuracy developed by 617 Squadron's bomb aimers using the SABS.

In fact, as Joe McCarthy recalled, "Now the Americans with the Norden sight said that they could put a bomb in a pickle barrel but this was crazy. They came to visit us when they started bombing, Eaker and another two (Lt. General Ira Eaker was the Commanding Officer of the United States Eighth Air Force), they visited us and watched what we were doing and watched us bomb. They were amazed at the consistency—75 yards or less from 20,000 feet.

"Somebody made a caustic remark about this pickle barrel bombing and I think it was Cheshire who said, 'Well, let's have a competition. We'll put up three crews and you put up three crews and we'll see who comes out the best.' They wouldn't do it."



An 'SABS' crammed into the bomb-aimer's blister in a 617 Squadron Lancaster

ADVANCING OUR ON-LINE ARCHIVES

BOMBER COMMAND BROTHERS

Thousands of Canadian families suffered the loss of a son with Bomber Command, but for some there was even greater loss. Thanks to Marg, one of our archives' volunteers, our on-line archives now lists the names of 75 families who lost more than just one son. Four of these suffered the loss of twins sons and the McMoran family of Vancouver and the Milner family from Vankleek, Ontario both lost three sons.

BATTLE ORDERS AND COMBAT REPORTS

Louis, another of our archives' volunteers, is continuing with the sorting and organizing of 6 Group's archival records for our on-line archives. This has been completed for all the squadron's 'Operations Record Books' and we have now added the Battle Orders and Combat Reports for thirteen of the squadrons.

1st. Attack

The Rear-Gunner sighted a E/A/C which was identified as a ME 210 attacking a "Lancaster", the Lancaster went into a "Corkscrew" leaving the E/ /C exposed. Both the Rear and Mid-Upper gunners opened fire and hits were seen to register as this E/A/C broke into flames and looked to be out of control and in a spin, was last seen going down on the Port quarter. This E/A/C is claimed destroyed. Both gunners and the Engineer saw this E/A/C going down out of control and in flames.

2nd. Attack

Time: 2042 Hrs. Position: 5132 N. 0611 E. Height: 16,000 Ft. Heading: 240 T.

About a minute after the first attack, the Rear Gunner saw a ME 110 coming in to attack from the Port quarter UP at 600 yards. He immediately gave the order "Corkscrew Port Go" and opened fire. This E/A/C did not fire and broke away starboard quarter down and was not seen again. No claim. Rear Gunner fired 150 rds.

3rd. Attack

Time: 2046 Hrs. Position: 5123 N. 0552 E. Height: 15,000 Ft. Heading: 240 T.

The Mid-Upper sighted a ME 210 on Port Beam down at approx. 150 yards. On seeing it to be positioning himself for an attack, the Rear-Gunner gave order "Corkscrew Port Go" and immediately opened fire as this E/A/C came in dead astern and hits were seen to register against the centre of the E/ /C fuselage. The E/A/C was last seen in flames in a dive and appeared out of control disappearing in the clouds below. This E/A/C did not fire and is claimed destroyed. The Engineer & Pilot also saw this E/A/C going down in a spin and in flames. Rear-Gunner fired 200 rds. Mid-Upper fired 300 rds.

If an air gunner aboard a Bomber Command aircraft exchanged fire with an enemy fighter, a detailed 'Combat Report', such as the above, was completed.

NOSE ART ARCHIVES



Over the past several months, we've added over 60 new nose art images and over 120 new photos to our nose art on-line archives database. [BCMC Spring 2020 -Page 18](#)

Mcphee, Ewan Cameron	December 17, 1942	57 Squadron
Mcphee, John Aird	January 16, 1943	61 Squadron
Milner, Benedict Guy	June 13, 1943	103 Squadron
Milner, Evan	January 29, 1944	419 Squadron
Milner, Joseph Emmett	September 1, 1943	15 Squadron
Mitchell, Henry Osmond	December 11, 1943	16 OTU
Mitchell, James Walton	August 21, 1944	415 Squadron

424 (R.C.A.F.) SQUADRON "A" ME 811		SECRET OPERATION NO. 100		11th SEPTEMBER, 1944. "B" ME 813	
P. 35	F/L LOUDON, N.G.	J. 8946	2	F/O KING, J.L.	J. 25373
N.	W/O HALL, R.E.	R. 149095		F/O TUSTIN, T.G.	J. 35513
B/A	W/O WADSON, R.M.	R. 155165		F/O MOSS, F.H.	J. 35812
W/G	E/O WOODMAN, A.S.	J. 38001		F/O HARRIS, W.E.	J. 39723
F/E	E/O THOMPSON, H.	182848		SGT GALBRAITH, W.	1896231
M/G	F/S CORBETT, R.E.	R. 195727		SGT MORRIS, W.O.	R. 104006
A/G	E/O DONALD, R.G.	J. 88073		SGT WEST, G.A.	R. 150683
OPERATION NO. 100					
P. 10	F/O CHANES, D.G.	J. 86499	2	F/O SANDERS, S.D.	J. 27679
N.	F/O HANSON, E.L.	J. 27485		F/O FEINER, E.R.	J. 37787
B/A	F/O COLLIS, W.D.	J. 27448		F/O ALLEN, K.D.	J. 36933
W/G	F/S MACLEAN, L.O.	R. 184040		SGT PRIESTLEY, A.A.	R. 207290
F/E	SGT CUMMINGS, L.O.	2203852		SGT COSGROVE, J.	1825111
M/G	SGT CRIPPIETH, C.B.	R. 210962		SGT HANSON, F.G.	R. 212947
A/G	F/S DUFFRENE, L.A.	R. 183400		SGT HAMILTON, J.J.	R. 219722
OPERATION NO. 100					
P. 1	F/O SHALBENDER, J.J.J.	J. 13402	14	F/L ANDERSON, W.G.	J. 4428
N.	F/O HIRLEY, W.E.	J. 37538		F/O MCPHAIL, S.R.	J. 27567
B/A	F/O JOHNSON, M.A.	J. 35580		F/O JACKMAN, J.M.	J. 25696
W/G	F/O SEBAST, V.A.	J. 39393		W/O MCCULLLEY, R.L.	R. 76420
F/E	SGT REID, J.H.	3020318		F/O BARKLEY, J.	178754
M/G	SGT BROWN, R.B.	R. 209076		SGT ROBERTS, W.G.	R. 217042
A/G	SGT JACKMAN, E.W.	R. 205774		F/O FRENCH, C.D.	J. 40213
OPERATION NO. 100					
P. 26	F/O EARL, R.S.	J. 86872	25	F/O BROWN, D.R.	J. 25969
N.	F/O VINGERT, H.	J. 28068		F/L CHRISTIE, R.D.	G. 1508
B/A	F/O KINGLARD, J.L.	J. 28266		F/S ATHERTON, P.A.	R. 133003
W/G	F/S FEIST, J.	R. 197530		F/S SMITH, D.W.	1540210
F/E	SGT JOHNSON, G.O.	1825002		SGT ROBERTSON, M.L.	983394
M/G	F/S REISCHMAN, A.L.	R. 187257		SGT KOTZMA, E.W.	R. 250575
A/G	F/S BUOVIZ, L.M.	R. 215132		F/S BROWN, D.F.	R. 256600
OPERATION NO. 100					
P. 10	F/O PEARSON, F.O.	J. 87605	31	F/O CRAIG, G.L.	J. 18420
N.	F/O GORDON, F.B.	J. 37537		F/O SHERWOOD, C.H.	J. 28960
B/A	F/S RANDALL, R.E.	R. 136687		F/O RICHARDSON, J.A.	J. 85308
W/G	F/S CAMPBELL, A.	R. 172915		F/O CAMERON, W.R.	J. 28846
F/E	SGT CAMPTHORNE, C.A.	1592439		SGT CUMNER, C.D.	572199
M/G	SGT FELSTEAD, E.	1625087		F/S NASTUK, J.	R. 212868
A/G	SGT COVVED, C.E.	R. 200121		F/L WILLIAMS, L.H.	489725
OPERATION NO. 100					
P. 16	F/O GUILD, R.D.	J. 18064	2	F/O WHITHAM, W.R.	J. 37112
N.	F/O MOTTUS, E.H.	J. 36394		F/O CAMPBELL, A.C.	J. 38345
B/A	F/O RILEY, V.L.	J. 35053		F/O POOLE, K.G.	J. 37677
W/G	F/O GRACE, J.P.	J. 35251		SGT FARQUHARSON, J.	R. 190772
F/E	SGT SMITH, M.A.	R. 58288		SGT FELL, G.W.	1256083
M/G	F/O LOUGHRAN, H.J.	J. 41353		SGT MACKENZIE, W.B.	R. 212259
A/G	F/O JORY, W.E.	J. 22935		SGT JOFF, A.D.	R. 107749

A 'Battle Order', such as the above, would be posted during the morning and lists the crews and aircraft destined to go to war that day. The above is a portion of the 424 Squadron 'Battle Order' for 11 September 1944.

PHOTO ARCHIVES



Over the past several months, we've added over 600 photos related to Bomber Command and the BCATP to our photo archives database.

SPITFIRE PROJECT REPORT

As I sit looking out the window, wondering how the world will evolve and change due to the current situation, I reflect back 80 years to a time of uncertainty and a challenged age for the people of the time.

What didn't fade was the urge to move forward and develop and build the tools necessary to secure a future for generations to have freedom and Democracy.

Many years ago the Canada Spitfire Project took root and started out as a grandson's pursuit of his grandfather's part of WW2. Today it is a large project inside the Bomber Command Museum of Canada. Many hours of research and connecting with people from around the world have us with parts and pieces of the Iconic Spitfire.

Most airframes today if still found are not salvageable for a restoration so we have sought out new frames of which we have enough today to start building the cockpit section. Having visited the one factory that exists today that builds these airframes and to see the time and effort as well as the attention to detail necessary, will take us quite some time to put it together.

We have collected 90% of the parts from other collectors and builders for our cockpit and are always on the hunt to compile the rest of the items needed. We recently received information from a great friend of the project, Mr. Darrell Brown, that a Rolls Royce Merlin may be available that would suit our needs. I made the trip down to Ontario with our Engine expert Greg Morrison to inspect engines available and through a long process, we acquired the Rolls Royce Merlin 68. It is a huge injection to the project.

In purchasing the frames for the cockpit, we had exhausted our funds in the project account so we needed to come up with a plan to jump on this opportunity. We ended up getting a loan as we just couldn't pass up the opportunity to help the project along and we are working to raise funds to pay back the loan and start the process of the engine restoration. Another project that will take some time to accomplish but well worth the effort.

If you have the ability and can help with a donation, we would be very grateful and look forward to when we can show you around the project and also the rest of the museum.

All the best from the Spitfire Crew and stay healthy!

KEEPING CURRENT . . .

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Our newsletters are also available via [Facebook](#) and [Twitter](#).