

BOMBER COMMAND MUSEUM NEWSLETTER

Fall 2023



Bomber Command Museum of Canada
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PRESIDENT'S REPORT

As December draws near and our summer/fall season comes to an end, we reflect on a very successful year. We saw many people returning to travel, and it was great that the Bomber Command Museum was one of their stops. There were many new faces mixed among our regular visitors. For me some of the most memorable events include our night engine run, Bikes and Bombers and what a great way to prepare for Remembrance Day than with two sold out performances of "Nobody's Hero". While our main tour season has come to a close, our winter schedule has just started! The museum is looking forward to "Nanton Lights the Way" -A festive Christmas Market. The Museum will once again be participating so if your near (or even far) check out our Gift shop for those Holiday goodies. We are also proud to announce that we have some fantastic Volunteer opportunities. If you're looking for a chance to help in your community we have opportunities for Visitor Representatives, or if swinging a hammer or turning a wrench is more to your liking our restoration shop would be a great place to start. Call (403) 646-2270 for more details on volunteer opportunities.



SUMMER 2023 SUMMARY



Following inspection and servicing, the propeller for the Lancaster's starboard-outer engine was reassembled and placed on the aircraft.



The crowd on Nanton's Parade Day for the annual Ian Bazalgette Memorial engine run



The family of William Newson visited the museum to exchange information. He had an extensive career in the RCAF, accumulating 478 hours on Hudsons escorting convoys off Canada's east coast. Following service with Ferry Command, he completed two tours as C/O of 431 and 405 Squadrons. William Newson retired from the CAF in 1972 with the rank of Brigadier General. We look forward to working with the family to properly document his illustrious military career.



On the same day, our museum's friends in Senantes, France (Nanton's twinned community) honoured S/L Bazalgette as well.



Nanton's high school graduation ceremonies were held in the museum.



Our museum's annual 'Bikes & Bombers' event was well attended.



This 'squadron' of 'Mini-Coopers' was one of several car clubs to visit the museum this summer.



Members of S/L Ian Bazalgette's family visited the 'Ian Bazalgette Memorial Lancaster'.



The museum attended the Red Deer Airshow.



Members of P/O Barry Davidson's family visited the 'Barry Davidson Memorial Blenheim'.



Four hundred guests attended the High River Health Care Foundation's Annual Dinner and Auction.



Roddy Mackenzie, author of 'Bomber Command – Churchill's Greatest Triumph', was the museum's guest speaker prior to the Lancaster's autumn 'Night Run'.

MEMBERS' 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 include:

- The museum's twice-yearly newsletter
- Donations are not expected upon entrance to the museum
- Notice of museum news and special events
- A 10% discount on purchases in the museum's gift shop
- Free access to Lancaster interior fuselage tours
- Free access to Lancaster cockpit tours (when offered during a special event)
- Free 'Virtual Reality Berlin Blitz' experience

-If you are currently a 2023 member, we encourage you to renew for 2024.

-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 (\$20) Family (\$40)

MEMBERSHIP AMOUNT: \$ _____

ADDITIONAL DONATION: \$ _____

TOTAL AMOUNT ENCLOSED: \$ _____

[An official receipt for tax purposes will be issued for donations of \$25 or more]

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

'NOBODY'S HERO'

-Nanton playwright Larry MacKillop wrote this play that follows the life of his uncle, John Kinney. It was performed in the museum with the Lancaster as both a backdrop and prop. You may watch the play at ['Nobody's Hero'](#).

John Kinney was born in Nanton and raised on a farm east of town. He enlisted in the RCAF in 1941 and trained to become a navigator.

Posted overseas in October 1942, John joined a bomber crew led by Sgt. Alan Whitmarsh and was posted to 10 Squadron RAF.

On December 20 1943, the Whitmarsh crew's Halifax took off for a raid on Frankfurt. It would be their sixteenth operation. During the return flight from the target, the aircraft was attacked by two separate enemy night-fighters.

John was the lone survivor of the eight-man crew, likely because the escape hatch is adjacent to the navigator's position in a Halifax. It is believed that his parachute was damaged while exiting the aircraft or for some other reason. It is likely that the parachute did not fully open, resulting in a very hard landing during which John was badly injured.

Captured by a lone Nazi soldier, F/O Kinney was held captive for two days in an isolated barn in below freezing temperatures during which time his injuries were further aggravated by the severe cold and inhumane treatment inflicted by the Nazi trooper.

John was eventually taken to a Prisoner of War hospital. Both his feet were fractured and frozen and his back was broken. Due to infections, it was necessary to amputate his left leg. Extensive surgery was done to save his right foot and a body cast was required for the broken back.

John's mother, Anna, was advised that he was 'missing following operations', and later, during February 1944, received a second letter stating that he was missing and presumed dead. F/O Kinney spent a total of fourteen months in the Prisoner of War hospital.

During early 1945, John Kinney was repatriated to Canada on the Red Cross hospital ship 'Gripsholm' and became a patient in a Military Hospital in Toronto. Following another eight months there, he was discharged on October 16, 1945.

John attended the University of Western Ontario where he obtained an Honours BA (English and Philosophy) and an MBA. After graduation, he worked as the Secretary of Kinsmen Clubs of Canada.

John was married to May, a nurse whom he had met at the Christie Street Military Hospital. They had two daughters and four sons.

Sadly, John Kinney passed away during 1980 while undergoing surgery that was directly related to his war injuries.



Doon Wilkins wrote a song about John Kinney and sang it prior to the play.



The actors who portrayed John Kinney and his nurse, who he eventually married

ANSON #7481 PROGRESS REPORT

This report usually talks about progress on Old Faithful Annie, but this time I have a slightly different Tale. Let us call it “One step backwards to go many more steps forward,” or in other words, “Why won’t that darn part fit!”

Recently we have been working to fit the nose and front cowling on the old girl and ... well let us just say that it wasn’t going well. It was too short on one side; too long on the other. The mounting holes weren’t where they were supposed to be. I know that it used to fit because I personally removed it. So, who snuck into the museum and moved the holes when I was not looking? Perhaps we’re experiencing some strange gravitational shift? Maybe we should try another piece because ... well just because? Nope that one doesn’t fit either ... Now what, what do we do?

Ok so lets stop for a moment and think, obviously we don’t have elves sneaking in and derailing our project, although I do blame them for my missing screwdriver that I just had, so let’s go out to our “Anson crop” and take a look at some of the aircraft out there and just see what is so plainly in front of us that we just can’t see it.

If you have not been to the Anson crop, it is a collection of approximately 18 Ansons. In the late 80’s we went all over southern Alberta gathering Anson airframes for spare parts and, as in this case, to provide a three-dimensional blueprint for those of us who’s memory isn’t what it used to be.

After checking a few airframes, the answer became obvious, it was staring us in the face all this time. One small little piece was behind another little piece instead of being in front of it. A little bit of shifting and pulling and a scraped knuckle and the parts were aligned! Now, would everything else fit together? YES, indeed progress is now being made! Ok, we did have to remove a few parts, adjust a few parts, undo what we did (just a little) but now we are full steam ahead, at least until those annoying lil’ elves come back and move some more parts around.



The part now in its correct position!



Cowling removed so we could put the part in its correct position

DOUGLAS PETRIE –OUR ANSON #7481 PILOT

Douglas Petrie was born in Magrath, Alberta. He enlisted in the RCAF in 1941 and began his pilot training on Tiger Moths at 18 Elementary Flying Training School at Ladner, British Columbia. Posted to 15 Service Flying School at Claresholm, Alberta, he received his wings after training on Cessna Crane aircraft. He was then posted to 2 Flying Instructor School at Vulcan, Alberta where he flew Cornells and Cranes, and graduated as a flight instructor.

Staying in Alberta, Douglas was posted to 7 SFTS at Fort Macleod where he instructed on Avro Anson Mk. II's, completing five hundred flights during his six-month posting. Seven of these flights were in Anson 7481 that is currently under restoration at the museum.

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, he returned to Canada as the pilot of a Canadian-built Lancaster. F/Lt. Petrie retired from the RCAF in September, 1945.

AN UPDATE FROM THE CALGARY MOSQUITO SOCIETY

-Busy, busy bees, the Mosquito folk be.



We've had one of the most hectic and productive quarters since we got started in 2012. For one thing, we put in a record number of volunteer hours with 2030.5 invested in just three months. What were we doing? Well, in addition to working on the Mosquito, we had all manner of events to attend to including Mosquito Day, Bikes and Bombers, a visit by the MG Car Club, and a whole raft of outside speaking engagements, including an invitation from the Canada Aviation Museum in Windsor and the Canadian Warplane Heritage in Hamilton.

We are still working hard to put a test stand together so that we can ground run our overhauled Hurricane Merlin engine before we drop it back in the airframe. But before we could do that, we invested a few days dropping a spare Merlin into the Hurricane so that it could serve as a backdrop to Royal Canadian Mint's release event of a new \$1 coin honouring Elsie MacGill who is credited as the world's first female aircraft design engineer and who oversaw the production of Hurricanes at Canadian Car and Foundry. The event, which included the Mint's Chairperson, President and Alberta's 18th Lt. Governor took place at the Hangar Flight Museum on August 1st.

We have a whole string of projects on the go for the Mosquito including replacing the wing top skins, overhauling the main undercarriage, installing our recently acquired rudder pedals and instrument panels and running lines and cables in the rear of the fuselage. Having spent the last couple of years stripping and cleaning out the underside of the wing, we are now starting to reverse the process by repainting the fuel tank bays, wheel wells and bomb bay areas.

In late September we attended a national meeting of the Canadian Aeronautical Preservation Association which was held in Calgary, followed the next day by the RCAF Museums Conference. Lots on the go for the latter group as they finalize plans for the 100th anniversary of the RCAF in 2024. Stay tuned for announcements and activities across the country for this big event.

Richard de Boer, Prez



CMS Board member Dick Snider and Merlin/Lanc man from the Bomber Command Museum, Brian Taylor put the finishing touches on the timing for the Hurricane's Merlin 29 engine.



Dr. Crystal Sissons below the nose of the Hurricane acting as MC for the event with Hurricane 5389 serving as a backdrop for the release of a new \$1 coin honouring Elsie MacGill for her many accomplishments including overseeing the production of Hurricanes at Canadian Car and Foundry during the war. Photo courtesy Royal Canadian Mint.



A significant moment as Gary T. rolls glue on the stringers of the starboard upper wing surface just prior to installing the first new skin. It's been two years since we jiggered the wing and began stripping and cleaning it as well as a year to source the proper spec plywood.

BATTLE OF BERLIN

-Eighty years ago, it was the winter of the 'Battle of Berlin' -the toughest time for Bomber Command.

In 1944, Berlin had a population of 4,000,000 people. It was the second largest city in Europe and the capitol of the Third Reich. A major industrial centre, Berlin produced iron and steel, machine tools, chemicals, tanks, guns, and aircraft. Arthur Harris saw it as the ultimate target for Bomber Command and he unleashed a relentless attack.

But it was a challenging target, to say the least. For one thing, Berlin was about as far from the Bomber Command airfields as a city in Germany could be. It was defended by 11,000 flak guns, over 3000 searchlights, and several hundred night-fighters.

The Battle of Berlin was a series of sixteen major attacks by Bomber Command that took place from November 1943 through March 1944. Although much damage was inflicted on the enemy's, the effort failed in its object of inflicting a decisive defeat on Germany. More than 7000 aircrew and 1047 bombers, 5.1 per cent of the sorties flown, were lost. As for the Canadian Squadrons, 1249 bombers attacked Berlin during this period and 76 (6.1%) failed to return.

Arthur Godfrey, an Australian pilot with 626 Squadron, described his vivid memories of being over Berlin which, in many ways, was similar to other heavily defended Bomber Command targets. He wrote, *"Berlin was an angry, glaring, writhing enormity of a target. We rarely caught a glimpse of the city beneath the unbroken cloud cover, but there seemed to be thousands of searchlights. Often, they did not move, but pointed upwards and illuminated the clouds. It was like flying across a vast, bubbling cauldron into which was poured the sky-markers and above which burst the 'scarecrow' flares. (Many Bomber Command aircrews believed that scarecrow flares were being used by the Germans to deceive them into believing they were bombers in flames. We have since discovered that there were no 'scarecrow' flares, only exploding and burning aircraft.)"*

"It was a target so bright that the bomber stream could be seen above, below, and around you. One was part of a vast armada of aircraft moving relentlessly across the target. Bomb doors could be seen opening. The black crosses on the fighters were clearly visible as they dived into the bomber stream, oblivious to the bursting flak, whose muffled crump could be heard above the roar of our engines."



405 Squadron Halifax -The container under the nose is an overload fuel tank, fitted in the bomb-bay for long flights such as those to Berlin.

JAN. 30	Weather: Fine until 1600, cloudy from 1600 to 2000, then fine again. Slight mist all day. Wind SW to WSW, light.					
	Training: A 25 minute air test was all that was carried out on the flying programmed for today. NAVIGATOR Preparations for operations prevented any further progress in the ground training.					
	OPERATIONS: Bombing Attack On " BERLIN " 13 Aircraft Detailed (THREE MISSING)					A-9
	Ten of our aircraft successfully reached and bombed primary from an average height of 19,500 feet in 10/10 cloud. Many flares were seen in target area, well concentrated. Fighter flares were more numerous than ever before. Somelarge explosions were observed. Route-marking was very good. Aircraft 'D', Captain, CAN/J.21434, F/O D.E. Biden, was damaged by flak on homeward journey causing damage to the port wing and also slightly injuring the Flight Engineer, RAF.1677287 SGT E.A. Wilkinson, in the right arm. Aircraft 'D' was attacked three times by an ME.110 on the way back from target. The enemy aircraft was first sighted at four hundred yards, heading astern below, immediately after direct hit by flak, causing fire in aircraft, this no evasive action was taken. The port outer engine was hit causing the rear turret to be u/s. Mid Upper turret also went u/s after a three second burst was fired. Gunners were unable to return fire on the third attack owing to the gun turrets being u/s. Both air gunners saw tracers enter the enemy aircraft. Extensive damage done to own aircraft. The Navigator, CAN/J.14222 F/O H.R. Farb, and the Wireless Operator, CAN/R.112893 W/O A.L. Weaver, were both slightly injured. Aircraft crash landed with wheels up at Coltishall owing to undercarriage being u/s. The remainder of this crew were uninjured.					
	Operational Flying Time: 61:26 HOURS (NIGHT)					
	Three of our aircraft failed to return from this operation and nothing has been heard from any of the following crews since time of take off.					
Pilot	CAN.J.4566	F/L Roberts W.A.	CAN.R.134132	P/S Bonikowsky A.	RAF.68185	F/L Shackleton H.L.
NAV.	CAN.J.12736	F/O Custer E.S.	CAN.J.17674	F/O Laberge J.R.A., DFC	RAF.1601726	SGT Gibson R.C.
B/A	CAN.J.22541	F/O Hackett D., DFC	CAN.R.149118	F/S O'Neil G.M.	RAF.151215	F/O Ashford A.H.
W/P	RAF.1181648	W/O Hazlehurst A.	CAN.R.97113	W/O Buchanan G.R.	RAF.1314440	SGT Williams H.
M/U	CAN.R.55993	W/O Bodleau P.R.	CAN.R.71360	SGT Einarsson S.	RAF.1077032	SGT Walker J.W.
R/G	CAN.J.17658	F/O Schultz A.B.	CAN.R.96581	F/S Charest J.M.A.	RAF.1678297	SGT Newton T.
R/E	RAF.1818902	SGT Smedley I.E.	RAF.1804728	SGT Cole F.S.	RAF.1583509	SGT Palmer W.

The raid to Berlin on 30/31 January 1944 was a particularly tough one for 405 Squadron RCAF.

A BOMBER COMMAND CATAPULT?

-An experimental catapult designed to launch Bomber Command aircraft into the sky has been excavated by aviation archaeologists.



A prototype catapult system at the former site of RAF Harwell was recently unearthed. It was built prior to 1941 to enable take-offs using shorter runways and so the planes could be loaded with more fuel.

A large rotating turntable directed aircraft towards one of two concrete track runways only 269 feet long. The aircraft was attached to an underground pneumatic ram using a towing hook. Underneath the turntable, Rolls-Royce Kestrel aero engines compressed air to 2,000 psi to drive the ram. High-pressured air was forced into the pneumatic ram, which rapidly expanded to the length of the guided-track. The bomber would then be catapulted into the sky.

However, the project was abandoned without ever launching an aircraft. The mechanism was taken out and a normal runway built over the top.



A new cabinet has been built to house a model of 426 Squadron Halifax LW682 displayed below a propeller blade from the bomber. When the aircraft was recovered, the aluminum was melted and formed into ingots, one of which has been placed in the cabinet. Other ingots (some 800 pounds of them) became the ceiling of the Bomber Command Memorial in London.



A Memorial to the memory of F/O Ken Earnshaw has been dedicated at the Camrose Centennial Museum, near his hometown of Bashaw. Ken was a member of 617 'Dambusters' Squadron and was killed during the Dams Raid. Ken's nephew is a long-time member and supporter of our museum.

FROM 187 AIR CADETS TO THE LEFT SEAT OF A USAF C-17

-During the Second World War, 195 Sqn Royal Canadian Air Cadets was formed in Nanton and 187 Sqn in High River, just north of Nanton. Although the Nanton squadron no longer exists, 187 continues to operate. Each year, our museum works with 187 and a number of other cadet squadrons in a variety of ways. Recently we learned of a former 187 cadet who has become a CC-177 Globemaster pilot with 429 Squadron and is currently on a three year pilot exchange program with the USAF.



187 'Foothills' Squadron air cadets recently attended the Remembrance Day Service in Nanton

Inspired by CF-18 Flypasts and the Snowbirds, Jeremie Burney grew up in Turner Valley, Alberta dreaming of becoming a fighter pilot. He joined 187 Foothills air cadet squadron (High River) at the age of twelve, acquired glider pilot and private pilot licenses before studying aeronautical engineering at the Royal Military College.

Bomber Command Museum director, Doug Eaglesham, has been associated with 187 Sqn. He remembers Jeremie as, "a relatively calm, quiet individual who fit in well with his fellow cadets. Although he did well in all aspects of cadet training, it was obvious that his focus was on flying. He was selected for Glider Pilot and Power Pilot scholarships, both very difficult to receive as there are many other cadets with the same goals. After aging out of cadets, Jeremie joined the RCAF, studied aeronautical engineering at Royal Military College, and was eventually posted to 429 Squadron as a CC-177 Globemaster pilot.

During the exchange, Jeremie flies regular operations but is also exposed to more advanced techniques and missions that are not done by 429 Sqn. As well, he will return to Canada qualified as an instructor pilot.

"It's a very rewarding experience," Jeremie comments, "When I joined the Air Force (and 187 Sqn Air Cadets in High River), I never thought I would be flying with the USAF and flying C-17s, but it's been a great experience. I'm glad I took the chance to do it. It's been great to represent Canada down here."



Former 187 Squadron Air Cadet, Jeremie Burney in the left seat of a USAF Globemaster

LANCASTER NEWS

-As well as regular engine maintenance, our Lancaster volunteers are installing the rest bed and the oxygen bottles that were kept within it.

When our museum's Lancaster was modified to a maritime reconnaissance/patrol configuration in 1952, one of the many wartime components that was removed was the rest bed. The aircraft's wartime configuration had a small bench located on the port side of the fuselage, between the spars –immediately behind the wireless operator's position.

The bench was covered with a thin cushion to provide a somewhat comfortable location for a crew-member to lie down upon.

Below the cushioned top of the bench was a wooden framework, within which were housed five oxygen bottles, from which lines ran to the various outlets at the crew stations.

Our museum friends in Windsor, Ontario, who are restoring Lancaster FM212, were building the framework for the rest bed for their aircraft and offered to build two –the second being for our aircraft.

The rest bed framework has been assembled by our volunteers, the cushioned cover has been manufactured and placed on top, and the framework for the oxygen bottles constructed. The five oxygen bottles, which have been in storage at the museum since the late 1980's when they were recovered from locations where wartime Lancasters had been scrapped, are being restored to their wartime appearance.



CESSNA CRANE

-The museum's blue and white Cessna Crane once served with the USAAF. It will be converted to RCAF colours and markings this winter.

Museum volunteers are currently busy removing and painting the Crane's flaps, ailerons, and elevator. The attachment points in the trailing edges of the wings horizontal stabilizer have been painted as well. Soon, the entire aircraft will become BCATP yellow.

The restored Crane will honour S/L Donald Patterson DFC, a Calgary pilot who spent seven months as an instructor at 3 SFTS in Calgary. He flew Cranes 675 times, including 75 flights in Crane 8177. Later, S/L Patterson completed 34 combat operations, becoming a Flight Commander with 426 Sqn.

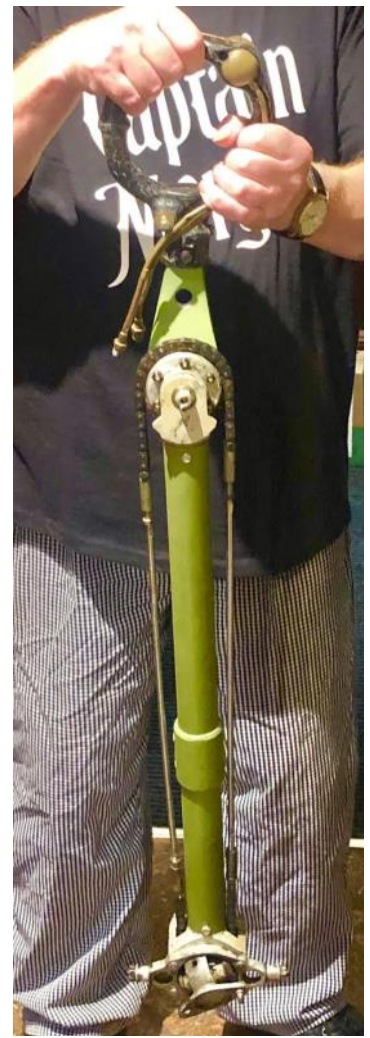
We're planning to have our Crane debut in the spring as S/L Patterson's 8177.



SPITFIRE PROGRESS

Our project got a big nudge forward this past month as we acquired a control column from a Mk IIA Spitfire. Some of the parts on it are as rare as can be and very complex to duplicate so we are excited to have found it and now have it in our possession. It is stored in a crate in the UK awaiting transport to Canada.

The control column is from Mk IIA Spitfire P8394 that carried the name 'Gibraltar'. It took off from RAF Balado Bridge airfield with P/O Henri Jeanne Paul De La Bastita (a Belgian) as pilot. The aircraft dived at high speed into the ground during homing practice killing the pilot, age 37. Oxygen failure was suspected as the cause.



Our museum displays over two hundred pieces of artwork, all of which pertain to Bomber Command and the BCATP. A recent addition is 'Operations Room Conference', a print of a 1943 painting depicting Bomber Command C/O Arthur Harris and his staff and advisors.



BUILDING EXPANSION

The museum's Building Expansion Committee has not been idle, over the past few months, working to enlist support from the government and corporate world. Our volunteer fundraising leader, Wendy Kennelly, has been guiding us through the steps required to make an impressive presentation to such prestigious organizations as the Calgary Foundation, De Havilland Canada etc. We decided we were not totally prepared for a presentation this year, so we will gather information for a 2024 application.

In the meantime, we have solicited a letter of support from our good friend and supporter, Colonel (Ret) Terry Chester, CD, National President RCAF Association.

In addition, we have been meeting with two different building contractors to secure up-to-date estimates on project costs. The president of Midwest Design and Construction, Fred Keck, is preparing a building estimate for us as is Dan Boychuk of Boychuk Design Build, Ltd.

We remain optimistic that the coming year will see positive steps on the funding front.



THE BOMBER COMMAND MUSEUM OF CANADA
proudly presents
A HOME FOR THE HEAVIES

LOCKHEED VENTURAS IN BOMBER COMMAND SERVICE

-During a visit to the museum, the family of an RCAF airman who was killed flying a Ventura, motivated our archives volunteers to research this lesser known Bomber Command aircraft and create an article for our on-line archives.



A total of 997 Ventura sorties were flown by Bomber Command. Forty Venturas were lost in action. A total of thirty-seven RCAF airmen were killed while serving with the three Bomber Command Ventura squadrons.

On May 3 1943, twelve Venturas of 487 Sqn were tasked to attack a power station on the northern outskirts of Amsterdam. It became the worst operation any single squadron endured during the war.

One aircraft returned early and the remaining eleven proceeded with an escort of three squadrons of Spitfires. Unfortunately, an earlier Spitfire sweep alerted the enemy defences while the Ventura force was still approaching at low level over the North Sea. Unfortunately as well, an exceptional number of experienced German fighter pilots were present at Schiphol airfield for a conference. Sixty-nine German fighters were thus up in the air near Amsterdam when the Ventura force crossed the Dutch coast.

Some of the German fighters engaged the Spitfires while the remainder attacked the bombers. Nine Venturas were shot down before reaching the target and a tenth was badly damaged but managed to return to base.

The only remaining Ventura from the formation was that of S/L L.H. Trent, a New Zealander. His Ventura, completely alone, pressed on to the target and bombed it. The bombs just missed but some blast damaged was caused. This last Ventura was then immediately shot down. S/L Trent and his navigator were the only survivors and became Prisoners of War –ten of the eleven Venturas failed to return to base.

S/L Trent, who somehow managed to shoot down a Bf 109 with his fixed, forward-firing guns, was awarded the Victoria Cross for his actions. Twenty-eight of 487 Squadron's aircrew were killed and twelve became Prisoners of War. Three of those killed were RCAF.



Our museum regularly assists modellers with research related to their projects. This fine model of the aircraft flown by 405 Squadron C/O, W/C 'Johnny' Fauquier on the Peenemunde Raid was completed by Pablo Calcaterra.

HALIFAX NEWS

-The 'Halifax project is making huge strides.

H57RC and BCMC are preparing and wrapping Halifax presents for Christmas for all of you. We hope you appreciate our efforts, above and beyond the call of duty, to continue to work to bring a Halifax home to Canada. I will let the following NEW video, from our Halifax Facebook "[REBUILDSHOP](#)" and Scott Knox, speak for itself.

See (at right) the FIRST outer wing in the UK awaiting shipping, in a cool shipping cradle, bound for Canada and the Halifax rebuild.

We have now prepared the 1st outer wing panel (LEFT wing) for shipping by an RCAF CC-177 transport across the Atlantic. This is the wing we got from our friends at the Yorkshire Air Museum. Now I can tell you that we have acquired a SECOND outer wing panel (RIGHT wing) for our Halifax rebuild!! We are in the final stages of approval and paperwork to receive this second wing section which is in very good condition.

I will be leaving for the UK on Dec. 12 to accept – transport – prepare BOTH wings for transport to Canada. One of our best efforts so far to gather such big sections of wing – 25 feet per section of wing weighing over 1,800 pounds each. This will mean we will now have a total of 50 feet of outer wings for the Halifax rebuild -- with all of you knowing, of course, that the total Halifax wing is 103 foot wingspan. So with the center section of 30 feet added in, we now have a grand total of 83+ feet of Halifax wing for the restoration.

ALSO, we are now sending the crated 3D Halifax giant memorial propeller to Holland to trade for the horizontal tail section that was being given to us by the good folks at Schiermonnikoog in north Holland. The tail section is 15+ feet long and over three feet wide and will be very valuable for the rebuild of the Halifax tail.

Work is progressing at our HQ at BCMC in Nanton, Alberta on the #2 Bristol Hercules which is running but needs more work this winter to get all the bugs out of the systems after sitting for 50+ years. See also the newly assembled Halifax propeller for a trial fitting of the new blades with our rebuilt prop hubs, Myself and engineer Nalon leaning on the little darling.

Also, we have four Hercules engine leading edge cowlings. We have torn down one example and rebuilt one to do a trial fit on the Hercules engines -see the cowling with new steel inserted in the inner ring.

SO Christmas is coming and we hope you will think of the Halifax Project and support us with a donation to keep us going. Got to "Fundrazr 417498" ONLINE --- OR---

Donate to the BCMC in Nanton – specify "Halifax Project" donation and it will get to our team.

Remember that gift of Freedom given to you by our Bomber Boys and we hope you will donate in their honour as Christmas approaches. Still time to get a donation in there and get your 2023 tax receipt!



100 GROUP BOMBER COMMAND

-100 Group was a very secretive, special duties Group of Bomber Command, operating from a number of airfields in the County of Norfolk from very late in 1943 to War's end and were engaged in the complex business of electronic warfare and radio countermeasures.

With the development of radar and radio as weapons of war, the associated art of radio countermeasures (RCM) became a very important factor. The most important organisational decision was to establish a specialist RAF unit to become responsible for the operational development, application and co-ordination of all RCM programmes, from the air and from the ground. Bomber Command initially suggested the role for what became 100 Group in June 1943; it became operational in December 1943.

The main purpose of the Group was to reduce escalating losses of the night bombers to the ever-increasing effectiveness of the German air defence system. The bomber squadrons of 100 Group utilised various specialist electronic jamming devices to disrupt German radio communications and radar. During 100 Group's existence over 32 different devices were evaluated and used. Specially equipped 100 Group aircraft would fly within the bomber stream.

As well as electronic devices, 100 Group utilized German speaking radio operators who would identify and jam the ground controllers broadcasts and also pose as ground controllers themselves with the intention of steering the night fighters away from the bomber streams. Boeing Fortress and Short Stirling as well as other aircraft were used.

The group was a pioneer in countering the formidable force of radar-equipped Luftwaffe night fighters, using a range of electronic 'homers' fitted to de Havilland Mosquito fighters which detected night fighter radar and radio emissions and allowed the RAF fighters to home in onto the Axis aircraft and either shoot them down or disrupt their missions against the bomber streams. Other Mosquitoes would patrol around Luftwaffe fighter airfields ready to attack night fighters as they landed.

During 1944 and 1945, the Mosquitos of 100 Group claimed 258 Luftwaffe aircraft shot down for 70 losses. The gradually increasing threat from the RAF fighters also created what the Luftwaffe crews nicknamed 'Moskito Panik' as the night fighter crews were never sure when or where they may come under attack from the marauding 100 Group aircraft.



100 Group 214 Squadron Short Stirling (left) and Boeing Fortress

THE GREAT BOMBER COMMAND NOSE ART DATABASE

-Our volunteers in the archives continue to track down and research additional nose art images to add to the collection.

Photos of nose arts that are new to us and additional photos of nose arts that are in the collection are regularly added to the collection.

We recently updated the on-line version, so now the collection now includes 1227 unique nose arts and 2450 photos. This 'Flying Zebra' is one of the new ones that was forwarded to us. We don't know the squadron or crew that it flew with but it appears that they shot down an enemy fighter.

Our statistics show that the collection is widely used. We thank those who have sent new photos, and related information. Here's a link to [The Great Bomber Command Nose Art Database](#).



LANCASTER FM159 ENGINE RUNS

-A highlight of almost all of the museum's summer events is 'running-up' our Lancaster, one of only four in the world that is taxi-able. If you've never had an opportunity to witness one, or just want to watch one again, click on ['FM159 ENGINE RUN'](#).

Watch for the bomb doors to begin closing at 2:44, the flaps to begin deploying at 3:08, and the engines being shut down at 8:15.



FROM THE NEWSLETTER OF THIRTY YEARS AGO

-Our museum's Fall 1993 newsletter reported:

FN-121 Mk. 1 Turret Officially Unveiled -

The restored rear turret was officially unveiled on May 17/93. This project, which was completed by the Society's Clagary Chapter, is now in the museum, mounted in the Lancaster mock-up rear section. It is now fully operational (with imitation machine guns) and has an electric/hydraulic pump unit to supply power to it.

The only thing left to be completed is installation of plexiglass. This final detail will be in place for the 1994 season.

The official unveiling day was attended by some 90 Alberta ex-airgunners. The first tail-gunner to try out the turret was Leonard Isaacson, Lethbridge, Alberta. He recalled having spent nine hours and 25 minutes sitting in such a turret during an op over Germany. He said, "You didn't dare take your eyes off the sky!"

Larry Wright, Chapter president, said that the turret was one of several projects that had been considered. He reiterated that the project took twice as long to complete as had been estimated. He said, "Little did we know what we would be up against." Parts had to be obtained from as far away as the U.K., Australia and the U.S.

Doug Penney, who made 37 trips as an air gunner, was very enthusiastic about the restored turret, and praised the Society for its work.

Our THANKS to all those who participated in the unveiling. Please visit us again in the future.

We will be working toward having all three gun turrets restored in the future.

KEEPING CURRENT . . .

-If you change your email address, please remember to let us know at visitorinfo@bombercommandmuseum.ca.

-If this newsletter has been forwarded to you and you would like to receive future newsletters directly, please advise by email to visitorinfo@bombercommandmuseum.ca.

-This newsletter has been sent to members and supporters of the Bomber Command Museum of Canada. To have your name deleted from our list please advise visitorinfo@bombercommandmuseum.ca..

-We encourage you to forward this newsletter to others who you feel may be interested.

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