

BOMBER COMMAND MUSEUM NEWSLETTER

Spring 2024



Bomber Command Museum of Canada
Box 1051; Nanton, Alberta; T0L 1R0
office@bombercommandmuseum.ca
www.bombercommandmuseum.ca



As our volunteers finish up some winter maintenance on the Lancaster, here are just a few reasons to visit the museum this summer:

- Enjoy one or more 'Engine Run Days', including a tribute to the RCAF's 100th, an 'Open Cockpit Day', two 'Night Runs', and another Ted Barris book-launch.
- See how our Cessna Crane now carries the colours and markings of an aircraft at BCATP No. 3 Service Flying Training School in Calgary.
- Learn more about Bomber Command pilots, air-gunners, and bomb aimers from our updated and improved display cabinets.
- On Saturdays, visit with the Mosquito restoration volunteers as they make great progress on the wing, cockpit, undercarriage and other components.





SUMMER '24 EVENTS AT THE MUSEUM

-Please check www.bombercommandmuseum.ca regularly for detailed information, times, and possible changes and additions.

- ◆ **May 3 –An evening to commemorate the RCAF’s 100th Anniversary featuring a ‘Tribute to 405 Squadron’ -the RCAF’s first Bomber Squadron; a special presentation ‘The RCAF -Past, Present, and Future’ by Col. Terry Chester (Ret’d); and a Lancaster Night Run honouring the RCAF’s 100th.**
- ◆ **May 4 –A full-day RCAF 100th event -Engine runs, special displays, demonstrations, and presentations all day long; Feature presentation ‘Johnny Fauquier -the RCAF’s Most Decorated Airman’ by Richard de Boer; Lancaster engine run in honour of ‘Johnny’.**
- ◆ **June 8 –‘Open Cockpit Day’ -An ‘Engine Run Day’ plus the opportunity to get a close-up look into the cockpits of our aircraft including the Messerschmitt 109, Lancaster, Mosquito, and others.**
- ◆ **July 20 –‘Mosquito Celebration Day’ -Engine runs and special displays and presentations will update you about the restoration of this iconic aircraft.**
- ◆ **August 5 –Nanton’s ‘Parade Day’ and our annual ‘Ian Bazalgette VC Engine Run’.**
- ◆ **August 17 –The museum’s annual ‘Bikes & Bombers’ day. You don’t need to ride a motorcycle to attend. Lancaster and Bristol Hercules engine runs.**
- ◆ **September 20 –An evening presentation by award-winning author Ted Barris as he launches his new book; Lancaster ‘Night-Run’.**
- ◆ **September 21 –A day-long event with engine runs, special displays and demonstrations, and a feature presentation updating the museum’s Halifax Project.**



BOMBER COMMAND MUSEUM OF CANADA



Commemorating the 100th Anniversary of the ROYAL CANADIAN AIR FORCE



FRIDAY EVENING MAY 3rd

The RCAF –Past, Present, Future

-A 100th Anniversary presentation by Col. Terry Chester (Ret'd)

The current National President of the Royal Canadian Air Force Association, Terry has served as a pilot in the RCAF at all levels from tactical to strategic and flown and instructed on heavy multi-engine transport and patrol aircraft for over 10,000 hours. He has participated in numerous international operations, including the air war in Kosovo.

7:00: Museum opens
7:30: 'The RCAF –Past, Present, and Future'
9:00: Hercules Engine Run
9:30: Lancaster Night Run

Lancaster Night-Run



SATURDAY MAY 4th

Salute to Johnny Fauquier

-A special presentation by Richard de Boer

Air Commodore John Fauquier DSO and 2 Bars DFC was the most decorated airman in the RCAF's 100 year history. He was Canada's leading bomber pilot during WW II, flying at least ninety-three combat operations.

Johnny did it all during his flying career as a bush pilot, flying instructor, bomber pilot, 405 Squadron C/O, pathfinder, master bomber, base commander, and finally leading the legendary 'Dambusters' squadron as they dropped 22,400 pound Grand Slam bombs on Nazi targets.



10:00: Museum opens
10:30: Tiger Moth Engine Run
11:00: Lancaster Engine Run
11:30: 'Duisburg' -The RCAF's Busiest Day
12:30: 'Johnny' -Our feature presentation
2:00: Lancaster Engine Run in honour of Johnny
2:30: Bristol Hercules Engine Run

-Breakfast (after 9:00) and Lunch available on site
-Engine runs, special displays and demos all day
-SPECIAL GUESTS: Fauquier family members;
405 Sqn C/O LCol Dan Arsenault
-A/C Fauquier's medals will be on temporary display
-Opening of a permanent display honouring Johnny
-Opening of a permanent display honouring 405 Sqn
-Lancaster cockpit tours
-Grand Slam Bomb replica
-Flypast

CRANE 8177

-When our runnable Cessna Crane was donated in 2018, it was blue and white and marked CF-LED. Over the winter, our volunteers did a splendid job of turning it BCATP yellow and it now carries the markings of 3 SFTS Crane 8177, one of about one hundred that were used to train pilots at the school whose airfield is now the site of Mount Royal University. The number was chosen to honour S/L Donald Patterson DFC.



Born in Calgary, Donald Patterson attended Elbow Park and Western Canada High School before enlisting and becoming an RCAF pilot. Following his training, he spent seven months as an instructor at 3 SFTS, now the site of Mount Royal University in Calgary. During his training and instructing, Donald completed 675 flights in Cessna Cranes, including 75 flights in Crane 8177.

Donald was then posted overseas, serving with 405 Squadron and later becoming a Flight Commander with 426 Squadron, completing thirty-four combat operations. Many of these were in his 'personal' Halifax, 'Willi the Wolf from the West' that featured a spectacular piece of nose art, a full-size replica of which may be seen beyond the '8' in the above photo of Crane 8177.

S/L Patterson returned to Calgary following the war, raising a family and working in the petroleum industry.



The Canadian Rockies, Signal Hill, and Cessna Cranes at 3 SFTS

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 were 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

LANCASTER NEWS

-As well as regular engine maintenance, this winter our Lancaster volunteers have restored and installed a portable oxygen bottle and basket, the rest-bunk and the oxygen bottles that were kept within it, serviced the brakes, and completed the assembly of the Lancaster's 'fifth' Merlin.



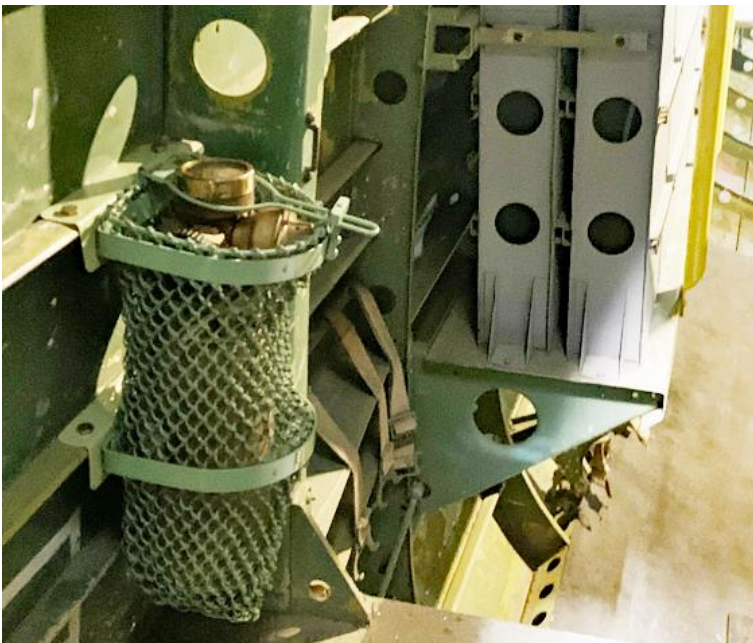
The Lancaster's main wheels were removed in order to service the brakes. Our vintage wing jacks, which were restored in 2022 in order to install Shackleton undercarriage with new tires, were utilized for a second time.



The rest-bunk was located on the port side of the fuselage, between the two wing spars and behind the wireless operator's position. It formed the top of the main oxygen storage crate.



Oxygen bottles are located below the rest bed.



Several of these portable oxygen bottles were located within the Lancaster's fuselage.



Our museum's 'fifth' Merlin for the Lancaster has been assembled and is ready-to-run.

CREW POSITION CABINET UPGRADES

-Our museum includes displays cabinets related each of the Bomber Command crew positions. Each includes written information, photos, and the equipment used. We have recently made significant improvements to the pilot's, air-gunner's, and bomb aimer's cabinets.

BECOMING A BOMB AIMER

After volunteering to join the RCAF, all future airmen were posted to a Manning Depot for four to eight weeks where they were issued with uniforms and experienced the basics of military life such as polishing boots and buttons, saluting, marching drills, physical training, cleaning, and performing guard duty. In some cases, remedial high school courses were offered to the youngest students.

After their experience at a Manning Depot, those selected to become Bomb Aimers were posted to a Bombing and Gunnery School for eight to twelve weeks. They also spent time at an Air Observer (Navigator) School where the focus was on map reading and navigation skills.

These schools required large areas to accommodate their bombing and gunnery ranges. Of the eleven Bombing and Gunnery Schools operated by the BCATP in Canada, 8 B&G in Lethbridge was the only one in Alberta.

The bomb aimer would then be posted overseas to an Operational Training Unit where he would become part of a 'crew' and train for about ten weeks in an operational bomber, generally a Wellington. If the crew were to fly four-engine bombers, a further five weeks of training would take place at a Heavy Conversion Unit.

Finally, about a year after enlisting, the bomb aimer would be posted to an operational squadron.



Prior to a flight at a Bombing and Gunnery School, a student bomb aimer inspects practice bombs attached below the wing of a Fairchild. When the bomb struck the ground, it emitted coloured smoke. As there was more than one bomb aimer in the aircraft, observers on the ground used the different colours of smoke to determine the accuracy and the identity of each bomb aimer.

BOMB AIMER



A bomb aimer looks through his bomb sight in the nose of a Lancaster bomber. His right thumb is on the release button.

THE BOMB AIMER OVER THE TARGET

The large, plexiglass blister in the nose of a bomber provided the view of the ground below that the bomb aimer required. En-route to the target, one of the bomb aimer's duties was to release 'window' strips of aluminum foil that interfered with the enemy's radar systems.

As the target was approached, the bomb aimer lay prone in the nose compartment, his chest resting on the cushion. Looking through the bomb sight, he guided the aircraft during its 'bomb-run' by calling out orders to the pilot such as, "Right, steady, left, left, steady... bombs gone!" The pilot then had to maintain his course for about twenty seconds to allow the 'photo-flash' and on-board camera to record where the bombs struck.

During the run over the target, the bomb aimer had the best view of the searchlights, the flak exploding around the aircraft, enemy fighters, and the other aircraft in the bomber stream, lit up by the burning city below.

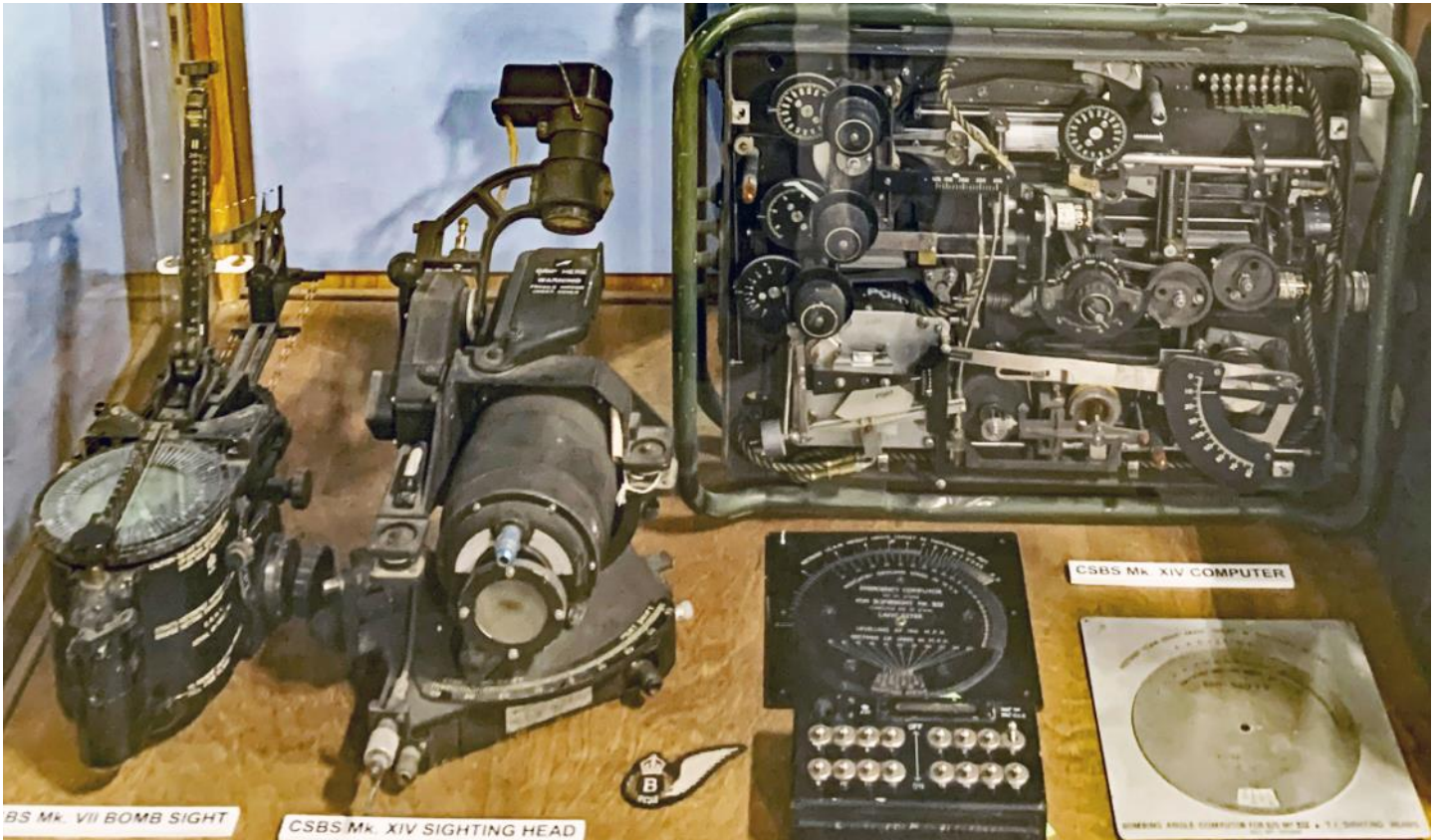
The bomb aimer had the added responsibility of manning the front gun turret, directly above the bomb aimer's position. It was rarely used.



The bomb aimer's control panel enabled him to release bombs from up to sixteen different locations in the bomb-bay.



Looking into the bomb aimer compartment in the nose of a Lancaster. Note the 'computer' (at left), the bomb sight (centre) with the chest cushion below, the bomb aimer's panel (to the right of the cushion), and the mesh container for a portable oxygen bottle (at right).



BS Mk. VII BOMB SIGHT

CSBS Mk. XIV SIGHTING HEAD

CSBS Mk. XIV COMPUTER

AN UPDATE FROM THE CALGARY MOSQUITO SOCIETY

-How many donuts does it take to restore a de Havilland Mosquito?



Before you answer 'lots', let me give you the number. Courtesy of restoration boss Jack McWilliam we are well supplied every Saturday morning with dozen of Uncle Tim's finest fat pills. (Being the more sensible 'parent' figure in this equation, I am responsible for the weekly veg or fruit tray).

Figure we are out 50 Saturdays a year, times 12 donuts for an annual total of say, 600. We've been at it for 12 years now so, 12 X 600 is 7200. We figure to be about half way through the restoration process so double that number to arrive at 14,400 donuts over the 24 year period of the Mosquito's restoration. But what is that in feet?!?

Each 'holy' pastry is approximately 3.25" in diameter. Multiply that by 14,400 for a total of 46,800 inches or 3900 feet, or pretty much $\frac{3}{4}$ of a mile of donuts. All for a good cause.

But please don't think us constrained by convention or that our Saturday diet is limited strictly to veg or donuts. No, indeed our diets are often supplemented by others in the group with cookies and licorice from Michael, some store-boughts from Davey, homemade from Alan and who can forget Catherine's incredible weekly plate of baked goods.

Adding to our wellbeing (social if not bodily) are the good folks from the High River Hospital Aux who, once a month or so, grace us with a tray of cinnamon buns or chocolate chip goodies. Hard to say if this enhances or retards the pace of our work some days. Easter and Christmas are the best (or worst if you are a waist line watcher). Regardless, it's a deliberate and welcome component to the Calgary Mosquito Society's culture.

And just for good measure, we are known to share with our BCMoC hosts should they get to the shop early enough.

-Richard de Boer, Prez



A mountain of Catherine's home made brownies to give a first thing in the morning, calorie-laden sugar buzz.



Groaning under the weight of sweet goodness, the lunch table at Christmas-time.



Volunteer Catherine Derosier really spoiled us with her home baked goodies every Saturday. We put her to work to sweat off a few calories.

BCMC Spring 2024 Page 8



Bev Furlong sets the table with our 10th anniversary cake back in July 2022

'THE BABE'

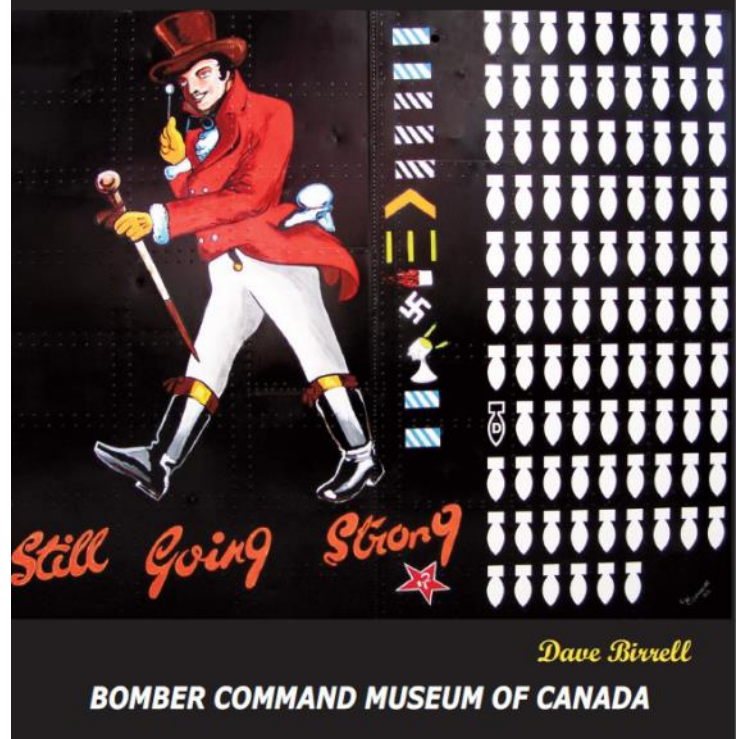
-A replica painting of this 432 Squadron nose art is now on display at the museum. Nose artist, Clarence Simonsen completed it for his friend Harold Kearl's one hundredth birthday party.



F/O Harold Kearl flew as the pilot of 'The Babe', Halifax NP736. Note that the 'bomb tally' is made up of a freshly washed diaper hanging on a clothes line for each operation. The aircraft completed a total of fifty-six combat flights. Harold also flew operations in two other 432 bombers, 'Avenging Angel' and 'Willie the Wolf'. Replicas of these are on display at the museum as well.

Photos and information related to these three nose arts and 1224 others may be found in the museum's [Bomber Command Nose Art Database](#). 'Nose Art' continues to be one of the most-visited sections of our on-line archives.

NOSE ART The Clarence Simonsen Collection



An updated edition of our museum's nose art book is available at the museum or from our [on-line store](#).

BUILDING EXPANSION

More progress is being made this spring towards our goal of building a 25 000 square foot addition to the museum. We have prepared an excellent document titled "Home for the Heavies", which outlines our past accomplishments, the scope of the project, and fund-raising goals. It will be used to approach government, corporate and private sources of revenue to raise the approximately \$7 000 000 needed for completion.

We are also looking to hire a professional grant writer to access previously untapped funding possibilities. Hopefully, this person will be in place by the summer.

On a positive note, through the Calgary Foundation, we recently received an unsolicited donation towards the expansion fund.

Our Expansion Committee remains committed to this worthwhile and ambitious project. We will persevere until it becomes a reality.

THE BATTLE OF HELIGOLAND BIGHT

-The Battle of Heligoland Bight on 18 December 1939 is said to be the first 'named battle' of the Second World War. It proved to be a baptism of fire and a disaster for Bomber Command, resulting in the loss of fifty-seven airmen and twelve Wellington Bombers.

Twenty-four Wellingtons of 9, 37, and 149 Squadrons were ordered to search for and attack German ships off Wilhelmshaven harbour. Twenty-two bombers reached the target area, located some German ships, and bombed from 13,000 feet.

For the first time in the war, German fighters were directed to the bomber force by a ground controller who was being given information from an experimental Freya radar station which had detected the Wellingtons when they were seventy miles out on their approach flight. Twelve of the twenty-two bombers were shot down. Two of the German fighters were shot down by the bombers.

Two of the 9 Squadron Wellington pilots were Canadians and were killed, S/L A.J. Guthrie and F/O J.T. Challes. A third Canadian, P/O R.M. Ross, a Wireless Operator/Air Gunner, was killed as well.

As a result of this ill-fated raid, Bomber Command reconsidered the concept of 'self-defending' bomber formations and effectively discontinued daylight bombing operations over mainland Germany in favour of night operations.



'A Hard Lesson to Learn'

A painting by Adrian Rigby

BRIG/GEN W.F.M. NEWSON DSO DFC and BAR

-From Fleet Fawns to Sabres -Calgarian 'Bill' Newson enrolled at Kingston's Royal Military College in 1936, graduating in 1939 with a degree in civil engineering and joining the RCAF just as the war was beginning.

Following his flying training, Bill escorted Atlantic convoys in Hudsons, flew Bolingbrokes on the west coast, ferried a Catalina 'flying-boat' across the Atlantic (fifteen hours), and became a flight commander with 408 Sqn and c/o of 431 and 405 Squadrons, flying a total of fifty-two operations with Bomber Command.

Following the war, Bill remained in the RCAF for twenty-seven years, serving in a number of senior positions. Through all his post-war assignments, his logbook makes it clear that he never stopped flying including many flights in Beechcraft and Dakota transport aircraft and T-33 and F-86 Sabre jets.

Our museum has been working with Bill's family to properly document his RCAF career, The complete story is available from our on-line archives. Click on ['Bill Newson'](#)



THE SAGA OF THE RED DEER LANCASTER

-How Charlie Parker's 'Hell Razor' became a roadside attraction on Alberta's Highway #2 for nine years and then was destroyed by fire immediately prior to take off.

Lancaster KB-885 served with 420 Squadron RCAF where it was assigned the fuselage code letters 'PT-Y'. The nose art featured a bat with a straight razor for a mouth that contains a machine gun. Clarence Simonsen believes that this design likely derived from artwork created by Walt Disney artists.

Upon its return to Canada following the war, KB-885 went on to become 'The Red Deer Lancaster' when Charlie Parker purchased the aircraft and displayed it next to his service station on Highway #2.

Still proudly carrying its 'Hell Razor' nose art, the Lancaster became a landmark for motorists travelling between Calgary and Edmonton from 1947 until 1956 when it was sold to an American company who planned to utilize KB-885 as a water bomber. Sadly, it caught fire and burned just prior to take off from a field near the service station in January 1957.

The complete, fully illustrated story is available at ['The Red Deer Lancaster'](#) in our museum's on-line archives



HARVARD PROGRESS



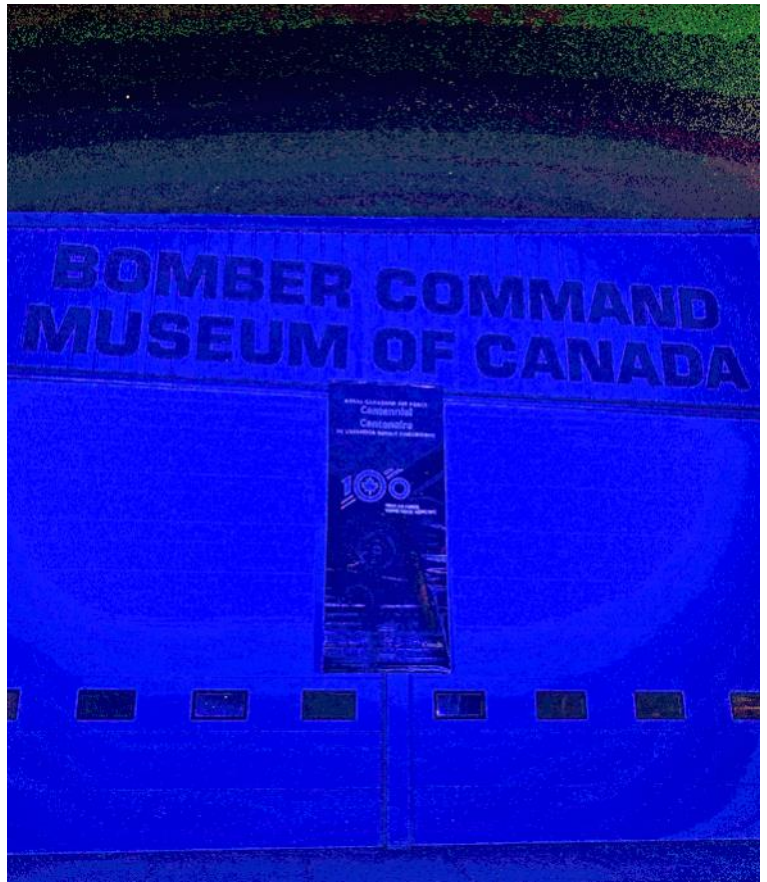
Our volunteers continue their work towards having a runnable Harvard. The engine restoration has been completed and it's ready to run. In the above photo, the upper part of the firewall is the original and the lower section, which was badly damaged, has been replaced and it has been painted. The next step is to attach the brackets and equipment that were on the firewall originally so that the engine, can be installed on the aircraft.

In addition, work is being done to remove and replace some troublesome, sheared off bolts that attach the frame to the main wing spar on the port side of the aircraft.

HARVARD 3825 - TRAGEDY IN THE BULL CREEK HILLS

The crash of Harvard 3825 and the subsequent deaths of the two airmen aboard is a complex story that is still not completely clear. As well as the two airmen, it involved a hunter, an RCMP rescue party, and three ranchers. What is clear is that the aircraft crashed near the summit of the Bull Creek Hills, on the steep, north-facing slopes at the head of Deep Creek that flows to the east from near the summit. The Bull Creek Hills lie west of Nanton, immediately north of the Highwood Valley at the entrance to Kananaskis Country. They reach an elevation of 2179 metres. Harvard [3825's story](#) is in our museum's on-line archives.

RCAF CENTENNIAL



In celebration of the RCAF's Centennial and commemoration of the men and women who have, and continue to serve Canada at home and abroad, famous landmarks, city halls, businesses, embassies, and residences across the world were illuminated in blue on April 1, 2024.

Over 300 landmarks in twenty countries participated in the illumination campaign. In Canada, this includes the CN Tower, Montréal Tower, Calgary Tower, Vancouver Sails of Light, Esplanade Riel, and Niagara Falls.

Our museum turned blue as well.



FROM TWIN BUTTE TO ILE DE 'YEU

-Our museum is working with an Australian author to chronicle the story of F/S John Ekelund, an RCAF 149 Sqn Stirling pilot from the southwestern corner of Alberta. F/S Ekelund and his crew of four RNZAF and two RAF airmen were killed while on a gardening (mine-laying) operation and are buried together on a tranquil island off the coast of France.



Located just nine kilometres from the front range of the Canadian Rockies near Waterton Lakes National Park, the Twin Butte General Store is one of only a few buildings in Twin Butte, located in classic Alberta ranching country.



Located sixteen kilometres off the west coast of France, Ile de 'Yeu is a small, beautiful and peaceful island. Our museum's Australian friend was surprised to come across the graves of F/S Ekelund and his crew.

THE WAR TO END ALL WARS

-During Remembrance Week 2023, our museum participated in the "History Rocks" museum charity project.

Deemed a tremendous success by museums around the world and developed in partnership with Yarnhub Animation Studios, "The War to End All Wars - The Movie" weaves together the WW I stories behind Sabaton's powerful songs on their most recent studio album "The War to End All Wars".

140 museums big and small spanning thirty countries participated in screenings from November 4-19, 2023. The Bomber Command Museum of Canada showed the film over three days, November 10-12.

We had thirty viewers over the four showings, which is actually a pretty respectable response for our small museum. More importantly, two parties, one from Calgary, eighty km north and one from Lethbridge, 120 km southeast, indicated they came to the museum specifically to see the movie! (About 6 viewers in total.) The Calgary group claimed to be Sabaton fans, and the mother indicated she recognized the tunes from music her son listened to!

We showed the intro and outro for all showings and none of the viewers who came into the theatre left before the movie, including the outro, ended.

We used the Historical Significance-Fact Sheet to produce a small one page programme, that viewers could use to better understand the movie and as a takeaway item/souvenir.

Overall, this was a very positive experience, and some participants even indicated if we showed the video next year they would come back to see it again.

We really cranked the volume during screenings compared to when our colleagues saw the preview, and it totally rounded out the experience. I have Sabaton in my head right now (Shot in the eye, he just wouldn't die!). Long live heavy metal.



FROM LAKE LOUISE, ALBERTA -A PATHFINDER BOMB AIMER'S STORY

-Joe Routledge was the postmaster at Lake Louise, Alberta and during the early 1960's published 'The Kicking Horse Chronicle', a weekly newsletter/paper for the Lake Louise and Field areas. But during the Second World War, Joe was a Bomb-Aimer, serving with 156 PFF Squadron. He flew twenty-four operations, the last one on February 20 1945 when his aircraft was shot down. He then spent the remainder of the war in a Prisoner of War camp.

As the publisher of the 'Kicking Horse Chronicles', Joe decided to, over a number of issues, include a description of his role as a PFF Bomb Aimer. His family recently donated this material to the museum and it's available from our on-line archives. Click on '[Kicking Horse Chronicles](#)' .


KICKING HORSE

CHRONICLE

SERVING

5¢

FIELD
B.C.



LAKE LOUISE
ALBERTA

5¢

KICKY

PUBLISHED AT LAKE LOUISE, ALTA.

AUTHORIZED AS SECOND CLASS MAIL POST OFFICE DEPT OTTAWA
 SUBSCRIPTION RATES-CANADA \$2-USA \$3

by: J.D. "Joe" **PATHFINDERS**
ROUTLEDGE THE STORY OF 8 GROUP R.A.F. BOMBER COMMAND

OPERATIONAL AIRCRAFT IN USE FROM TIME
 PATHFINDER GROUP WAS FORMED TO END
 OF WAR.

- WELLINGTON
- STIRLING
- HALIFAX
- MOSQUITO

The target, of course, was never given until briefing time, and after lunch the topic was usually, "where are we going?" Crews stuck together like blood brothers, and resting in a group in one of the crew's rooms they would discuss where each one thought they were going. Would it be the Ruhr again? Chances are yes, but what target? Haven't been to Essen for quite some

HALIFAX NEWS

-From our humble beginnings of just a core of a Halifax from Malta, we have come a long way!

See the photos of all the parts we have acquired to make a Halifax for BCMC. See the GREEN airframe and engine parts on the Halifax cutaway, this is what we have collected and are rebuilding right now.

The BIG news is from Oct. 2023 to Jan 2024 we have acquired 53 feet (16 meters) of Halifax outer wing panels, two of them - left and right outer wings - each is 25 feet long plus a wing tip, from the Yorkshire Air Museum and the RAF Museum respectively. These we will add to the center-section rebuilt - almost complete - at the Halifax rebuildshop at Arnprior Ont. airport by Knox Tech.

See on Facebook a page called "REBUILDSHOP" to see the Halifax rebuild.

The RCAF have, in their 100th Anniversary year in 2024, agreed to haul these wing panels back to Canada for us in a C-17 to help out our Halifax Project! More on this later.

We also acquired another Hercules engine, our 10th engine, to make 4 runners for the Halifax. No. 2 Hercules engine (factory fresh engine out of a crate) is now on our engine run trailer. Just this week it has been put into GOOD running order for all our events at BCMC this summer. We also acquired a complete Hercules rare engine air scoop from Oakland California !!

To top this off we found even more rare parts for a Boulton Paul Halifax rear turret which we are starting to rebuild at BCMC. We found these rear turret parts in Idaho Fall, Idaho -- of all places!

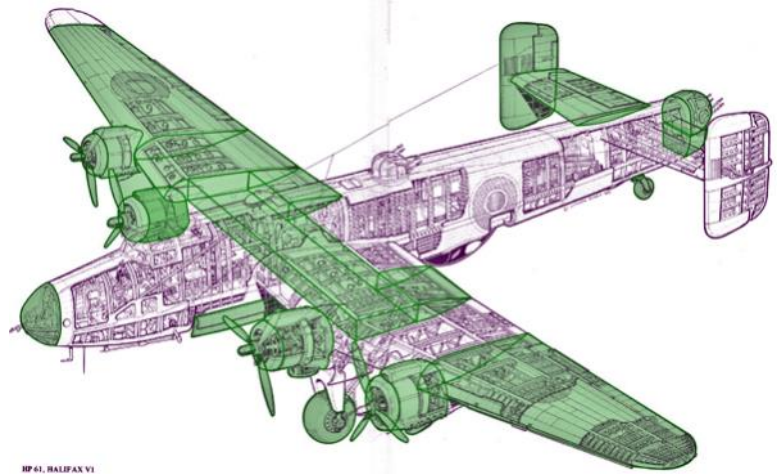
The Dutch people, who have many Halifax parts, have traded and given us a large section of Halifax tail and rudders as well as landing gear pieces and they were all hauled from Holland to the UK by our new friend Hugo Loudon.

So with all the Halifax parts now stockpiled in the UK, waiting to come to Canada to be added to the rebuild, we urgently need you to support us in our hour of need as we have a series of large crates of Halifax parts that must be shipped from the UK. Any donation, big or small, would be greatly appreciated as each crate costs hundreds to bring across to Canada.

You can donate to Halifax 57 Rescue at this location, just Google "Fundrazr 417498" -- OR-- Donate to BCMC, specifically - you must point out - it is for the "HALIFAX PROJECT" to help us.

You can see all the rebuild and recovery of the Halifax at "FUNDRAZR 417498". There are over 150 reports and videos of our Halifax project there with all the details.

So we hope you will help us as we build up our Halifax to go alongside the Lancaster.



A VERY BAD WEEK FOR 408 SQUADRON

-One of the more sobering facts of Bomber Command's losses during the Second World War was that 'sprog' (new) crews suffered the most.

This is dramatically pointed out in what happened to 408 Squadron near the end of February 1944. On the 19th of that month, they dispatched sixteen aircraft to Leipzig and lost four. On the 24th, seventeen aircraft to Schweinfurt, for the loss of two and on the 25th eleven aircraft went to Augsburg, where two more failed to return. This represents a loss rate of almost 14% (25% on the 19th). Bomber Command considered a loss rate of 5% unsustainable. It also represented one third of 408's operational aircraft.

Of the eight aircraft lost, six were sprog crews. The number of men in a crew was seven, so this represents forty-two lost. Their average experience was a single operation. The most any of them had was four, but for fourteen it was their first operation. Sadder still, Flying Officer John Allen Frampton from Vancouver, who was flying his second operation, was KIA. He was only nineteen, amongst the youngest of the Canadian pilots lost by Bomber Command.



LANCASTER COLD WAR MEMORIES –by Fred Burton

-During the 1950's, 407 Squadron Lancasters based at Comox, British Columbia flew operations to search for airborne radiation from Russian atomic weapons blasts. Occasionally the Lancs would return with a "hot filter". This information was combined with that from American patrols likely flown from bases in Japan and Alaska and used to plot the nuclear fallout track. Fred Burton is a 407 Squadron veteran who, amongst other things, flew the museum's Lancaster (FM159) from Dartmouth, Nova Scotia to serve with the squadron in Comox in June, 1955.

This particular flight took place on March 21, 1956 in Lancaster KB894. Takeoff was at 15:50 PST (rather late in the day) and consisted of a climb to 30,000 feet. Skipper on this flight was F/O Chown. I was the "lucky" guy who had to do the filter work in the rear rest.

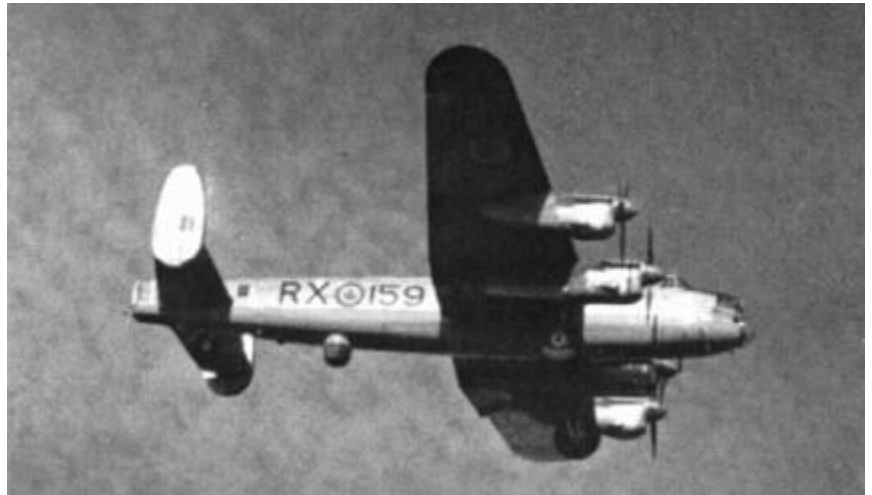
This consisted of changing an air filter about every 15 or 20 minutes by opening the rear rest window, swinging the filter holder in and changing the filter. Needless to say about a 160 knot wind then blew in through the window. After changing the filter you had a chance to "warm up." Ho Ho Ho!! Heating in the aircraft at 30,000 feet was meager at best and in the rear rest was all but non-existent.

Being the short fat little guy, I used to get the filter-changing job. I donned my winter underwear, winter flying suit, a parka around me, another around my feet and fleece line boots as well. Ice from using oxygen coated you from your chin to your knees.

On this particular trip the outside air temp was -122 C. Beside me on the fuselage just under the window was a plug labelled "heated flying suit" but none were to be had as they had mostly rotted from long-term storage. There were two small tubes with a wee bit of warm air coming out of them that could be used to defrost the rear rest windows. Both of these were stuffed in the side of my flying suit for the only true warmth available.

In contrast, the pilots and navs were roasting up in the "greenhouse" in the bright sunshine. Maybe some other RO's from the 50's remember these trips. This was a short one, only 4:05 but some could go on for 6+ hours if we had 2554 gallons including the belly tank. The Lanc's normal fuel consumption was about 200 gph and went up about 50 gph for every 5000 feet over 10,000 feet so theoretically we were burning about 400 gph. It was probably higher as the first half of the flight was all climbing. At that altitude you had to do a flat turn or you could drop 100's of feet in an instant.

We were always briefed to fly at 30,000 feet (if we could get there) and one skipper always asked if that was the minimum. We did get a Lanc to 30,600 feet on one of those trips with him.



ORDERS, MEDALS, AND DECORATIONS AWARDED TO RCAF PERSONNEL

A huge amount of information related to RCAF personnel who received awards is now available to researchers, family members, and others on our museum's on-line archives. Compiled by highly respected historian and author, Hugh Halliday, it comprises about fifteen thousand pages - the 'M' surnames alone is 1726 pages.

Check it out at ['RCAF Medals and Decorations'](#).

Orders, Medals, and Decorations Awarded to RCAF Personnel 1939-1949

Compiled by Hugh A. Halliday

Acknowledgement: This data base has been prepared with generous assistance from Surgeon Commander (ex F/O) John Blatherwick, CM, CD, MD, New Westminster, British Columbia.

A B C D E

F G H I J

K L M N O

P Q R S T

U V W Y Z



Victoria Cross



Distinguished Service Order



Distinguished Flying Cross



Air Force Cross



Conspicuous Gallantry Medal



Distinguished Flying Medal

BOMBER COMMAND NIGHT RAID REPORTS

-Another great addition to our on-line archives. These detailed reports are not all there yet but our volunteers are working hard to fill in the blanks. Have a look at [Night Raid Reports](#).

22. Flak and Searchlights The general opinion of crews indicated that enemy ground defences at Hamburg had been increased since the previous attack. The usual decrease in intensity during the attack was reported but the number of aircraft damaged by flak was fairly constant throughout the raid. Much of the flak was considered to be of barrage form. Some reported instances of aircraft held in searchlight cones but not engaged by flak suggest searchlight cooperation with fighters. As on the previous WINDOW raids, searchlights appear to have experienced considerable difficulty. On the way in the bombers found the Neumunster-Kiel area well defended, and on the return the defences at Bremerhaven were active. 29 aircraft were damaged by flak.

23. Fighters The R/T traffic intercepted on this night was, from some areas of a different nature from that which is usually heard. Instead of the usual brief instructions as to course and height, ground stations were heard to give something of a running commentary regarding the course and height of British aircraft, and information about their being held in searchlights. The conclusion to be drawn is that the enemy had decided to use a system of much looser control of his fighters when interference from WINDOW made it necessary. In the traffic heard there were several direct references to the fighters flying without ground control.

24. Some remarks indicate that the enemy was placing considerable reliance on the use of A.I. It would appear therefore that WINDOW was not having as serious an effect on the enemy A.I. as had been hoped. The number of night fighters heard by wireless Intelligence on this night was 80, in the traffic of 26 of which British aircraft were mentioned. The total number is somewhat less than on the first Hamburg night but the number in whose traffic British

An example of the detailed information contained in the Night Raid Reports -27/28 July, 1943

FROM THE MUSEUM'S NEWSLETTER OF THIRTY YEARS AGO

-Our museum's Spring 1994 newsletter reported:

Pathfinders Remembered July 31, 1994 -

We hope that many of our members will be able to join us on July 31st for our "Salute to the Pathfinder's Day." We will be honouring the fiftieth anniversary of the flight by S/L Ian Bazalgette VC DFC which resulted in his being awarded the Victoria Cross. Our friends Chuck Godfrey and George Turner who were part of "Baz's" crew will be travelling from the UK to join us for the day. We will also be honouring all those associated with the Pathfinder Squadrons and in particular the Canadian Pathfinder Squadron (#405 City of Vancouver). The Society has commissioned a painting by the prominent Canadian aviation artist, John Rutherford, which will be officially unveiled. The painting depicts a specific raid by 405 Sqd. Our special guest for the day will be R.J. Lane Lt. Gen. (Ret'd), wartime c/o of 405 Sqd.

There will be a "Pathfinders' Luncheon" for Society members and guests and ex-aircrew and guests. Tickets are limited and we encourage members to purchase them early to avoid disappointment. We hope you will help us to "Salute the Pathfinders" on July 31, 1994.

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](#).