

BOMBER COMMAND MUSEUM NEWSLETTER

Fall 2024



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



PRESIDENT'S REPORT

Snow begins to fall and it is clear evidence that our summer season is over and we are now well into our Winter program. Reflecting on this past season we saw some major changes. Our Cessna Crane has made several debuts and produces a sound unlike either the Lancaster or our Bristol Hercules. Its two Jacobs engines along with our Tiger Moth and Fleet Fawn, once again fill the air of sounds of the BCATP. With the Crane and Tiger Moth fully functioning, Two of our project aircraft became surplus to us and now find homes where they will continue on their journey to restoration. Down the road, we plan to expand our BCATP focus in continued recognition of Alberta's contribution to the war effort.

Engines and Airplanes continue to be some of our main focus and we see that the Spitfire project has made a monumental leap forward with its Merlin now in the rebuild shop and its tear down has begun. Another project that has seen some major steps forward as well is our Harvard. Engine mounts, wing mounts, a little twisting and pushing should soon see the engine on the Harvard.

While it's great to reflect on our projects and progress, I would be remised if I did not recognize who it is that is making these possible. It is folks like you, that make this possible. It is through your kind donations, in support of the cost to fund these projects to the donation of your time to help actualize these dreams, that we see the true spirit of the museum. With out you, we would be a dark building holding "Things". With you we are a living entity that helps to bring Canadian history to life.

To all our supports both near and far I send a thank you for all you do.



SUMMER 2024 SUMMARY



AVM John Fauquier DSO and Two Bars DFC, the RCAF's most decorated RCAF airman, was the museum's focus during our Salute to the 100th Anniversary of the RCAF. Fauquier family members attending (shown above) included Johnny's son and two daughters.



The museum's 'Open-Cockpit Day' included the first official run-up of our Cessna Crane following its paint job and the addition of BCATP markings.



Jennifer Handley, Nanton's mayor, Rachel Herbert, and museum vice-president Dan Fox and his wife Bev attended events at Senantes, France. Nanton and Senantes are 'twinned communities' as both have a deep connection to S/L Ian Bazalgette VC.



A group of seven southern Alberta Air Cadet squadrons held their Battle of Britain parade at the museum.



Bikes & Bombers 2024



Award winning author, Ted Barris returned to the museum to launch his new book, 'Battle of Britain –Canadian Airmen in their Finest Hour'.



Johnny Fauquier's daughters, Nancy and Vals, with Ruth Kirkey of 405 Sqn who brought a replica set of Johnny's medals from RCAF Greenwood, NS. Johnny served two tours with 405 as their C/O.



This new display introduces our visitors to the Royal Canadian Air Cadets and their history. It's part of the Canadian Air Cadet Museum supported by the Air Cadet League of Canada and 700 Wing Royal Canadian Air Force Association



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 2024 member, we encourage you to renew for 2025.

-To join the Bomber Command Museum visit:

['On-line Membership Purchase'](#) 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

DONALD BRUBAKER AND FRANCIS CAPSTICK

-Their Names Fell through the Cracks of History

Donald Brubaker was born in Kitchener, Ontario, graduated from high school in June 1940, and joined the RCAF two months later. During May 1941, he received his pilot wings at 3 Service Flying Training School in Calgary.

Francis Capstick was born in Capstick, Nova Scotia, a small village at the northern tip of Cape Breton Island. He enlisted in the RCAF during July 1940 and graduated as a Wireless Operator/Air Gunner, his wireless training having been completed at 2 Wireless School in Calgary.

Both P/O Brubaker and Sgt. Capstick were posted to 149 Squadron RAF that was flying twin-engined Wellington aircraft. After taking off from their base at Mildenhall on 20 October 1941 on a raid to Bremen, their aircraft, Wellington Z8795 (OJ-C), crashed into the Scheldt River in Belgium. All six aboard the Wellington, including the two Canadians, were killed.

At some point following the deaths of P/O Brubaker and Sgt. Capstick, it was incorrectly recorded that they were part of 145 Squadron -a fighter unit that flew Hurricane and Spitfire aircraft. So when the initial list of Canadians killed while serving with Bomber Command was prepared for Canada's Bomber Command Memorial Wall in 2005, the names of Donald Brubaker and Francis Capstick did not appear. They had, "Fallen through the cracks of history."

During 2022, Donald Brubaker's niece Anneliese and her family from Hamilton, Ontario visited the museum, expecting to see her uncle's name on the Memorial Wall. Disappointed, she contacted the museum.

Anneliese's inquiry and other information that was not available in 2005 led to detailed research by museum volunteers. During April 2024, the museum engraved the names of 191 airmen onto the Memorial Wall. They all, like Anneliese's uncle and Sgt. Capstick, had "Fallen through the cracks of history."

Their names are now on Canada's Bomber Command Memorial Wall and were unveiled by Anneliese who travelled from Hamilton, Ontario to attend the museum's 'Salute to the RCAF's 100th Anniversary event.



Canada's Bomber Command Memorial Wall - [All 10,855 names on the Wall](#) maybe viewed on our website.

BCMC Fall 2024 Page 5

ANSON #7481 PROGRESS REPORT

-Annie continues to move forward with several projects underway; each helping to bring Annie back to her former glory.



Mainplane – Trailing edge

Ken and Doug continue to work on Annie's trailing edge. The port side is nearly complete and ready for its plywood covering. Before the covering is attached, construction is to begin on the starboard side. This requires a whole new table as the port side still occupies its own. The plan will be to utilize the two tables afterwards with the addition of a center section addition to rebuild the trailing and leading spars.



Anson Nose and Cockpit wind screen

No two Ansons were built the same and Annie is no different. Bruce has been actively working on placing our windscreen and cowling on Annie. In some cases new holes need to be drilled, a few pieces bent and fitted back into place. Perspex fitted, glass cut, sealant added. A few cuss words issued, A little blood offered, and the pieces come together.



Electrics

Preparations have been made to test out the Starter circuit on Annie. Over the last couple of weeks we removed all the spark plugs, Drained some oil from the cylinders and once our batteries are charge we should be able to test it out and crank the engines over!

Bomb Aimer Simulator

We have begun creating a Hands-on Bomb Simulator. This is planned to feature two sections. Outside you'll be able to select and observe which Bomb you want to Drop. Flip a switch and Master power is on, another switch and you've selected the bomb in its rack, press the button and down goes the bomb. The system is designed to plug into a portable display so it can be moved out on the main Tarmac during event days or plug into the Annie herself as part of her indoor display.

The second half of this display makes use of a MK1 metal anson nose. You'll be able to climb inside, and follow a bombing run over the old Vulcan Airbase. "Stay on Target", "Stay on Target", "Bombs gone"

With this you get a print out on where your bombs fell and were you "On Target"?

AN UPDATE FROM THE CALGARY MOSQUITO SOCIETY

-The engine is turning over. We're in the magazines again. We got a new camera. We had a great Mosquito Day and we are making good progress all over the Mosquito.



The engine in question is our Hurricane's Merlin 29, which if you recall, we had to remove and tear down post Covid for a number of issues. The engine is in Calgary, on a test stand, with a club prop and is just a couple of tweaks from getting some spark and go juice to make it run. Big thanks to the Museum's Dr. Brian Taylor for making a number of trips into Calgary to lend his expertise to our problem child. Fingers crossed that it barks on its own in the next couple of months.

Our July 25 Mosquito Celebration Day was a great success with a terrific turnout, great weather and lots of appreciative visitors. Another big thanks to Bomber Command for allowing the Calgary Mosquito Society to choose who rides in the Lanc for the engine run events. It is a great reward for our dedicated volunteers.

One of the Mosquito Day attendees spent a lot of time talking to us about our restoration progress on the airplane and he wrote it up for an article that appeared in AEROPLANE magazine in October. Big thanks to Graham Heeps for a very well researched article that covered 5 pages in Britain's largest vintage aviation magazine.

Have you seen our big, new Wild RC8 camera? It is what Spartan Air Services used in the Mosquito for their high altitude photo-mapping work back in the 1950s. Well, thanks to Bruno Hutter, Wild's factory rep in Canada, we now have a 'like new' example to install in our airplane. As Bruno noted in one of our videos, Spartan paid just \$1500 for the Mosquitoes back in 1954, but they paid \$20,000 for each camera! This was back when the average cost of a house in Canada was just \$8000. Yikers.

Mosquito restoration, you ask? Lots on the go these days with just a couple of new skins to finish the top of the wing. Jaimie and friends just finished one main landing gear and are well into the second. The crew has been busy stripping the fuel tank panels, while our fuselage crew, Andy and Don, continue installing bits and systems in the back and front ends of our cigar tube.



Come by any Saturday for your own tour!
-Richard de Boer, Prez



CENTENNIAL AIRCREW

-Five Canadians completed almost 100 sorties with Bomber Command.

During the war, fifty-nine percent of aircrew were either killed, wounded, or captured. With such losses, it was difficult for a crew to complete 25 to 30 sorties with an operational squadron. These five dedicated Canadians volunteered for additional tours which included the elite Pathfinder Squadrons of 8 Group of Bomber Command. With skill and luck, they beat the odds of surviving multiple tours in Bomber Command.

Squadron Leader Glenmore Benjamin Ellwood, DSO, DFC and Bar from Elmwood, Manitoba was a navigator who served multiple tours with 405 and 617 squadrons.

Squadron Leader James Richard Dow, DSO, DFC and Bar from Winnipeg, Manitoba was also a navigator in Rivers, Manitoba. After his first tour with 9 Sqn, he went to India with 215 Sqn returning to England later to join Pathfinder squadrons 97 and later 635.

Brigadier General Jack Vincent Watts, DSO and DFC and Bar, joined the RCAF in Hamilton, Ontario and trained as a navigator. He flew with 10 Sqn and later 462 Sqn in the Middle East. On returning to England, he joined pathfinder squadrons 109 and then 105.

Flight Lieutenant Richard "Dick" Charles McClelland, DFC and Bar from Herbert, Saskatchewan, was a navigator and flew with 97, 106 and 109 squadrons.

Air Commodore Johnny Fauquier, DSO and 2 Bars, DFC, was from Ottawa and had considerable flying experience when he joined the RCAF. He did several tours with 405 Sqn with two as the Commanding Officer. He commanded 617 Sqn until the end of the war.

The following link leads to the full article about these

[Courageous Canadians in Bomber Command.](#)

THE MUSEUM'S HARVARD 419

-Progress is being made on the museum's Harvard restoration in several key areas.

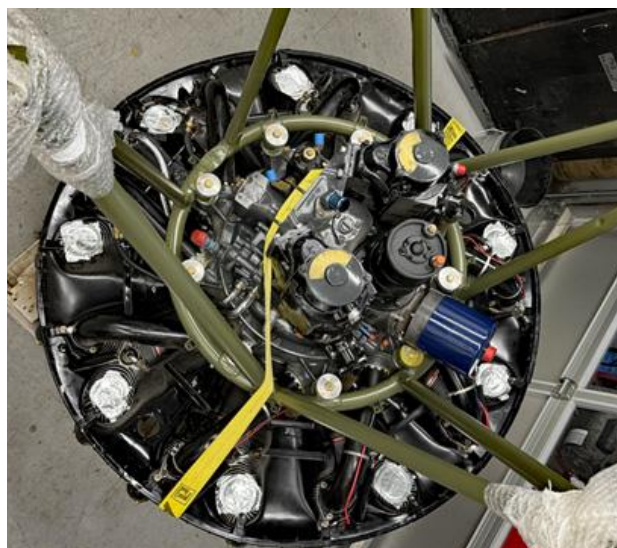
Various brackets and equipment have been installed on the firewall.

We had a major team effort that resulted in the replacement of the sheared off frame to front wing spar bolts. The first step was to rotate the wing back to its original position by pulling "gently" on the outer end of the wing until the holes in the frame and wing lined up. Then the bolt stubs were punched out, the holes were cleaned out and new bolts were installed. The photo below shows Todd and Hugh working on the installation of the new bolts. This was a critical step in the restoration because these bolts transfer engine trust from the aircraft frame to the main wing spar, and the wing is attached to the landing gear. The bolts are essential to being able to safely run the engine and taxi the aircraft.

The engine has been moved into the engine shop and Shane is working on the installation of the frame that attaches the engine to the aircraft. Various brackets and equipment have been installed on the firewall.

We are also working on the brakes. Todd and Hugh are heading up this part of the project. Hugh disassembled the old brake cylinders and honed out the cylinder bores. We are in the process of obtaining brake cylinder kits. As part of the brakes project, Todd is working on the front rudder pedals (which we need in order to use the parking brake).

Our team would like to thank all of the people who have offered advice and assistance with the project on Facebook and otherwise. In particular, we would like to recognize Drew Watson of Yellow Thunder, who donated brake seal kits and Shane Clayton of CHAA who has provided help and advice on numerous aspects of the project.



BUILDING EXPANSION UPDATE –NOVEMBER 2024

The Expansion Committee has been busy 'behind the scenes' this summer, while staff and the Museum Directors were busy hosting thousands of visitors and organizing some exceptional events.

HOME FOR THE HEAVIES

Wendy Kennelly, a Committee volunteer and professional fundraiser has hired local grant writer, Alaine Kowal, who resides in High River. Alaine has a genuine enthusiasm for the project and has spent this summer adding some new fundraising tools to our arsenal!

The Board Directors met with the Committee on October 26th and spent the day discussing strategic planning for the future and how we can respond to complicated government and private foundation grant applications.

Our expansion is based on three priorities:

1. History in Motion
2. Sharing the Stories of People & Planes
3. Building Community

We're feeling well organized to begin grant writing and meeting with potential partners who might want to support the expansion project in meaningful ways.

If you know of a family or a business who might want to learn about tax advantages and ways to support the project, please reach out to Dan Fox, the Committee Chair – dan.fox@bombercommandmuseum.ca.

Cash donations or gifts of shares made before December 15, 2024 will provide you a charitable tax advantage for your 2024 tax plan.

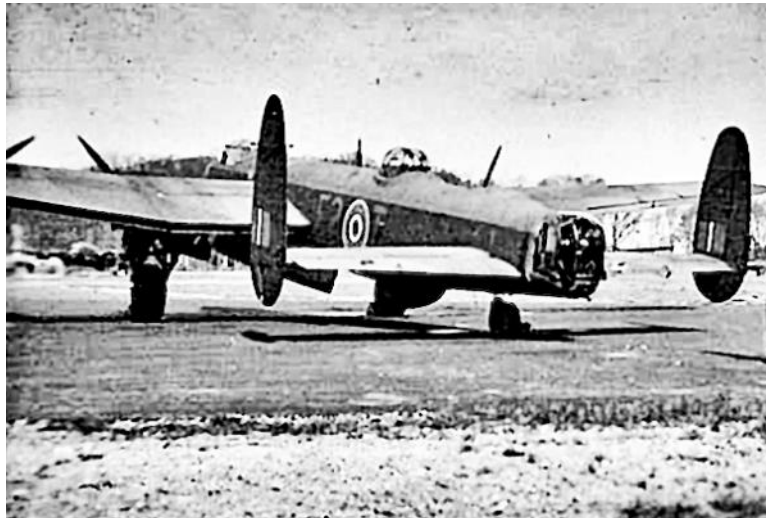
Home
for the
HEAVIES

IAN BAZALGETTE AND HIS VC LANCASTER

-The museum's Lancaster is dedicated to S/L Bazalgette, the only Albertan awarded the Victoria Cross during the Second World War. The museum has recently acquired these two remarkable photos.



This photo of Ian and his Irish friend 'Francey' probably taken in 1936 was forwarded by Ian's nephew, Charles Bazalgette. It's the best image we have of a young Ian Bazalgette.



The only known photo of 'F2-T', the 635 Sqn Lancaster piloted by S/L Bazalgette on the Victoria Cross flight. It was sent to us by Gael Howie, whose father was a member of Henson's crew that had flown numerous operations in 'F2-T'.

[AVAILABLE FROM THE MUSEUM'S ON-LINE ARCHIVES](#)

- ['Night Raid Reports'](#) for all Bomber Command Operations from 1942-02 through 1945-05.
- ['Aircrew Chronicles'](#) -111 stories about aircrew varying from complete books to one-pagers.
- ['Museum Published Books'](#) -All are related to the history that we present at the museum. Many are available as free, low-resolution downloads and all are available at the museum's on-line store.
- ['Bomber Command Museum Videos'](#) -Fifty-five videos are available from our archives, all directly related to the history we present at the museum. They include all the videos that play at the museum, interviews with Bomber Command veterans we have known, and many that record the history of our museum.
- ['Museum Aviation Art Collection'](#) -Many of the 270 pieces may be viewed from our archives.

[S/L ROBERT BISSETT DFC](#)

-Born in Edmonton, Robert became one of the first Flight Commanders when 405 Squadron was formed to become the first Canadian Bomber Squadron. He was a nose artist as well.

Robert Bissett was born in Edmonton, Alberta and joined the RAF during April 1937. He graduated as a Pilot Officer in 1938 and was posted to 102 Squadron flying Whitleys. When the war began, he dropped propaganda leaflets over the Ruhr on the second day of the war. Robert then completed two full tours of operations with 51 and 97 Squadrons, again flying Whitleys. He then returned to Canada, spending time as an instructor.

S/L Bissett was posted to 405 Squadron as a Flight Commander when it was formed on 23 April 1941 as the first RCAF bomber squadron. Together with others, he was selected to provide a nucleus of trained Canadian personnel who had served in RAF units. The squadron was initially equipped with Wellingtons.

As well as an extremely experienced bomber pilot, S/L Bissett was also a nose artist –the first to paint nose art on RCAF bombers. He painted his Wellington Mk. II with the Indian Head, named 'Thunder-Cloud'. This aircraft is believed to be W5497, which flew 31 operations from 22 June 1941 to 17 April 1942.

Robert also painted 'The Spirit of Marnie Cromer (It is not known who Marnie Cromer was) and 'Stop Me and Buy One'.

On the night of 30 November 1941, S/L Bissett and crew were assigned to fly Wellington W5476, LQ-H. This aircraft had a large red Maple Leaf under the pilot window and three rows of white operation bombs painted on her nose. S/L Bissett and his crew left to bomb Hamburg and were never seen again.



Robert Bissett's 405 Squadron nose art on display at the museum

HALIFAX NEWS

-Hi to all our Donors, Supporters and friends of the exciting "Halifax Project", to restore and display a Halifax bomber for the Bomber Command Museum of Canada in Nanton, Alberta.

The most exciting event was the 2 outer wings for our Halifax rebuild arriving on July 30 from Scotland thanks to the RCAF C-17, over 50 feet of wings that will save us thousands of hours on the restoration. See the full report:

<https://www.youtube.com/watch?v=kxgJ33rhtY>

See (at right), the rear wing ribs in situ, as we progress along the back of the 29 ft. of the center-section.

Thanks to D'Arcy Barker, Manager at Kelowna Flightcraft, who built us Halifax wing nose ribs. Our hats off to D'ARCY and Kelowna Flightcraft for this great assistance to our Halifax assembly line.

Also, I have found another 4 NEW Halifax prop blades for the project in the UK for \$11,000. Total. We need your help to buy all these 4 NEW blades for \$11K, can you help with a donation??

The 99's Womens Pilot group of Canada started the propeller fund -ball rolling and donated \$3,500. to the "Prop Fund", Can you top us off to buy these beautiful Blades?

Further to this, I have found a complete early model Boulton-Paul Halifax mid-upper turret and the owner has quoted me a price of \$16,000, which includes a large amount of Boulton-Paul spare parts besides the turret. DONATE to help us buy this rare turret.

Now for you digital fans, we have a brand NEW Halifax 57 Rescue (Canada) WEBSITE, This NEW Halifax website can be seen HERE: <https://halifax57rescue.ca/>

Remember, to DONATE any funds to Save the Halifax and support us, IF you click on the DONATE button on the NEW website it will direct you back to Fundrazr.

I did spend a week in the UK in early OCT. loading up 3 BIG crates of Halifax wing, props, flap, tail, and fuselage parts, and now we are waiting till my next trip over in late Nov. to launch these crates to Canada. Each crate will cost about \$500. to send on Air Canada air cargo, so hope you will consider sponsoring the cost of a crate to ship the parts home to Scott and the rebuild crew.

Well that is about most of the news for now, there is a lot more cookin' in the "Halifax kitchen" -- you don't know the half of it -- but I will not announce anything until we have fully investigated these treasures for our Halifax. We still urgently need your support with donations!!

For now, thanks for your support and let us not waver nor blink in the face of Halifax Project adversity, we can do this, just as our heroes did, so many in Halifaxes, that gave us Victory and FREEDOM.

WE LEAVE NO HALIFAX BEHIND

Regards, KK

Halifax 57 Rescue email: 57rescuecanada@rogers.com



FATHER LARDIE –THE PADRE ON THE MOTORCYCLE

-John Lardie volunteered for military service as a chaplain and served as the Roman Catholic padre at RCAF Middleton-St. George. His 'parish', as he referred to it, was made up of the Catholics that were on the base of over three thousand personnel. Like the protestant chaplains on the base, his duties included providing spiritual help to the airmen and writing to the family members of those lost on operations.

As part of his duties, Father Lardie visited the aircrew at the dispersals as they were preparing to take off, "to say hello and if some of them wanted to talk, I would make myself available and then when they returned from the operation, those who did return, it was my job to be there again."

"When I first joined the station I had a bicycle but there was an awful lot of wind, and it was hard going. It was a couple of miles around that perimeter track. So I went into town one day, paid £45 for a bike, and drove it back to the station. I was very happy with my motorbike.

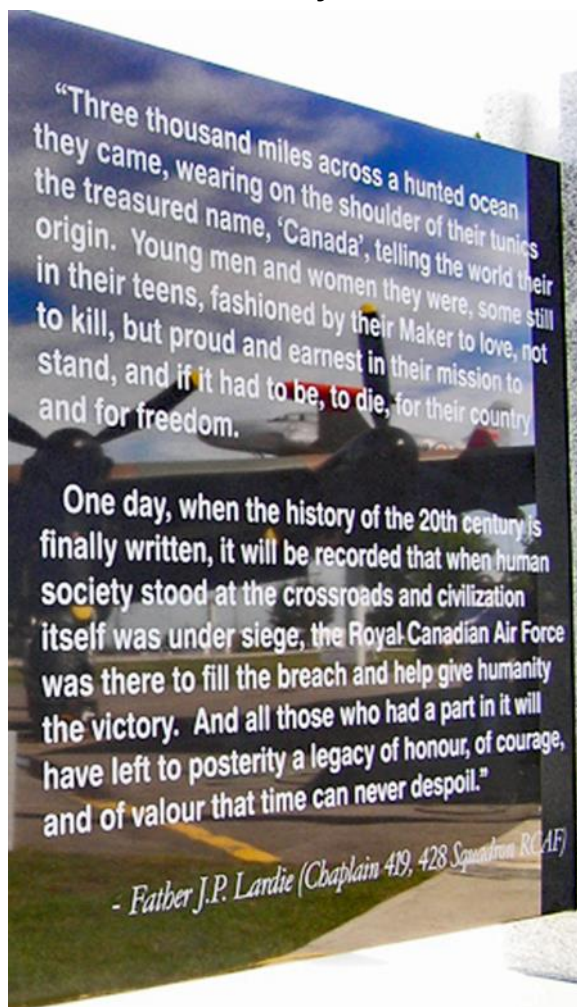
"I was making my rounds on the bike and when I got to F/L Gonyo's aircraft he asked, 'Would you like to come on the trip?' So I parked my bike and climbed in. It was something that I was glad I had done because I wanted to find out firsthand what these boys were actually going through, night after night."

During a sortie with S/L Edwards, after flying through the dazzle of flares, flak, and searchlights, a fighter appeared and the rear gunner called for the corkscrew evasive action. Father Lardie, who was standing between the pilot and flight engineer, became airborne and walloped his head on the canopy roof. Seconds later, as the aircraft climbed, he was flat on the floor. Father Lardie recalled, "I wasn't looking for thrills but for a better understanding of what it meant to fly on operations. Afterwards, I felt much closer to the airmen."

The next evening in the mess, the squadron commander overheard the crew laughing about Father Lardie's experiences. He flew no more operations after that.



Recently donated to the museum, this is not Father Lardie's motorcycle. However, it is typical of those used during the war. The bike is a 1942 Harley-Davidson Military Model 42 WLC -the 'C' indicating a Canadian version as used by Canada's armed forces.



During a reunion at RCAF Middleton-St. George in 1985, Father Lardie spoke of the Canadian contribution to Bomber Command. His words are etched onto Canada's Bomber Command Memorial Wall.

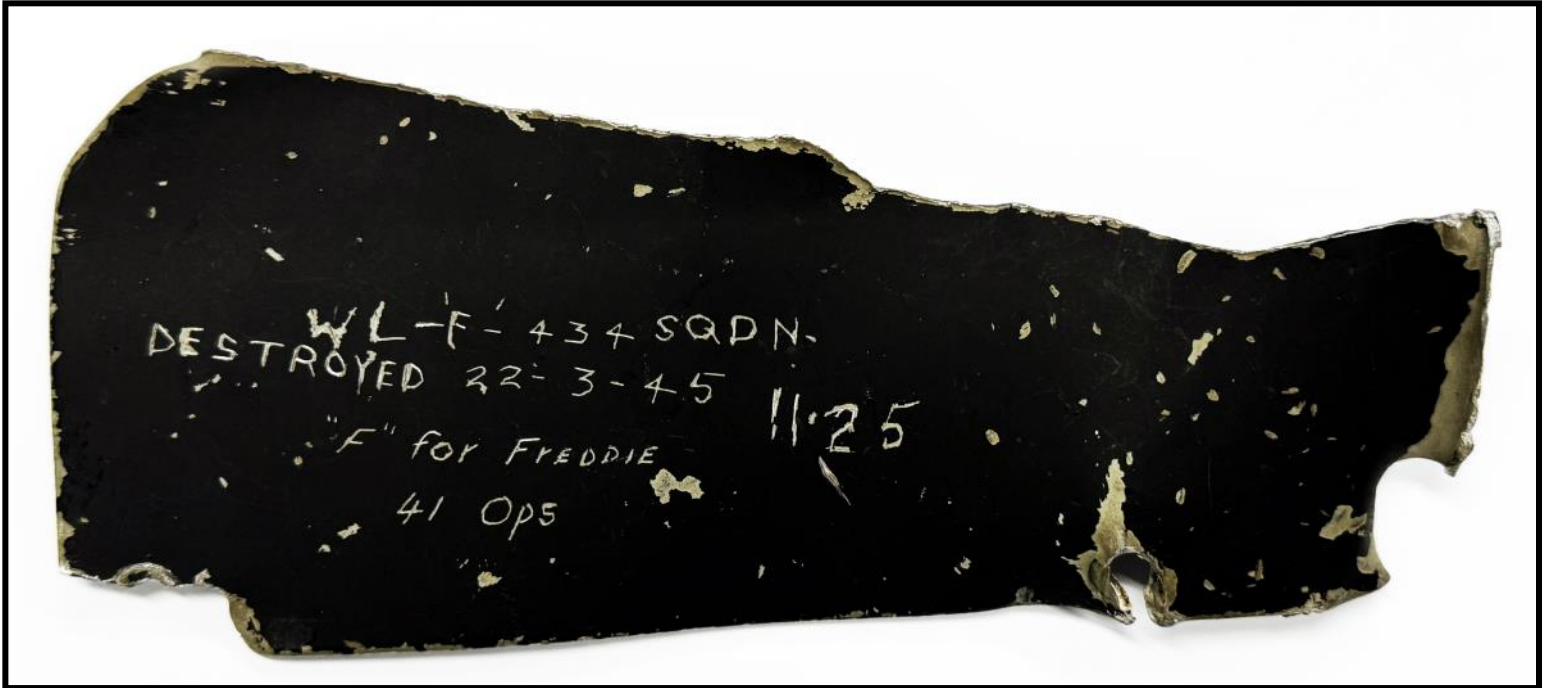
LANCASTER NEWS

-As well as the regular maintenance of our Merlins, we've done some restoration work on our first-aid box, ditching hatch, crew ladder stowage, and rear turret access . . . and we have a new trailer, specifically designed to hold a running Merlin engine.



THE END OF LANCASTER 'F for FREDDIE'

-Following the explosion, air-gunner Sgt. William Archie McLean and most other station personnel were ordered to pick up all the debris from the airfield. Sgt. McLean kept a small piece of KB832 as a souvenir and his family donated it to the museum where it is now on display.



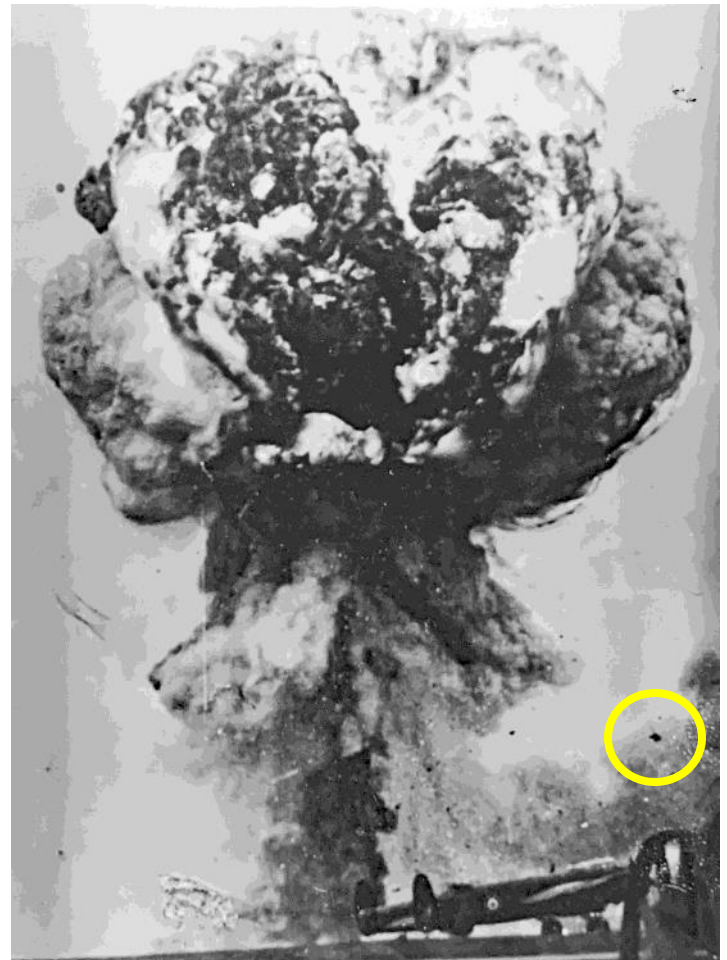
Canadian-built Lancaster KB832 was one of fourteen 434 Squadron aircraft ordered to take off from RCAF Croft to attack the railyards in the town of Hildesheim on the morning of March 22 1945. This would be the aircrafts 42nd operation.

'F for Freddie' was to be the eighth airplane of the squadron to take off. As it rolled down the runway, a slight crosswind caught the bomber and it veered to port. Pilot F/O Horace Payne compensated but the aircraft then veered violently to starboard. After leaving the runway at a 90 degree angle, the undercarriage collapsed and the aircraft stopped abruptly.

Fire broke out between the port engines and below the port wing. The crew scrambled out of the bomber and were picked up by the Croft fire section. The remaining aircraft were unable to take off and taxied away from the area.

Given the load of high explosives onboard the Lancaster, the base was immediately evacuated of all personnel except for the firefighters.

37 minutes later, the four thousand pound 'Cookie' blockbuster, high-explosive bomb detonated. 'F for Freddie' was completely destroyed, aircraft parts were scattered across the airfield and surrounding fields, and a very large crater was created.



The 'Cookie' explodes. The item circled is thought to be one of the aircraft's 1500 pound Merlin engines.

DANNY DANIEL –BOMB AIMER

-We now have a new display panel to introduce visitors to Walter 'Danny' Daniel. Following his training as a Bomb Aimer at 7 Bombing and Gunnery School at Paulson, Manitoba, Danny was immediately posted to 617 Squadron, Bomber Command's elite, special operations unit where he flew fifty operations with legendary pilots Joe McCarthy, J.B. 'Willie' Tait, and Johnny Fauquier.

TALLBOYS WITH 'BIG JOE' MCCARTHY

Danny Daniel flew fourteen operations as S/L Joe McCarthy's bomb aimer. Joe was an experienced 617 Sqn flight commander who had participated in the Dams Raid and F/O Daniel must have been highly regarded to be chosen to join Joe's crew.

During the spring of 1944, Daniel and the other 617 bomb-aimers were trained on the SABS -Stabilized Automatic Bomb Sight. This was a precision instrument developed in conjunction with the huge Tallboy and Grand Slam bombs that were delivered from high altitude (generally 18,000 feet) to precise targets. The SABS was the most accurate bombsight developed during World War II.

The 12,000 pound 'Tallboy' bombs were first utilized just two days after the D-Day invasion and Danny Daniel dropped one of them. A railway tunnel near Saumur, some 125 miles south of the Normandy beachheads, was collapsed preventing enemy reinforcements from joining the battle.



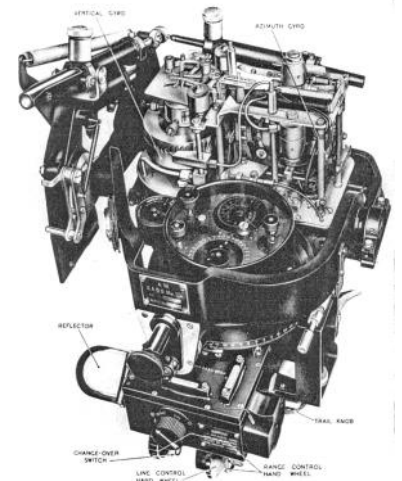
F/O 'Danny' Daniel DFC

SINKING THE TRIPITZ WITH 'WILLIE' TAIT

Following his ops with Joe McCarthy, W/C Tait became the 617 Sqn C/O and F/O Daniel became his bomb aimer -another indication of his being held in high regard. Danny was W/C Tait's bomb-aimer for all three of Tait's operations against the Battleship Tirpitz including the final attack on 12 November 1944 when Tallboys sunk the battleship. Danny's last of eleven operations with W/C Tait was an attack on the submarine pens at Ijmuiden.

GRAND SLAMS WITH 'JOHNNY' FAUQUIER

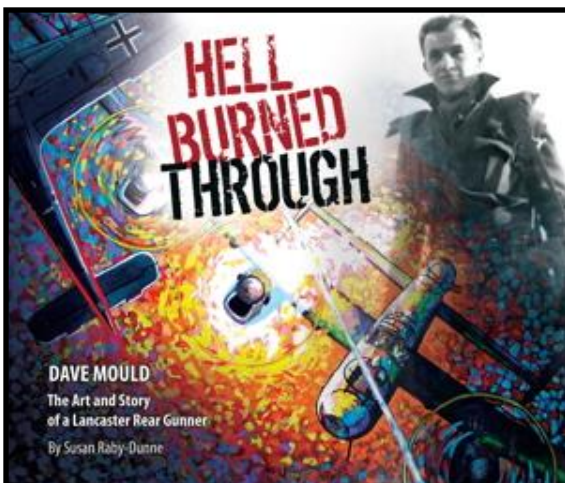
Another change in command saw fellow Canadian Johnny Fauquier take over 617 Sqn and Danny became his bomb aimer, continuing to drop Tallboys and now the 22,400 pound Grand Slams as well. Danny's fiftieth and last operation was on 19 April, attacking the heavy coastal batteries at Heligoland. He placed his Tallboy just twenty yards east of the guns, from 11,000 feet.



SABS Bomb Sight

"HELL BURNED THROUGH" -by Susan Raby-Dunne

-Now out of print, this remarkable, full-colour 111 page book published by the museum is now available in full resolution as a free, downloadable pdf. [Just click here.](#)



Hell Burned Through is primarily the story of WWII Lancaster rear gunner, David Kenneth Mould, but also of all the "air gunners" of Bomber Command. Mould didn't write a diary of his war service, but instead illustrated his training and combat operations with dramatic, full-colour paintings and pencil drawings. With *Hell Burned Through*, war historian and author, Susan Raby-Dunne has assembled a unique and vivid record of that singularly challenging bomber crew position - *air gunner*.

NANTON'S GLEN RANSOM –A PIECE OF 'OL-Y'

-Decades later, a piece of Glen's Lancaster ED974, 'OL-Y', was recovered from the crash site. It has been donated to the museum by Glen's son and is now on display.

Born and raised in Nanton, P/O Glen Ransom was the pilot of one of fourteen 83 Squadron Lancasters that took off from Wyton on 20 January 1944 on a raid to Berlin. There was a total of 769 bombers, and it was the twelfth major raid on the German capital within ten weeks. As 'Pathfinders', Glen's squadron was to mark the target for the main force bombers. Glen had already been to Berlin four times.

Glen was flying Lancaster ED974 with the marking 'OL-Y'. Over the target area, conditions were exceptionally favourable for the night-fighters, since a layer of cloud at 12,000 feet, illuminated by searchlights, provided a background against which the bombers were silhouetted. About 25 miles from Berlin, Glen's Lancaster was attacked by an Me110 fighter flown by Hptm. Werner Hoffmann. Shortly after the attack, Hoffmann and his crew abandoned their night-fighter, so it's likely that they were struck by fire from one of Glen's air-gunners.

Glen ordered his crew to abandon the Lancaster but only the navigator, Sgt. Garnet MacKinnon survived to become a Prisoner of War. 'OL-Y' was one of 35 bombers (4.6%) that failed to return. Three of the fourteen 83 Squadron Lancasters were lost.



FROM THE NEWSLETTER OF THIRTY YEARS AGO

-Our museum's Fall 1994 newsletter reported on the loan of a very special display of aviation art which eventually was acquired by the museum and remains on permanent display. Our museum's art collection has grown to over two hundred pieces. The [Andy Kindret Collection](#) may also be viewed in our on-line archives.

Andy Kindret Paintings -

During the summer our museum was honoured to display 20 paintings rendered by former A/G Andy Kindret, of Winnipeg, Manitoba. Andy became a POW after he baled out of a 419 Sqd. Lancaster in 1943.

Andy became a commercial artist after the war and retired as chief commercial artist at CKY-TV in Winnipeg. During retirement he painted the aircraft he had been so familiar with in his training and operational days with the Air Force in WWII. Featured in the training aircraft display are Cornell, Tiger Moth, Anson, Cessna Crane, Harvard, etc. In the Bomber display, Wellington, Mosquito, Halifax, Lancaster, Whitley, Blenheim, etc.

The paintings are on loan from Andy's widow, Mrs. Cecilia Kindret, and were delivered to our museum by her son, Ron Kindret, Calgary, AB. Our THANKS to the Kindret family for this exceptional display.

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.

-A complete archive of [every newsletter since the first in 1987](#) is available from our archives.