

BOMBER COMMAND MUSEUM NEWSLETTER

Fall 2025



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



PRESIDENT'S REPORT

As the snow is soon to fall, we find ourselves just after Remembrance Day, our summer season over and preparations for the 2026 season well underway. 2026 is sure to be full of fun and excitement. Watch our website www.bombercommandmuseum.ca for the upcoming event schedule.

When visiting the museum website, be sure to check out our new current events page called "The Bomber Bulletin", where we showcase recent ongoings around the museum. [Museum Current Events – Bomber Command Museum of Canada](#)

You now have another avenue to follow the Museum, follow us on "X" (former known as Twitter) <https://x.com/BCMofCanada> for our regular post series "On this Day in History" where you'll find snippets from our Archives and other sources.

Speaking of current events there have been a couple that are especially noteworthy. Our Harvard project recently received a donation of \$20,000 towards its restoration from Pratt & Whitney and parent company RTX. Hopefully this will go a long way towards obtaining a ground runnable propeller.

In addition to the Harvard Donation, our "Home for the Heavies" has received major recognition with a donation of one million dollars. This donation has become major springboard and a huge stepping stone towards the realization of a new hangar building. This will feature predominantly in our Halifax restoration.



SUMMER 2025 SUMMARY



4 Wing Cold Lake supported the museum's VE-Day commemoration with the presence of their RCAF Band and a CF-18 Flypast



The contributions and sacrifice of Indigenous and Metis airmen who served with Bomber Command were honoured on National Indigenous Peoples Day.



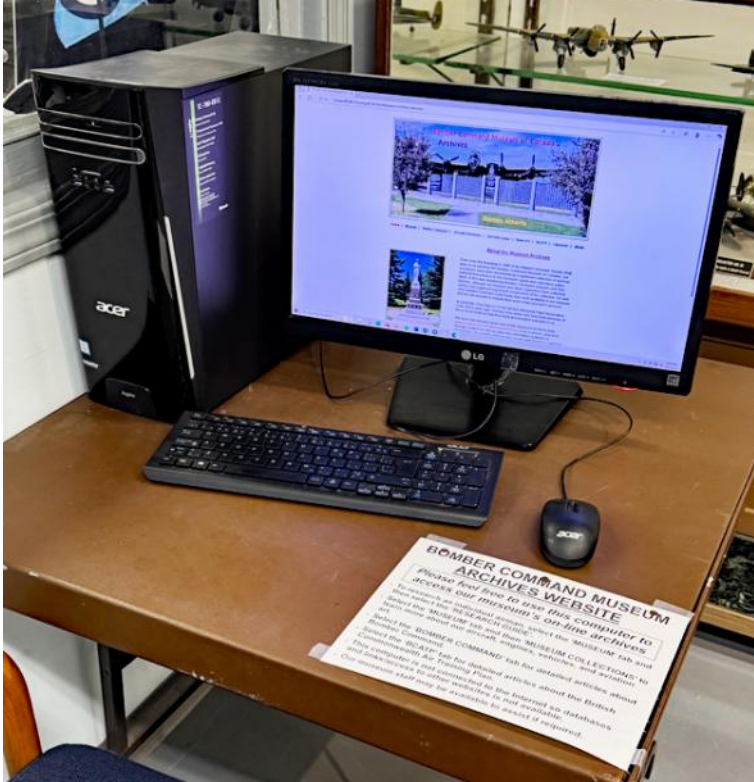
All of the museum's runnable aircraft were on the tarmac and running during our Halifax Project Update



Another well-attended Bikes & Bombers Day



A Lancaster engine-run was held to commemorate the Eightieth Anniversary of 'Operation Manna' -when Lancasters dropped food to the starving Dutch during the last days of the war.



Visitors may now access our museum's extensive on-line archives from a computer located just outside our library.



Long-time museum member and supporter, Joanne Kormylo, together with Tap Town Books', Becky Scott, launched Joanne's historical novel at the museum.



Christina from PEI made a special trip to the museum to view our tribute to nose artist Matthew Ferguson. Christina is pointing to her grandfather. Matthew and her grandfather were good friends on 424 Sqn and Matthew often visited Christina's family after the war.



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 2025 member, we encourage you to renew for 2026.

-To join the Bomber Command Museum visit: [Online 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

ANSON #7481 PROGRESS REPORT

-Main Plane Trailing edge

The Anson project continues to progress. Most notable progress is in our trailing edge work. Ken and Al have completed the port trailing edge short of the plywood covering and now have begun the work of laying out the starboard side. The main spar caps have been shaped and attached to the web shear.



-Tail Plane (Trash to Treasure)

Thanks to the generous people at the Harvard Historical Society in Penhold, we are now in possession of a couple of rare components. Most Ansons had the tail plane removed after the war before being sold for parts, so the fairings that cover between the tailplane and just under the rudder are missing.

As we dug through the twisted metal at Penhold, I spotted a twisted ball that at first glance to any sane person would look like something that should go straight to the scrap pile. Fortunately, I have never been accused of being totally sane and saw what could be. We brought this ball of twisted metal home.

With some diligent work by Dan and young master Nikita, the pieces were separated into their individual components. Then, on the English Wheel, they were worked by Mark Mayer with the touch of a master, back into their original shape. Truly a tale of "Trash to Treasure".

What's next on the board for the Anson? -Three main projects which have been taken up by our newest Volunteer Chris Skrette. These include the bomb simulator, electrical schematic updates, and the bomb aimer simulator.



AN UPDATE FROM THE CALGARY MOSQUITO SOCIETY



-Another great summer season behind us with much on the go.

One of the highlights for us 'Wooden Wonder' folks was our annual 'Mosquito Celebration Day', which this year took place on July 19. By all accounts it was another very successful day with clear skies, modest temps and lots of visitors.

We are grateful to the Bomber Command Museum for allowing us to choose who gets the privilege of experiencing Lanc engine runs, from inside the airplane. This year we were very pleased to be able to put 'Mr. Merlin', John Phillips, in the cockpit for the afternoon run. As usual, Mosquito restoration boss Jack McWilliam did a restoration update and 'el Presidente', Richard de Boer, did a new talk on the political and technical challenges that almost killed the Mosquito before it left the drawing board. All in all a very good day.

Speaking of crossovers, we've been putting some of our Mossie volunteers to work taking apart the Merlin 68 for Rick Featherstone's Spitfire project. As Jack noted, it's a young volunteer's dream to be able to get 'hands on' with one of Rolls Royce's finest, especially since they don't have to worry about what it may cost to get it running, or even having to put it back together!

On the Mosquito front, we have lots of projects on the go with just one top skin left to replace on the wing, one main undercarriage unit complete, both engine firewalls complete (after three years work!), and some great progress in the cockpit, the rear fuselage and in all the fuel tank bays inside the wing.

Since taking possession of the Mosquito and Hurricane in August 2012, Calgary Mosquito Society members have put in a total of over 77,500 volunteer hours of which 63,400 went into the Mosquito. That's a heap of dedication. Thx crew.

Richard de Boer, Prez



Jack McWilliam delivering the restoration update



John Phillips in the cockpit



Taking apart a Merlin



One skin left on the wing

BOMBER COMMAND STATISTICS: A DAILY, VISUAL SUMMARY

-Based on the statistics documented in 'Bomber Command War Diaries' by Chris Everett and Martin Middlebrook

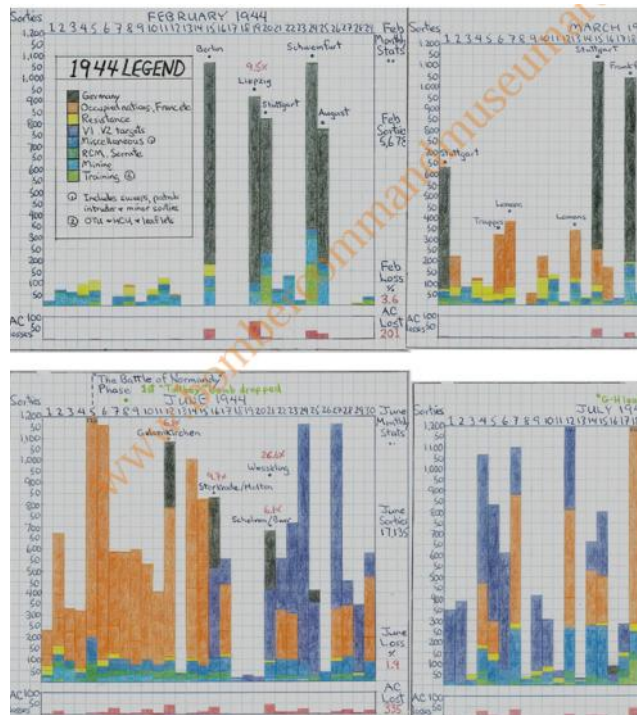
A museum supporter has created a series of graphs that display the number of sorties flown by Bomber Command for each day of the war. As well, the number of sorties of various types are indicated by different colours - Raids to Germany, Raids to Occupied countries, Gardening (sea mining), Army support, etc.

Total losses for each day are shown too. For each year of the war, the full-scale monthly graphs may be viewed. Note that the vertical scale remains the same throughout.

As well, a compressed view of the graphs for the entire war may be viewed. These clearly show how Bomber Command's strength and focus changed as the war progressed.

All of this information may be viewed from our on-line archives

[Bomber Command Operations](#)



ALBERTA BCATP SCHOOL DAILY DIARIES –SELECTED ENTRIES

-Twelve different Alberta communities were the sites of EFTS's, SFTS's, AOS's, B&G's, and FIS's. A museum volunteer has selected entries from all of the school's Daily Diaries that document significant events and reflect day-to-day life and activities on the seventeen BCATP schools that were located in Alberta. We've recently placed these on our archives website.

[Alberta Schools Daily Diaries –Selected Entries](#)

AN EXAMPLE FROM 36 SFTS (PENHOLD)

August 18, 1943

Oxford II aircraft T1139 piloted by Sgt A D Smith who was accompanied by 1584869 LAC Cash P B struck trees during a precautionary landing demonstration owing to the failure of the engines to respond to the throttles and crashed. The aircraft caught fire and was totally destroyed. Both occupants were slightly injured.

September 7, 1943

A command performance for subsequent transmission on the wireless was given by Station personnel in the recreation hall.

September 10, 1943

A Station cricket team captained by F/L R A Milsom left for a week's cricketing tour in British Columbia.

September 23, 1943

A conference was held by the chief instructor concerning the formation of the beam approach flight.

September 26, 1943

Oxford II aircraft AS781 piloted by Sgt R Robson when giving dual instruction to 1583511 LAC Pickering W H, lost an engine cowling in flight and resultantly sustained damage to the fabric of the starboard mainplane but nevertheless landed safely.

September 30, 1943

The flying hours for the past month amounted to 10,098.40 surpassing the previous record for this Station by 1400 hours.

FIRST NATIONS AND METIS AIRCREW SERVED WITH BOMBER COMMAND

-During the Second World War, young Indigenous and Metis men and women joined the RCAF and served with Bomber Command. A section of our on-line archives draws attention to this contribution, listing 129 who participated. One of them was F/Lt. Johnny Bourassa DFC and Bar.

Born into a Metis family at Peace River, Alberta on 26 November 1915, John Bourassa was educated in Peace River. Before the war, he was a mail courier (1935-1938), a river pilot and purser (1938-1941).

John joined the RCAF in 1941, receiving his initial training at 5 EFTS in High River and graduating as pilot in July 1942. He was posted overseas to England and completed his final training during 1942 and 1943. He then flew combat operations with 77 and 35 Squadrons on Halifaxes and Lancasters.

His crew was then chosen to join 635 Squadron of the Pathfinder Force. Johnny was awarded the DFC in May 1944 and a Bar to his DFC (equivalent to a second DFC) during February 1945.

The Bourassa crew completed 55 combat bomber trips -two tours of combat duty without injury or major damage. Its air-gunners shot down one Nazi night fighter.

F/Lt Bourassa's DFC citation reads: *"This Captain has carried out a large number of operations against some of the most heavily defended cities in Germany including Berlin. He has several times been viciously attacked by fighters and has displayed exceptional skill and coolness in extricating his aircraft and crew from perilous situations. He sets his mind on the task in hand, fearlessly and with a fine offensive spirit, setting a magnificent example to his crew."*

The citation for the Bar to his DFC reads: *"Since the award of the Distinguished Flying Cross, this officer has completed many further sorties as captain of aircraft with outstanding success. He has always displayed the utmost determination to complete his mission which, combined with his cool courage in the face of all opposition and his unflinching devotion to duty, have won the confidence and admiration of all members of his crew."*

Johnny Bourassa survived the war and became a bush pilot in Yellowknife in the late 1940's, at times flying author Farley Mowat. One day during May 1951, he took off from Yellowknife and was never seen again, although his Beaver bush-plane was found undamaged on a lake, weeks later.

[Additional stories and information regarding each of the 129 Indigenous and Metis airmen.](#)

420 SQUADRON RCAF HAMPDEN BOMBERS

-A little-known part of Bomber Command history is that Canadian airmen were flying in Canadian-built bombers on Canadian squadrons during 1942.

Our archives volunteers are researching the story of the 160 Handley-Page Hampden bombers that were built in Canada and first flew during August 1940. By October 1940, production had risen to fifteen aircraft per month. The majority were shipped by sea to Great Britain where they saw combat.

During 1941 and 1942, the RCAF equipped 408 and 420 Squadrons with Hampdens and some were Canadian-built aircraft. During its early years as a Coastal Command squadron, 415 Squadron flew Hampdens as well.



Although we have over 16,000 photos in our museum's archives, this is the only one of a 420 Squadron Hampden. Note the 'PT' on the fuselage.

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

-Just click on the links.

- '[Canada's Air War](#)' -An incredibly thorough and detailed documentation of the events and the Canadians involved in Bomber Command and the RCAF.
- '[Museum Chronicles](#)' -Forty-five stories related to the museum and our history.
- '[Museum Published Books](#)' -All eighteen 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 -Great Christmas gift ideas available from our [on-line store](#).
- '[Bomber Command Museum Audios](#)' -Twenty-nine audios are available from our archives and all directly relate to the history we present at the museum. They include interviews with Bomber Command veterans we have known, and others that record the history we present at the museum.
- '[Aircraft of Bomber Command Photo Essays](#)' -Fifty-seven pages of Lancaster images and lots of the other Bomber Command aircraft as well.
- '[The Museum's Collections](#)' -Our aircraft, aircraft engines, vehicles, and aviation art.

[ROBERT CLOTHIER –aka 'RELIC' of 'THE BEACHCOMBERS'](#)

-When the museum's 'Bomber Command Memorial Wall' was being designed in 2005, a photo of a Canadian aircrew standing in front of a Lancaster Mk II was selected to be etched into the granite. At the time, the identity of the airmen was not known. It was later determined that the pilot of the 408 Squadron crew was Robert Clothier.

[An article regarding Robert Clothier](#) is an often visited page on our archives website. It details F/Lt Clothier's operations on both Hampdens and Lancasters and his being awarded a DFC. Robert was the first 408 Squadron pilot to complete two tours.

The article was seen by JC van Couver, a video-producer who was doing research for an item on Robert and contacted the museum to assist. When he subsequently visited the museum, he was delighted when we offered him some wartime video footage to include.

Some time ago, the museum had been in touch with Robert's family who donate a copy of his logbook, photographs, documents, and . . . a DVD of movie film recorded by Robert. This included footage taken from the cockpit during a bombing operation.

JC's video, with details of Robert's service with 408 Squadron, is now available from our website at [Robert Clothier Video](#).



F/Lt Clothier and crew (Robert is third from the right and has a pistol in his hand)



Beachcomber actors, Relic (Robert Clothier) at left and Bruno Gerussi

HALIFAX NEWS AND MUSEUM EXPANSION

-Great Progress on the Halifax Project restoration on several fronts.

BUT the BIG NEWS is that in early October, the BCMC received ONE MILLION DOLLARS towards the Expansion Project and we now have over 1.5 million in the bank for the 7.5 million for the new hangar. The project is called "Home for the Heavies", but in essence it is a NEW HOME to finish restoring the Halifax as, without it, we cannot assemble our Halifax in Nanton! So a HUGE step forward for the future of BCMC -anyone else got a spare million to top up our fund. Please let us know. Exciting times as we raise even more funds. Help us here: <https://bombercommandmuseum.ca/home-for-the-heavies/>

Other exciting news is that we received in September over seven tons of Halifax engine, flaps, propellers, wheels, brakes, gas tanks, and other Halifax treasure in a twenty foot container from the UK to our REBUILDSHOP in Arnprior, Ont. The engine, props, wheel- brake parts are coming out to Nanton at this very moment by truck, thanks to EAST-WEST EXPRESS, one of our corporate sponsors of BCMC. We will then install and run this No. 4 Hercules engine (100% complete) on our engine-run trailer for the summer of 2026. We now have 4 running engines for the Halifax.



The Fourth Hercules in the container and at rebuildshop

The No. 3 Hercules engine in Nanton - running great - has been put to sleep for the winter at the Museum so we worked on the SECOND Halifax giant 13-foot diameter propeller and she is all assembled! This beautiful prop was installed in the interim for all to see in the Nanton rebuild shop on the steel beam until needed later for repaint and to bolt on our Hercules engines. What a wonderful Christmas ornament it will be!

So we have spent "mucho denaro" for the Halifax Project this summer and fall of 2025 and we urgently need your support - donations to keep going on our journey to destination HALIFAX into 2026!

Here are your options if you will help us on the Halifax Project:

1. Donate to Halifax 57 Rescue (Canada) directly to our Crowd-fund, Visit us www.halifax57rescue.ca

2. Donate to the BCMC Museum office and specify "Halifax Project" Donation

3. Donate your STOCKS - BONDS - SECURITIES to Halifax 57 Rescue to our "RBC Brokerage Account"

Remember, WE LEAVE NO HALIFAX BEHIND,
cheers, Karl



F/SGT. GEORGE BROWN

-Memorabilia related to F/Sgt. Brown including his account of parachuting from his 115 Squadron Lancaster and his Caterpillar Club Pin were recently donated to the museum. The pins were presented to airmen whose lives were saved by an Irvin parachute.

115 SQUADRON - R.A.F. - 3 GROUP - LANCASTERS

Witchford near Ely, Cambridgeshire, England

TARGET - Chalons - Sur - Marnes -- railway marshalling yard near Paris, France
Night operation -- July 15, 1944

As we were approaching the target area we discovered that an enemy fighter was endeavouring to manoeuvre into a position wherein he could successfully attack us from the rear starboard quarter. We were successful in avoiding him by the "corkscrew manoeuvre".

This caused us to be late over target area which left us without "window" protection. We were successful in dropping our bomb load but we sustained "flak" damage to the starboard inner engine causing fire. The skipper and flight engineer were successful in feathering the engine but the fire continued.

After anxious periods of time we finally returned to England. The skipper decided it was advisable to abandon the aircraft. All personnel, with the exception of the skipper and flight engineer, were instructed to "bail out" (abandon aircraft).

We all landed safely and the skipper and the flight engineer were successful in landing the aircraft. I landed on the front door of a service police control gate at an American Fighter Squadron. Needless to say I quickly had a gun pointed directly at me -- "don't shoot I'm a Canadian" was my quick response. They seemed just as startled as I was.

I was the only one who saved the "D" ring (attached). The other crew members claimed I was too frightened to let it go.

George W. Brown

LESLIE L. IRVIN
P.A.S., P.A.A.
HONORARY SEC.
LONDON BRANCH

c/o IRVING AIR CITY
OF GREAT BRITAIN LTD
LENSFIELD WAY
LATCHFORD, HES.

CATERPILLAR CLUB

13th December, 1944.

R. 209559. F/Sgt. G. Brown,
c/o. R.C.A.F. Overseas H.Q.,
20, Lincoln's Inn Fields,
LONDON W.C.2.

Dear F/Sgt. Brown,

I am terribly sorry for the delay in sending you your Caterpillar, but it has only just been received.

I have much pleasure in enclosing it herewith, with our compliments and the hope that it brings you Good Luck.

Yours sincerely,

Leslie L. Irvin.



F/Sgt. Brown's Ops Wing and Caterpillar Pin



LANCASTER NEWS

-As well as beginning the annual winter maintenance, the Lancaster crew is completing the rebuilding of the wooden framework for the starboard-outer's engine nacelle.



The starboard-outer Merlin with the nacelle and cowls removed.



Brian assembling the components of the nacelle framework. Much of the original frame had completely rotted away. Apparently there's much more wood in a Lancaster than one would expect. Note the nacelle skin to Brian's left.



Gary from the Mosquito group helping to test-fit the framework to the metal nacelle skin.



Since its inception in 1986, our museum has been developed, maintained, and managed by hundreds of volunteers.

[Here are photos of many of them.](#)

HARVARD RESTORATION

-Over the past several months, work on the Harvard Restoration Project continued in a number of areas.

Pratt and Whitney (P&W), who built the Wasp engines used on the Harvard and other aircraft (the company's first-ever engine), is proud to sponsor a new volunteer initiative in partnership with the Bomber Command Museum of Canada (BCMC) by which employees assist in the restoration work on the Harvard. RTX Corp (the parent company of P&W) has also approved a significant monetary donation for the restoration project.

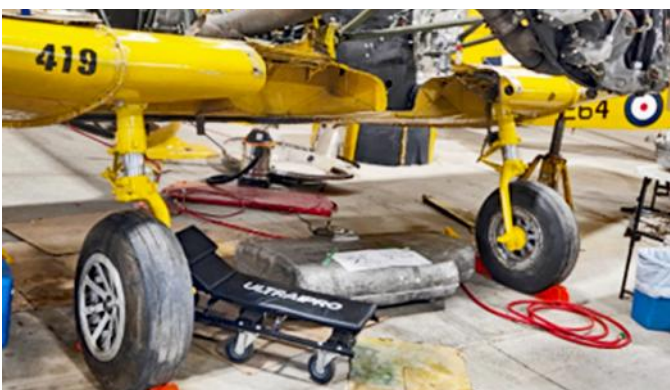
With the engine now installed, work was carried out on various systems needed to run the engine and taxi the aircraft, in many instances with the assistance of P&W employees or retirees:

- Setting the engine valves (a complex and time-consuming process).
- Changing tires and wheels to get two wheels that are the same, and mounting them on the aircraft.
- Installing front and rear rudder pedals.
- Installing master brake cylinder (donated by Canadian Harvard Aircraft Association).

Work is underway on multiple systems, including the following:

- Wheel brakes - Shawn has located the required parts to assemble the brakes for both wheels. Initial work to determine how to connect the master brake cylinder to the rudder pedals has been completed.
- Exhaust system – We were fortunate to be able to source a complete exhaust system. It has been modified by Tony and installed.
- Fuel system – The fuel tank has been cleaned and pressure tested. Tank straps have been repaired and painted and are ready to install. Drew Watson (Yellow Thunder) donated pads for the fuel bay. Work is underway to determine the plumbing required to connect the tank to the engine.
- Oil system – Members of the Mosquito group cleaned the paint off the front of the oil tank and polished it to a bright shine. Work is underway to modify the existing tank mounting so it works on our Harvard.
- Electrical system – Some work has been completed to identify the design of the basic electrical requirements to run the engine. Doug built the panels for the cockpit console and main electrical panel.

Our team would like to thank the people who have offered advice and assistance with the project. Dave and Drew Watson of Yellow Thunder have provided advice and Drew recently provided fuel bay pads that will be needed to install the fuel tank. Ben Loree of Gravity Ag Services supplied a complete exhaust system and offered information and advice. Don Soenen of Don's Radiators in Lethbridge donated the work required to clean and pressure test the fuel tank. Numerous P&W employees (current and retired) have provided invaluable assistance with the planning and execution of the work.



F/O DOUGLAS MacLENNAN

-A 617 Squadron bomb-aimer, Doug MacLennan's aircraft was struck by flak over the Battleship Tirpitz. His wartime photos and documents were recently donated to the museum and placed in our archives.

Douglas Hayden MacLennan from O'Leary, PEI, enlisted in the RCAF in September 1941. He trained as a bomb aimer with the BCATP and was posted to the UK in 1943. There, he trained on Wellingtons, Manchesters, and then Lancasters as part of a bomber crew led by his Australian pilot F/S D.W. Carey.

During February 1944, Doug MacLennan and Carey's crew joined 106 Squadron at Metheringham flying Lancaster ND339. They completed 11 night bombing raids over Germany, including operations to Stuttgart, Schweinfurt, Frankfurt, and Berlin.

In April 1944, the crew transferred to the elite 617 Squadron ('The Dambusters') based at Woodhall Spa. MacLennan participated in numerous, high-precision operations including Operation Taxable, a critical D-Day deception to divert the attention of German forces from the Allied landing at Normandy.

Doug flew on the first two of three attacks by Lancasters against the German battleship Tirpitz in Norway during the fall of 1944. After dropping their Tallboy on the Tirpitz during the second raid on 29 October 1944, F/S Carey's Lancaster, 'Easy Elsie', was struck by flak. With fuel leaking, Carey dived to get away but the aircraft was hit by gunfire over the village of Andenes. Another fuel tank was hit and the port inner engine and the starboard outer engine stopped running. Carey decided to head for neutral Sweden where he was forced to crash-land in a bog. The crew was interned until November 1944.

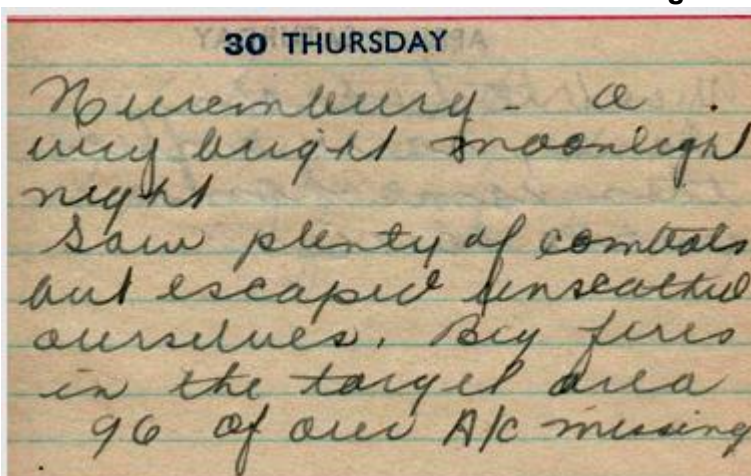
Following the internment, F/O MacLennan returned to the squadron and took part in several raids dropping the 12,000-lb "Tallboy" bombs against hardened targets like V-weapon sites, U-boat/E-boat pens and critical transportation infrastructure. Doug's 45th and final sortie with 617 Squadron was on March 27, 1945 dropping a Grand Slam on the U-boat pens at Farge.



F/O MacLennan (centre)



A recent photo of the wreckage of Doug's aircraft that remains at the site of the crash-landing



An entry from Doug's diary

[A more detailed summary of F/O MacLennan's remarkable service is available from our archives.](#)

THE BOW VALLEY MEMORIAL

-Next to Highway 1A in the Bow Valley, about twelve kilometres west of Cochrane, a pyramid shaped Memorial honours two BCATP airmen. The pilot was a Canadian and his student, an American. A plaque on the Memorial reads,

“THIS MEMORIAL IS DEDICATED AS A PLEDGE OF EVERLASTING FRIENDSHIP TO THE UNITED STATES OF AMERICA AND TO THE GALLANT FIGHTERS FROM HER EVERY STATE WHO JOINED THE BRITISH COMMONWEALTH OF NATIONS IN THE FIGHT FOR DEMOCRACY DURING THE SECOND GREAT WAR.”

It is interesting that the Memorial and plaque were created prior to the US entering the Second World War. The Memorial was a project of the ‘American Women’s Club of Calgary’.

During the late afternoon of February 17 1941, Avro Anson W1610 based at 3 SFTS in Calgary was flying low, following along the Bow River, when it struck a cable slung across the valley, and crashed into the river. The instructor pilot, Sgt. Alfred Reginald was a Canadian from Lafleche, Saskatchewan. His twenty year old student was LAC Quentin Chace, of Wichita, Kansas. Both were killed.

Exactly six months later, with the United States still not involved in the war, the Memorial had been built and a Dedication Service was held. Attendees included Hon. J.B. Bowlen, Lieutenant Governor of Alberta, F/Lt J.M. Ross, the 3 SFTS Chaplain, and the 3 SFTS station band.

The establishment of the BCATP was noted by both trained pilots and would-be airmen south of the border. Experienced Canadian pilots joined the RCAF, but many more were required.

Recruiting American citizens on American soil to fight in a foreign war was a violation of the United States Neutrality Act but the RCAF needed pilots and recruits. The day after Britain declared war, Canadian First World War ace, Billy Bishop VC, contacted Clayton Knight, an American friend who he had flown with during WW I. Knight was a prominent aviation artist and Bishop knew he had lots of contacts. Bishop told him, "American boys will want to help Canada. We need someone in the States to sort them out before they cross the border." Knight agreed to cooperate.

Knight created an organization known as the Clayton Knight Committee. Its aim was to recruit Americans for the RCAF, despite the fact that this was in violation of US law. He rented a suite in the Waldorf Hotel in New York and opened branch offices in fine hotels in other cities across the US. Unable to advertise in the media, the committee's recruiters depended on word-of-mouth references and brochures sent to aviation schools and airports that simply noted that the Clayton Knight Committee would assist applicants interested in the many positions available in Canadian aviation.

After Pearl Harbour, everything changed. Young Americans wanted to join their own air force. The Committee's work was done. During their period of active recruiting, more than eight thousand young Americans had joined the RCAF through the Clayton Knight Committee, including LAC Quentin Chace of Wichita, Kansas who trained at 3 SFTS in Calgary.

Prior to the construction of the Trans-Canada Highway in the early 1960's, the Memorial was well-displayed and seen by everyone travelling between Calgary and Banff. Sadly it is now largely forgotten, partly in the ditch of a secondary highway and often surrounded by and infiltrated by weeds and thistles.



NOSE ART

-The museum's searchable Nose Art Database continues to be one of the most visited sections of our on-line archives. We now have 1314 different nose arts and 2893 photos of nose art in the collection.



This recently added photo of 'Dorothy' features F/O Harry Speight who flew with the squadron from May until September 1944. After the war he flew water bombers out of Sioux Lookout, Ontario.



Canadian-built Lancaster KB738 (VR-D). The aircraft completed 68 operations with 419 Sqn but was lost on a raid to Opladen on 28 December 1944. F/O F.W. Howe and his crew were killed.

[Explore our archives' on-line nose art database.](#)

FROM THE NEWSLETTER OF THIRTY YEARS AGO

-Our museum's Fall 1995 issue included this vignette from the museum's history.

Birds, Bottles, Bra's, & Bruises -

During the Whitfield family's annual working holiday to the museum, Mrs Whitfield (Louise) was cleaning bird nests out of the bomb bay doors of the Lancaster, when some "interesting artifacts" were found!

She removed a very old pop bottle and a "bra" as well as several old bird nests. This also resulted in bruised and scraped arms. Hence, the title above!

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.