



BOMBER Command MUSEUM of Canada NEWSLETTER



Museum OPERATED BY:
THE NANTON LANCASTER SOCIETY

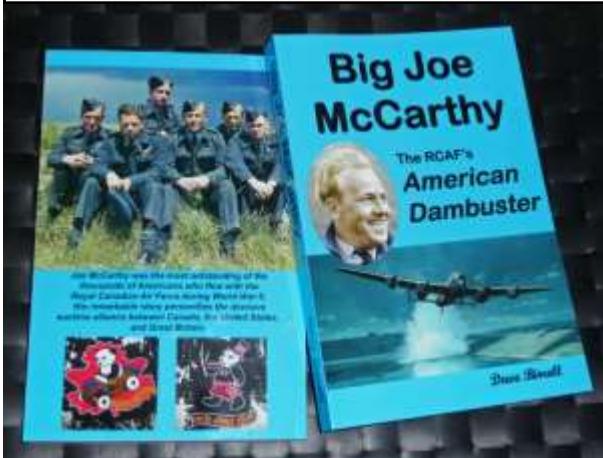
VOLUME 27 ISSUE 21

SPRING/SUMMER 2012



Dan Fox lifts the Cessna Crane wing with "Beauchamp's" fork lift. Page 5.

The Calgary-owned, de Havilland Mosquito is coming to Nanton. Page 6.



American Dam Buster published Page 9.

The Anson project tidied up. page 14.

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PRESIDENT'S REPORT

by Rob Pedersen

I hope this spring finds everyone well. I am pleased to be able to say that here at your museum; folks are very busy getting ready for another exciting summer season.

One thing that is on everyone's mind here is the Calgary Mosquito and when it will arrive here. What a wonderful opportunity it is for us to be a part of the restoration of this magnificent aircraft. Once on display it will indeed not only be a fitting tribute to those who flew them during WWII, but it will also serve to tell the postwar story of how aviation helped to map and open Northern Canada. I think it is noteworthy to point out that our engine crew will be overhauling the Mosquito's engines to a run-able condition that will bring the Mossie to life when the aircraft is restored. To be entrusted with this responsibility speaks very highly of our engine crew and their capabilities. If everything works according to plan we will have the Mosquito on display for the coming summer season.

This past winter has witnessed great progress in our Halifax display as well. Our Halifax engine crew has been very busy stripping down one of the Bristol Hercules engines to overhaul it. Their goal is to have a running Hercules Engine so that we will be able to demonstrate this marvellous piece of technology. It is quite different from any other engine we have on display and I personally am looking forward to sharing this with you.

In June, the Bomber Command Memorial in England will be dedicated to those who served in Bomber Command during WWII. I am pleased to say that several of our



directors, including yours truly, will be present during the ceremonies to help represent our fair country and your museum. It will be a fabulous trip and a fitting conclusion to the donation of the Halifax Aluminum that we donated to its construction. Two of our directors have already visited the site and they report that the memorial is nothing short of amazing.

As the summer season progresses I hope to visit with many of you during your trips to the museum. It is a wonderful opportunity to see old friends and meet many new ones.



MUSEUM HOURS

April 16 to October 15 - Open Daily

9 a.m. to 5 p.m.

Oct. 16 to April 15 - Open weekends only

10 a.m. to 4 p.m.

To book group or special visits

Call 1-(403)-646-2270

CONTACT INFORMATION

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The Nanton Lancaster Society

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Nanton, Alberta

Canada T0L 1R0

***BECOME A MEMBER OF THE
NANTON LANCASTER SOCIETY***

- ANNUAL MEMBERSHIP - \$20 -

SQUARE FOOTER MEMBERSHIP

For a donation of **\$100 or more** you become a **SQUARE FOOTER** member and receive:

- **A certificate** stating you are a Square Footer member; **a three-year membership** c/w a bi-annual newsletter;
- **Your name placed on a permanent plaque** in the museum;
- An **official tax receipt** for income tax purposes.

LIFETIME MEMBERSHIP

For a donation of **\$500 or more**, you become a **LIFETIME MEMBER** and receive:

- A **Lifetime member certificate**; - your name on a **permanent plaque** in the museum;
- an **official tax receipt** for income tax purposes;.
- **bi-annual newsletter.**

WING COMMANDERS CLUB

For a donation of \$5000 or more **you** become a member of the **WING COMMANDERS CLUB** and receive:

- **all the rights of a Lifetime member**;
- **PLUS your name on a special permanent plaque on the Wing Commanders board.**

The Nanton Lancaster Society is a non-profit, volunteer society, registered with Revenue Canada as a charitable organization and is pleased to issue tax receipts for donations of funding or materials.

The Society is working toward restoration of Nanton's Lancaster Bomber and development of the Air Museum with this historic aircraft as the centerpiece. The museum honours all those associated with Bomber Command and commemorates the activities of the British Commonwealth Air Training Plan.

4 2012 SUMMER SCHEDULE

Our museum will be hosting seven Special Event Days that include six Engine Run-up Days. We'll be honouring the Royal Canadian Air Cadets, remembering Nanton's Warren Twins, and our main event will celebrate the arrival of the City of Calgary's Mosquito which will be restored to run-able in our restoration hangar.

Preliminary information is available by following these links. Updated information will be posted as planning is finalized.

Engine Run Dates:

www.bombercommandmuseum.ca/event/merlinrunups.html

Salute to the Air Cadets:

www.bombercommandmuseum.ca/event2012salutecadets.html

The TEMPT Event:

www.bombercommandmuseum.ca/event2012tempt.html

Warren Twins Memorial Garden Dedication:

[/www.bombercommandmuseum.ca/event2012memorialgarden.html](http://www.bombercommandmuseum.ca/event2012memorialgarden.html)

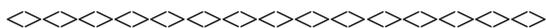
Joe English Memorial Fly-In:

www.bombercommandmuseum.ca/event2012flyin.html

The Calgary Mosquito:

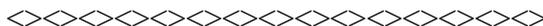
www.bombercommandmuseum.ca/event2012calgarymosquito.html

Please mark the dates on your calendar and we hope to see you at the museum in Nanton this summer.



SALUTE TO THE AIR CADETS

MAY 6, Air Cadets from across Alberta, British Columbia and Saskatchewan, will be spending the day at the museum where they will participate in tours of the Bomber Command Museum of Canada, witness various demonstrations and presentations including start-ups of our Lancaster Bomber, and take part in a parade and program during the afternoon. The public is welcome to attend.



This Air Cadet squadron attended the museum's 2009 August event .



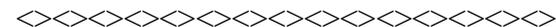
Air Cadets wait in line with other visitors to go through the Lancaster bomber. In the last couple of years visitors have been allowed to go up through the cockpit escape hatch and out the rear fuselage door. Museum volunteers supervised and answered questions.

HANGING THE CESSNA CRANE

One of the museum’s aircraft that is not scheduled for restoration at this time, the Cessna Crane (Bamboo Bomber), is now hanging from the rafters of the museum’s north hangar. This was done in order to help make room for the city of Calgary’s de Havilland Mosquito, which is tentatively scheduled to arrive some time in June to be restored in this hangar.

While the Crane is a very viable project with all its major components on hand, it will have to wait for several other projects to be completed in order to make room to restore it.

An expansion of the museum building is badly needed to accommodate the Crane as well as other aircraft. However, funding has not been forthcoming in the last couple of years. It is hoped that funding will soon be obtained for such an expansion.



Dan Fox lifts the Crane wing up with a large fork lift borrowed from Beauchamp Marine & Auto dealership.



With the wing safely secured to the roof beam behind it, the Crane fuselage was next. Here, both the borrowed fork lift and the museum’s scissor lift are seen in use as volunteers secure the cables from which it will hang.



The job is now completed and the Crane becomes the first full sized WWII aircraft to be “hung” in the museum.



This Cessna Crane was used in the BCATP.



The fuselage of Mosquito CF-HMS in a Calgary storage building, in February.



A "Mossie" propeller is seen in foreground with the wing away in the background

DE HAVILLAND MOSQUITO CF-HMS TO BE RESTORED AT THE BOMBER COMMAND MUSEUM

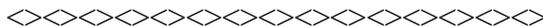
On December 21, 2011, the Calgary Mosquito Society (CMS) revealed that it has been selected by the City of Calgary to oversee the restoration of de Havilland Mosquito RS700 - CF-HMS and Hawker Hurricane XII RCAF 5389.

The CMS was formed in late 2008 with the goal of retaining the Mosquito and Hurricane in Calgary, following offers from overseas to purchase them from the city.

The two historic machines will now be restored to engine-running condition. To accomplish this, CMS has gone into partnership with the Bomber Command Museum (BCMC) of Canada in Nanton, Alberta, and Historic Aviation Services (HAS) of Wetaskiwin, Alberta.

This summer the Mosquito will be moved from Calgary to the BCMC workshops at Nanton. The Hurricane's Merlin engine will also go to the BCMC, where volunteers have built up a wealth of knowledge about the Rolls-Royce Merlin engine while restoring Lancaster FM159.

The Hawker Hurricane will go the HAS in Wetaskiwin.



The starboard end of the one-piece wing.



CMS volunteers examine the de Havilland Mosquito's wing while in Calgary storage.

GORDON JONES' BIOGRAPHY 7

We are pleased to be working with author Anne Fediuk who is writing the biography of long-time museum member and volunteer, Gordon Jones, of High River.

As most of our members will know, Gordon instructed on Tiger Moths and Cornells at #5 EFTS in High River during the war. Today he continues to fly his own Tiger Moth, one in which he actually trained new recruits during the war. Gordon has participated in numerous fly-pasts at our museum events.

Anne is doing a very thorough job researching Gordon's background and interviewing dozens of people who have been associated with him over the years. We look forward to seeing her book.



The Mosquito's two Merlin engines sit in the city storage building.



Members of the Bomber Command Museum engine crew, John Philips, Greg Morrison and Brian Taylor, examined the Mosquito's two Merlin engines at the storage facility in Calgary in early February. They also inspected the Merlin engine for the Hawker Hurricane. All engines check out as likely to be restorable.



Author Anne Fediuk stands with Gordon Jones in front of his de Havilland Tiger Moth. Gordon's Moth is seen in flight below.



JUNE 2- TEMPT EVENT

Along with the other major attractions in Nanton, we would like to “TEMPT” you to visit our town to enjoy our:

- T-TRAINS,**
- E-ELEVATORS,**
- M-MUSEUM OF MINIATURES,**
- P-PLANES, AND**
- T-TOURS**

All venues will have special events and/or displays. We will be running up the Lancaster Bomber’s Merlin engines. In between run-ups, visitors will be allowed to go through the bomber.



The TEMPT Event
 Saturday June 2nd
NANTON would like to **TEMPT** you to visit and enjoy our:

| | |
|---|--|
| <p>T Trains</p> <p>E levators</p> <p>M iniaturess</p> <p>P lanes</p> <p>T ours</p> | <p>Big Sky Garden Railway</p> <ul style="list-style-type: none"> -22 trains wind their way through a 7000 sq.ft. world of flowers, villages, lakes, and rivers -Thomas Play Areas; Kids get in free all day |
| | <p>Grain Elevator Discovery Centre</p> <ul style="list-style-type: none"> -A row of three of these “Prairie Sentinels” -Elevator Engine Demonstration -Agriculture and Grains Displays |
| | <p>Museum of Miniatures</p> <ul style="list-style-type: none"> -Periods of history at 1/12 scale -Model cars, pictures, and sculptures -10% off regular admission |
| | <p>Bomber Command Museum of Canada</p> <ul style="list-style-type: none"> -Canada’s Bomber Command Memorial Wall -WW II Bombers, training aircraft, jets, displays -Lancaster Engine Run-ups -Model Contest (Southern Alberta Model Builders) |
| | <p>Special Events, Tours, and Demonstrations at all the Venues</p> |

Nanton is just 35 minutes south of Calgary on Highway #2

ANTIQUES AND CANDY STORE IN OUR HISTORIC DOWNTOWN **VISIT ALL FOUR VENUES FOR A CHANCE TO WIN \$100**

FOR ADDITIONAL INFORMATION:
www.nanton.ca
www.bombardier.com
www.ultimate-trains.com
www.southernalbertamodelbuilders.com
www.visitnanton.com

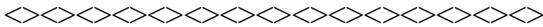
Photos: from top to bottom, the Nanton grain elevators, some of the garden railroad at Ultimate Trains Ltd., and a front view of the Museum of Miniatures.

SOUTHERN ALBERTA MODEL BUILDERS are organizing a small model show and contest as one more venue for TEMPT Day.

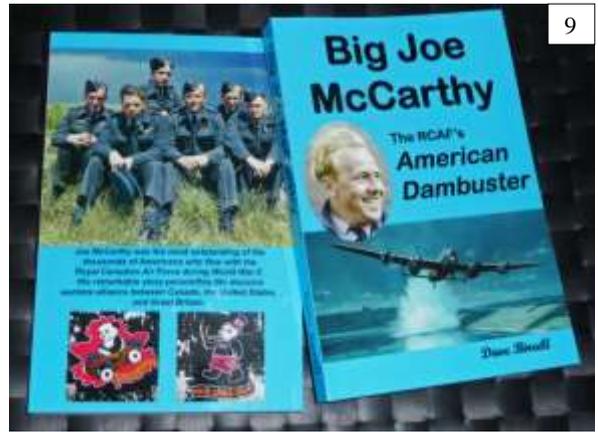
WARREN TWINS MEMORIAL GARDEN DEDICATION, JULY 7, 2012

Identical twins Bruce and Douglas Warren were born in Nanton and became two of the most outstanding of Nanton's citizens who served in the Royal Canadian Air Force during and after World War II.

Join us as we honour the "Dukes" with the official opening of a new, permanent display in the museum, Lancaster engine runs, and the dedication of our beautiful Memorial Garden that will honour the Warren twins.



The Warren twins, Douglas and Bruce (better known as Duke I and Duke II), stand beside a Spitfire during WWII. See page 10 for more about the "Dukes" and the new display honouring them.



BIG JOE McCARTHY BIOGRAPHY

After training in Canada, Joe completed a tour of operations with 97 Squadron before being personally selected by W/C Guy Gibson to fly on the Dambusters Raid. Joe continued with 617 for another 13½ months participating in an additional 33 operations with this “special duty” squadron.

Following the war, Joe spent time with the RAF's “Foreign Aircraft Flight” flying Nazi aircraft to the U.K. and evaluating them, then completed his RCAF career in Canada.

We are pleased to announce that the book, “Big Joe McCarthy,” has now been published by the museum and is available in the museum gift shop or by mail. Details are available in the “Publications” section of the website or by calling our office.

The biography was written with the cooperation of Joe McCarthy Jr. who is a long-time supporter of our museum. The author has made extensive use of video and audio interviews recorded following Joe's retirement. The 6"x9" book has 298 pages and 195 photos. It costs \$20 in the museum shop or \$30 CDN (including GST and shipping).





Featured here is the consolidated display relating to young men of Nanton and area who were killed during World War II while serving with the RCAF, most of them with Bomber Command.

NEW DISPLAYS FOR 2012

The museum continues to upgrade and add to our displays. Over the winter a new Warren Twins Display has been created to honour these two special Nanton-born pilots. They will be honoured July 7 with the dedication of the Warren Twins Memorial Garden and the official opening of the new display.

As well, we have consolidated and enhanced the display material related to nine young men of Nanton and area who were killed during World War II, most of them with Bomber Command.

As we broaden the museum's displays beyond the Lancaster, we have created a Wellington Display. Almost 3000 of the names on Canada's Bomber Command Memorial are those of Canadian airmen who were killed in Wellingtons, many during their Operational Training Unit (OTU) service. The display includes a piece

of wreckage from Wellington LP840 that crashed in Shropshire after icing up on a flight with 82 OTU. The fine Canadian airmen aboard were killed. Our thanks to the Wartime Aircraft Recovery Group based at Sleaf in Shropshire for donating the aircraft part that illustrates the special construction technique used in the Wellington.



Warren Twins Display above has been created to honour these two special Nanton-born WWII Spitfire pilots. They will be honoured on July 7, 2012, with the dedication of the Warren Twins Memorial Garden and the official opening of this new display. For more information see the museum's website:

<www.bombercommandmuseum.ca>





Over winter our display co-ordinator, Dave Birrell, created this Wellington Display. Almost 3000 of the names on Canada's Bomber Command Memorial are those of Canadian airmen who were killed in Wellingtons.



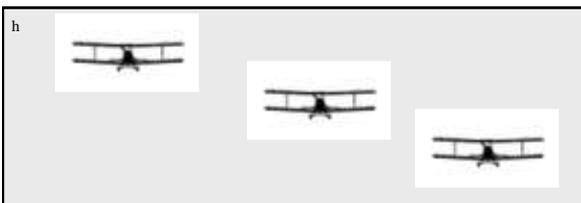
The museum's Women At War display has been moved to the north side of the main hangar, near the doors to the new engine room. The Link Trainer will now be displayed where it was previously situated.



The flight instructors information panel is now situated along with the Fleet Fawn.



This instrument panel display is the work of volunteers Rick Featherstone and his uncle Barry. In the display are the cockpit instrument panels for Hurricane, Spitfire and Lancaster.



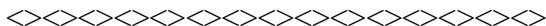
**12 JOE ENGLISH MEMORIAL FLY-IN
JULY 28, 2012**

This annual event is jointly sponsored by The Bomber Command Museum and the AJ Flying Ranch. Our First Annual Fly-In got "off the ground" on July 15, 2000. It was the brain child of the late Joe English.

Joe served as a bomber pilot during WWII and flew 30 operations in Lancasters. He was a founding member of the Nanton Lancaster Society and a major volunteer with the group.

A fly-in breakfast will be served from 8:00a.m to 10:00 a.m. by the Nanton and District Lions Club. The Okotoks/High River Air Cadets will serve hamburgers from 11:00 a.m. to 1:00 p.m.

Members and friends of the museum are welcome to attend.



Some of the visiting aircraft attending last year's Joe English Fly-In form a line.



This is Dennis Mockford's Noorduyt Norseman.



We are hoping to again see Sun West Aviation's beautifully restored Beech 18 attend this year's fly-in.



AUGUST 6 – NANTON PARADE DAY

The museum always plays a significant role in this great "Small Town" parade. The Lancaster's engine are run-up after the parade.





Here the fuselage of Mosquito CF-HMS sits stripped Match 2012. Barring delays it will be in the Bomber Command Museum for the August 18 event along with its other components.

AUGUST ANNUAL SUMMER EVENT THE CALGARY MOSQUITO

On August 18, we will be celebrating the arrival of the iconic, City of Calgary owned de Havilland Mosquito which will be on display at our museum as its restoration begins. While the aircraft will be dismantled all components will be on view.

We will be working with the **Calgary Mosquito Society** and will have lots of Mosquito-related presentations, displays, and activities as well as former Mosquito crew members in attendance that day.

Event day will also see the Lancaster's three overhauled Packard built, Rolls Royce Merlin engines being run-up at least three times during the day.

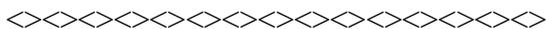
In between engine runs, visitors are allowed to go up into the cockpit, through the fuselage and out the rear door of the old bomber, an experience in a lifetime that gives the visitor a feel for what it was like to go to war in a bomber.



The fin and rudder of Mossie still showing its registration letters, CF-HMS.



This photo was taken by your curator/editor in 1958, at Regina, Saskatchewan, while training for his private pilot's license. Spartan's Mosquito CF-HMS was based at the Flying Club, doing daily mapping flights of the north/central part of the province. Bob says; " My fingerprints were on one of the props and I always had a feeling I'd get a chance to see if they were still there! Now it's going to happen!"



ANSON PROJECT UPDATE

by Rob Pedersen

Progress continues on old Faithful Annie. Sometimes the progress is small and you have to go looking for it, while other times it stands out for all to see.

This summer when you visit the museum you will see that Annie has been moved to make clearance for her tail plane and the soon to be installed rudder. I have been commenting on the rudder's progress for several reports now and I'm happy to say that the rudder structure is now complete and is currently being covered. The rudder looks amazing and certainly the credit goes to John Maze for his craftsmanship. The rudder looks like it just came off of the AVRO assembly line.

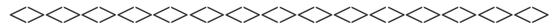
Looking at Annie one can see that alongside the rudder the fuselage continues to steadily fill out and take shape as well. While it's still a long way off from being ready for covering, she now sports her rear turret formers, stringers, escape hatches, wiring tray, control columns and windows. The dedication of the fuselage crew



Front view of "Annie" as of the end of March.

continues to bring Annie much closer to her former glory. Many thanks go to Carl Orde, Terry Moynihan, Gary Amundrud and Charles Logie for their tireless work on bringing Annie back to life. Many Tuesday nights have they spent painting, cleaning, repairing and hunting for parts.

Old 7481 is definitely benefiting from the efforts of the Anson Crew



*Early in the winter volunteers spent some time cleaning and reorganizing the new hangar. Note in this photo that the work stations around the Anson are now better arranged with more work space around the aircraft. **Below:** the rudder is nearly ready to cover and install.*



HANGING THE LYSANDER

Below is a progression of photos showing the museum's 2/3 scale Lysander being "hung." This took place April 14. The hanging of this aircraft was undertaken so the museum's Tiger Moth could be displayed in the main hangar where the Lizzie has been displayed for the past few years.

April 14 was the same day that two Cadet squadrons from British Columbia made their annual trip to Nanton to help with spring cleaning in the museum. This group of about sixty cadets spent the day cleaning and washing airplanes.



*Lysander 416 looks like its ready to fly!
Photo taken by Carl Orde.*



The Lysander is up in the air again!

Volunteers get ready to lift the Lizzie with Alberta Marine's large fork lift.



Another chore completed. Lizzie looks really good in "stationary" flight.



WHAT KIND OF AIRCRAFT IS THIS???



IN MEMORIAM

Alan Hymers, Bruderheim, AB, passed away February 29, 2012. Former WWII air gunner and a POW who survived the Death March. A long-time NLS member and a good friend of the museum.

Keith Sheppard, Calgary, AB, passed away October 8, 2011, flew 37 Ops with Bomber Command. Lifetime member of NLS and good friend of the museum.

Ronald J. Dancer, Calgary, AB, long-time member—passed away.

Maureen Rundle, Okotoks, AB. A Society member passed away recently.

William J. Maclean, Gananoque, Ontario. Society member now deceased.

Edward L. Hughes, Fredericton, N.B. long-time member, passed away early in 2012.

Joan Sheppard, Calgary, AB, passed on March 20, 2012. Lifetime member of NLS—wife of the late Keith Sheppard.

MAY GOD BLESS

The Nanton Lancaster Society extends deepest sympathy to families and friends.



LANCASTER RESTORATION

by John Phillips

The main thrust for this coming season is to have the third engine (number 2 engine if you are Canadian or American, or Port Inner if you are British) running and it is getting close. It will most certainly run for the August event even though at the moment the propeller has not yet arrived from Winnipeg. The engine is installed and essentially waiting for the prop and a trial engine run. Number 1 engine was removed quite some time ago and is well along the way to being ready for re-assembling. One of the labour intensive chores is the grinding of the 48 valves and to help in this we have a new volunteer, Stan Meier, assisting Merrill Honeyman, a long-time volunteer at the museum and member of the engine crew.

The carburetors and water pumps for #1 & #2 were sent for overhaul by Vintage V-12's in Tehachapi, Calif. These parts are



The port inboard Merlin is back on the Lancaster awaiting its propeller to be returned soon from being checked over by Canadian Propeller Ltd., in Winnipeg, Man.

now back to us and installed on #2.

After the #2 engine install an oil leak was noted during a cranking exercise and we found that problem and fixed it. Also a starter relay malfunctioned and a new relay was installed.

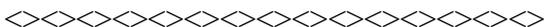
A hydraulic leak was noted at the bomb bay selector lever and Shane Chipchase took this challenge to hand and repaired the assembly which entailed special seals being made in Edmonton. This repair has been tested and no leaks noted.

Brian Taylor has been busy on various parts of the engine completion and along with the help from Francis Gardner and Fred Hollowell accomplished a lot of other related work. Greg Morrison is a bit sidelined at the moment with his concentration on the Tiger Moth re-build.

Stauffer Aero has once again been engaged to clean the blocks for #2 and to hone the liners which were worn shot-gun barrel smooth. Their contribution to the success of our rebuilds is substantial. Thank you Tim and Carol.

At the rate we are going it is very likely that 2013 August will see the official running of all four engines. We are striving to become the first museum to have made all four engines run using our own volunteer workforce. This has been aided by the generous outpouring of spectators' money donations.

Come and hear those Merlins purr during our events.



The fourth and last Merlin engine from the Lancaster is seen here in the museum's engine shop being inspected by BCME engine crew members, Francis Gardner and Merrill Honeyman (standing) and Brian Taylor above. It is hoped that this last engine will be back on the Lanc by the spring of 2013. It will be an historic moment when all four Merlins are run-up at that summer's events.



This Merlin 224 engine, on loan from Wayne Gilbertson, Bow Island, AB, will be on static display in the museum this summer. It had been stored outside by its first owner and was later rescued by Wayne, who has stored it inside since that time. Internally it has a lot of water damage but is very complete externally, making a good display.



18 **HALIFAX 57 RESCUE NEW FIND**

by Karl Kjarsgaard

Further to this our Halifax 57 Rescue Director and Halifax Rebuild Manager, George Roskopf, has already started rebuilding at his shop in Ottawa the MALTA Halifax-Hasting wings and spars we brought home to Canada last summer. This initial wing spar work will be the beginning of the Halifax wing rebuild using new manufactured main spar caps! The main spar is the foundation of a Halifax and George has an agreement with our parent museum, the Bomber Command Museum of Canada, to start rebuilding wing sections now for their Halifax Project.

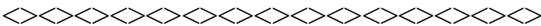
Halifax 57 Rescue will continue to scour the world to gather all parts, artifacts, and materials for this second Halifax for Canada. Just click on the site below and see George begin the Halifax rebuild.

<http://www.youtube.com/watch?v=qd5mMDVivZA&feature=relmfu>

More information on our ultimate prize RCAF Halifax LW170 will be in the next Progress Report with the sonar season just ahead and 3 possibilities pending for sonar assistance to find our historic LW170 off the coast of Ireland. Standby for more exciting news in this regard.

REMEMBER,

WE LEAVE NO HALIFAX BEHIND



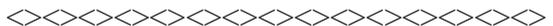
MISHAP WITH A MANNIQUIN

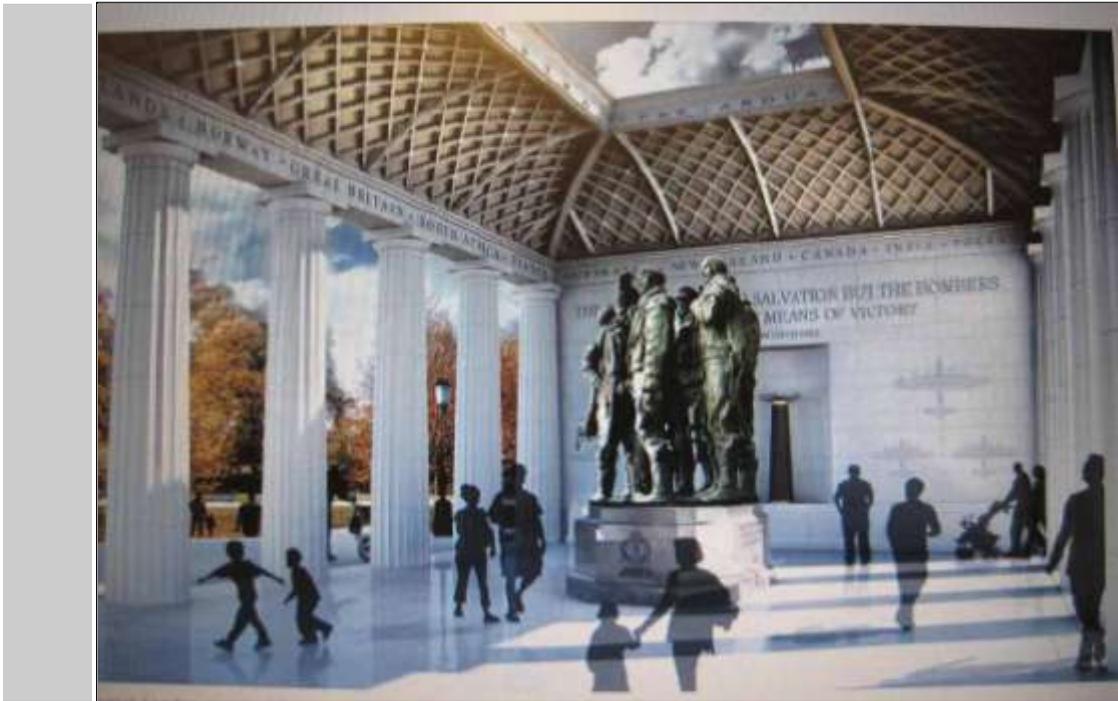
In the top photo, volunteer, Barry Beresford, is horrified at the damage he did when he accidentally pushed over one of the museum’s male mannequins.

In the lower photo, Curator, “surgeon” Bob Evans, does corrective surgery (no anaesthetic) on the “dummy’s” face.

Barry was very relieved after viewing the results of the surgery and after wiping away his tears, joined in to do a further “fix” by applying some cosmetic face paint.

“Manny” the mannequin is now as good as new! Need surgery? Give us a call!





BOMBER COMMAND MEMORIAL

As you may be aware, the Bomber Command Memorial is currently under construction in London. One of our museum members, Dave Birrell, recently travelled from Nanton to view the progress and was guided through the construction site by the Memorial's architect, Liam O'Connor.

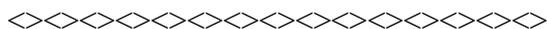
Dave reports that, "Without actually visiting the site, it's difficult to appreciate the Memorial's setting within the city, its size, the stature it will have, and its significance.

"Located on a high point overlooking Green Park, the Memorial is at Hyde Park Corner, just across Piccadilly from Wellington Arch, one of the most massive and impressive monuments in London. The location is also adjacent to the grounds of Buckingham Palace and just a few hundred metres from the palace itself. "As we toured

the sections of the Memorial that are already in place, it was clear that its design and grandeur will be worthy of the effort and sacrifice that was Bomber Command."

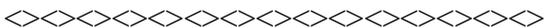
Our museum is honoured to have provided eight hundred pounds of aluminum recovered from 426 Squadron RCAF Halifax LW682 and this will form the ceiling of the Memorial.

The Bomber Command Museum of Canada would like to remind all Canadians and our friends in the UK of the fact that almost 20% of the 55,573 airmen being honoured by this Memorial were Canadians. Although Canada's Bomber Command Memorial at our museum is a fitting national monument, the London Memorial will also stand as a tribute to our country's contribution and sacrifice.



NEW DISPLAYS

Visitors this summer will find some new displays as well as several which have been up-graded. Our new “Engine Room” includes new signage that describes the different types of engines used during WW II. The room includes cut-away examples of an In-Line engine (Ranger), a Radial engine (Jacobs), and a V-Type engine (Merlin). We have also created detailed signage related to the Merlin and the Bristol Hercules.



The three engines seen here are; Rolls Royce Merlin, Armstrong Siddeley Cheetah, and a Menasco Pirate.



Engines here are a Gypsy Major from a Tiger Moth and a Gypsy I, that would have powered a de Havilland, Gypsy Moth.



Engines (L-R): a Jacobs L6MB, Fairchild Ranger cut-a-way, and a partial Jacobs showing its internal workings.



Volunteer Jim Heide stands beside the Merlin engine that came from a Hurricane that crashed in Ontario during the war. It will be on display as a partially assembled engine, showing the internal workings.



Here you see line-up of some of the museum's other engines in the new hangar.



LARGE LANC MODEL DONATED

The large Lancaster model in the photo above was donated to the museum along with other RC models and accessories by Richard Ambler, of Calgary. Ill health has forced Richard to give up his hobby. His Lanc model will be seen this summer hanging in the greeting area of the museum, replacing a smaller model that is there now.

Back in the early 1990s, Richard was one of the volunteers with the Calgary Chapter of the Nanton Lancaster Society. This group was instrumental in restoring the museum's Frazer Nash rear gun turret to operational condition, with replica guns, and also built the operational Lancaster undercarriage display.

We wish Richard all the best and hope his health improves and we extend a Grateful THANKS for his donation.



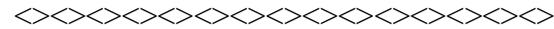
The second "simulator-to-be" as it looked in early April, nearly ready for the application of fabric covering. It will house a computer with the "Flight Simulator" program c/w wartime aircraft.

22 **TIGER MOTH 4080 REBUILD**

By the time members receive this newsletter, Tiger Moth 4080, will be on display in the museum's main hangar near the entry to the small artifact gallery. It will be taking the place of the 2/3 scale Lysander, which has dominated that spot for the last three years and has now been hung up farther back in the hangar.

While the Tiger Moth is being restored to an airworthy status, some additional work is still needed. It will be on static display for the summer months and in the fall will again be back in the restoration shop.

AME Greg Morrison has been doing the restoration work on the Moth, but has a full slate of work servicing aerial application aircraft, etc., during the summer, so further work on the Moth may wait until fall.



This is the zero time Gipsy Major engine that will power the Tiger Moth 4080 when the rebuild is completed. Summer visitors will see it on display in the museum's main hangar.



Wayne Bailey is pondering the next step in fitting new Lexan to the gun turret canopy from the museum's travelling display. It's a time consuming job. Wayne hopes to have it ready before the airshow season starts.



Greg Morrison photo.

Here is Tiger Moth 4080 with its wings installed as of April 17. It should be on display in the main hangar by May 1 with a display engine installed.



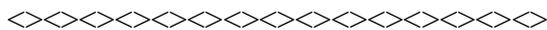
**A REMINDER
THE MUSEUM NEWSLETTER
is now
ONLINE & DOWNLOADABLE**

We now provide the option of having members receive an email that will include a link to the current newsletter. The issue may then be read on-line, printed out, or downloaded as a pdf file. The pdf file can be forwarded to others who are interested.

Those who have not chosen to receive a “digital version” will continue to receive a paper copy.

The digital copy has the advantage of being in colour so you may want to have a look, even if you’ve received a paper copy. As well, the digital copy requires no paper or printing and mailing cost.

Please email Julie in our office at: office@bombercommandmuseum.ca if you would like to receive the digital version.



Here are Mossie parts that will be moved to our museum as the Mosquito restoration moves along. This will be an on-going process over several years. The engines alone will take two years each. The last Lanc Merlin is now in the engine shop being restored and won't be back on the Lanc until 2013. The first Mossie engine will then go in the shop. (See page 6.)

EDITOR/CURATOR COMMENTS 23

We have now started into our second quarter century after celebrating our first last year.

All indications are that the next twenty five years will see us grow significantly, possibly doubling our space and bringing to light many of the historic artifacts that are presently in storage. This depends on the economy strengthening, which at this time is occurring here in Alberta.

Historic aircraft that are presently in storage (or hanging from the museum’s roof beams) and awaiting restoration, will become displays in the additional space that will inevitably come about. Two important BCATP aircraft that are presently awaiting restoration are the Fairchild Cornell and the twin engine, Cessna Crane due to lack of space. Another project is the twin engine, Airspeed Oxford, for which we have most of the metal components, but needs a complete new wood airframe. A great project for future volunteers with wood working skills. I had personally hoped to get this project started and still may do so if aging continues to be kind to me!

My vision of the future for the museum we have created over the last 25 years, is not an unreasonable one, but it will require the next generation to volunteer, as has our generation. It will also need to have the assistance of governments and individuals with the foresight to realize that we must preserve our history. In our case to inform those who come after us, how freedoms we enjoy today were safeguarded by those who placed their lives on the line during WWII.

Sincerely, Bob Evans



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