

Flightlines

AUGUST 2015

A PUBLICATION OF CANADIAN WARPLANE HERITAGE MUSEUM



Mailed by
Canadian Warplane
Heritage Museum,
9280 Airport Road,
Mount Hope, Ontario,
L0R 1W0

VR-X-TERMINATOR



At left:
There are numerous Lancaster bombers worthy of special attention for their service during the Second World War including the Lanc that is honoured by the Andrew Mynarski Memorial Lancaster at the Canadian Warplane Heritage Museum.
Photo courtesy Eric Dumigan

At right:
Lineup of RCAF Lancasters at Fort Macleod, Alberta after the Second World War.



Greatest of all of the Canadian Lancasters

By Dave Birrell

There are numerous Lancaster bombers worthy of special attention for their service during the Second World War. A few examples are: R5868, the British-built Lanc that flew 144 operations; ED932, Guy Gibson's aircraft on the Dam-busters' Raid; KB726, the Lanc that is honoured by the Andrew Mynarski Memorial Lancaster at the Canadian Warplane Heritage Museum; and ND811, the aircraft in which another Canadian, S/L Ian Bazalgette VC, was killed together with two of his crew following a courageous attempt to save his wounded friends.

His memory is honoured by the Ian Bazalgette Memorial Lancaster at the Bomber Command Museum of Canada in Nanton, Alberta.

Of the Canadian-built Lancasters, KB732, VR-X of No. 419 Squadron was arguably the greatest of them all, completing more operational flights against the enemy than any other.

KB732 was the serial number

of the 33rd of 430 Lancasters that rolled off the Victory Aircraft assembly line at Malton, Ontario during the Second World War.

Flown to Britain during April, 1944, the aircraft was assigned to No. 419 Squadron of No. 6 Group, the Canadian arm of Bomber Command.

No. 419 Squadron, together with another Canadian squadron, No. 428, was based at Middleton-St. George, about midway between the cities of Lincoln and York. Upon its arrival it had the letters VR-X painted on its fuselage, "VR" being the marking for No. 419 Squadron aircraft and "X" designating this particular aircraft within the squadron.

But KB732 wasn't the first Lancaster to be designated VR-X. Lanc KB713 carried the markings from April, 1944 until it was shot down during a raid on the rail yards at Louvain during the night of May 12/13, 1944.

P/O B.F. Edwards and crew were all killed when the aircraft, known as "X-Ray," was attacked by a JU-88 enemy night fighter on the way to the target and crashed at Coxyde, Belgium.

KB732 became the new VR-X on May 15, 1944.

As the new VR-X began regular operations against the enemy, some of its flights were particularly noteworthy.

During the night of June 7/8, 1944, VR-X-Terminator, as it became known because of the nose art painted below the cockpit, became the first Canadian-built Lancaster to shoot down an enemy fighter. The pilot on that flight was F/O Wm. John (Andy) Anderson. This wasn't the first VR-X the crew had taken out as they had two training flights in their log-books aboard the former VR-X, nine days before it was lost.

Ten minutes after bombing the railway junction at Acheres, rear-gunner Sgt. W.F. (Bill) Mann and mid-upper gunner Sgt. P.F. (Paul) Burton shot down an enemy Junkers-88.

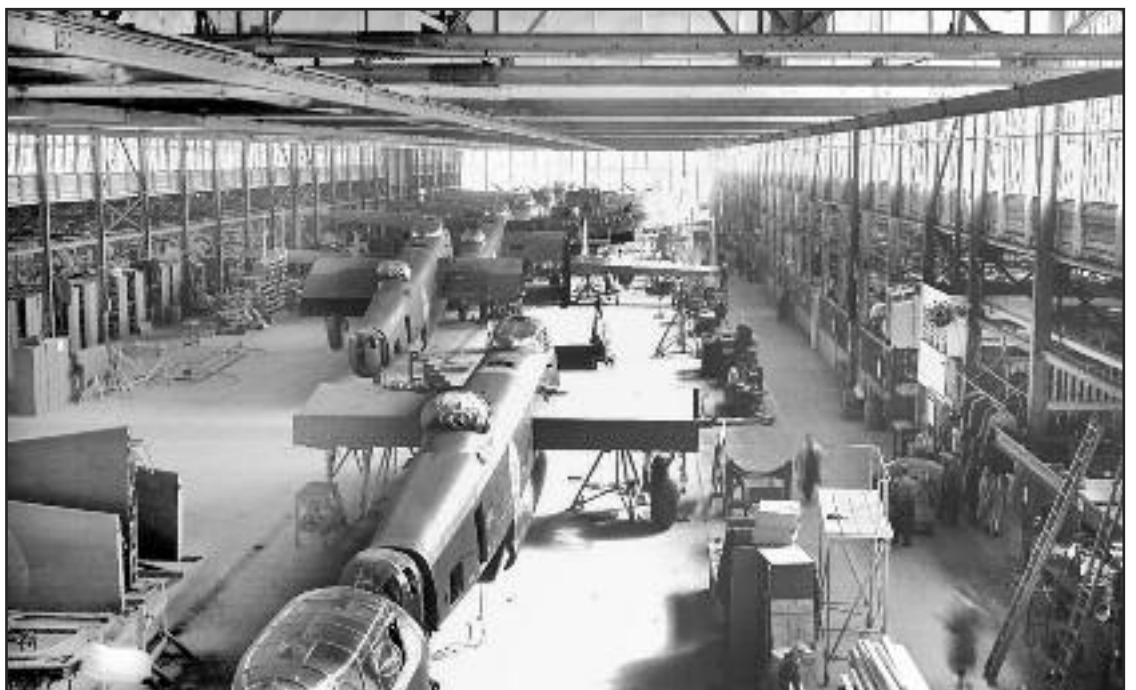
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X-Terminator just prior to take off to Wangerooze. From left: G/C J.F. MacDonald, station manager at Middleton St. George; A/C C.R. Dunlap, commander of 64 base; F/S Don McTaggart, KB732's rear gunner; AVM C.M. "Black Mike" McEwan, A.O.C. No. 6 Group and F/L Barney Wickham KB732's pilot.
Photo courtesy Don McTaggart



The Canadian built Lancaster, KB732, VR-X of No. 419 Squadron was arguably the greatest of them all, completing more operational flights against the enemy than any other Lancaster.
Photo courtesy CWHM



KB732 was the 33rd of 430 Lancasters that rolled off the Victory Aircraft Limited assembly line at Malton, Ontario during the Second World War. KB732 is the airframe in front of the nose of the Lancaster at the bottom of the picture.
Photo courtesy Mark Peapell



Military Aviation Museum's de Havilland Mosquito.



The Canadian Warplane Heritage Museum Lysander.

VR-X-Terminator

• continued from previous page

According to bomb-aimer Jim Steels, KB732 was, “only at 5,000 feet and the E.A. was seen to burn on the deck by all of the crew except the navigator, Bill Behan.”

Both air-gunners received the DFM the following October in recognition of this action. Their citations referred specifically to the night of June 7/8 but went on to state that they had, “displayed notable determination and devotion to duty throughout. On several occasions they have driven off enemy aircraft and in so doing, have displayed great coolness and co-operation.”

Andy Anderson’s crew completed its last of five operations in KB732 on July 20, 1944, a daylight raid against a V-1 Flying Bomb site near St. Omer.

The air-gunners aboard VR-X claimed the destruction of a second enemy aircraft, this time an FW-190, while on a raid to Hamburg on the night of July 28/29, 1944. The fighter was observed in the light of flares that the Luftwaffe had dropped in order to illuminate the bombers.

Rear gunner Sgt. F.W.J. Flippan (RAF) shouted, “Corkscrew port,” and let go a five second burst from 700 yards as his pilot began the violent manoeuvre designed to shake off the fighter. Re-adjusting his sights, he fired another burst and observed strikes on the fighter’s engine and black smoke. It was claimed as “probably destroyed.”

What was likely KB732’s closest call came during a raid to Bremen on the night of August 18/19, 1944. Five No. 419 Squadron Lancasters returned with damage, VR-X’s being severe (Category “A”) with repairs necessary to both the rear and mid-upper gun turrets. None of her crew members was injured however.

April 25th saw the last raid of the war for X-Terminator for the squadron, and for No. 6 Group. The target was Wangerooge, the coastal batteries on the Frisian Islands that were controlling the approaches to the ports of Bremen and Wilhelmshaven.

The RCAF was well represented as 192 of the 482 bombers were from No. 6 Group. The Canadian aircraft included 92 Halifaxes from 408, 415, 425, 426, and 432 Squadrons and 100 Lancasters from 419, 424, 427, 428, 429, 431, 433, and 434 Squadrons. Fifteen of the Lancs were from 419 Squadron.

Both the significance of the aircraft and this raid was recognized at the time as AVM C.M. “Black Mike” McEwan (A.O.C. No. 6 Group) and others posed in front of the aircraft’s nose for a photograph prior to the squadron’s departure.

X-Terminator was to be flown by F/L Barney Wickham with F/O Bob Bodie (navigator), F/O Bill Wright (bomb aimer), W/O1 Jack Lequesne (wireless operator), Sgt Jerry Joerissen (flight engineer), F/Sgt Tommy Martin (mid upper gunner), and F/Sgt Don McTaggart (rear gunner).

F/O Bodie had been the navigator with Andy Mynarski’s crew when Lancaster KB726 was shot down on June 13, 1944. Mynarski was awarded the Victoria Cross for his actions on that day.

Take off for KB732 was at 14:37 for the daylight operation and the weather was clear. But X-Terminator had been flying ops regularly for almost a full year and was getting tired. As rear gunner Don McTaggart recalls, “KB732 was the second oldest kite on the squadron. We had to set course and climb to our given height en route (rather than gain height over the aerodrome and then set course) otherwise we’d have been late on target.”

As the bombers began to approach the target and concentrate into their “gaggle” Don watched as, “two Halifax aircraft to our starboard collided and went down into the North Sea. Moments later two Lancs from No. 431 behind us and to our port side collided and as they fell, collided with two more aircraft. All four disintegrated as they went down, with bodies coming out of fuselages, some with chutes and some without, and into the sea.”

The two Lancasters were Canadian and both from No. 431 Squadron. KB822 was flown by F/O B.G. Baker and KB831’s pilot was F/L B.D. Emmet. Two of the Hali’s that went down were Canadian as well, a No. 408 Squadron aircraft flown by F/L A.B. Ely and a No. 426 Squadron Halifax piloted by WO2 J.C. Tuplin.

The remaining aircraft carried on. Don recalls that, “Flak was quite heavy over the target and as bombers were flying so close together, it’s miraculous that only a single aircraft was shot down.”

Avoiding disaster one final time, X-Terminator, “narrowly missed being hit by falling bombs from a Lanc almost directly above us. This turned out to be our own c/o, W/C M.E. Ferguson flying VR-W (KB851).”

X-Terminator took her time going home. It seems fitting that KB732, now the grand old lady, was the last of the No. 419 Squadron Lancasters to land following the raid to Wangerooge, the squadron’s and No. 6 Group’s final operation of the war.

Sixteen minutes later a No. 428 Squadron Lancaster was the last aircraft to land at Middleton St.-George. F/L Dave Walsh’s

delay was due to a “valiant effort” that had impressed his fellow airmen during the return flight as he flew over the four fallen Canadian aircraft, marking their position and reporting to Air/Sea Rescue. Sadly however, none of the 28 aircrew survived.

Following the raid the 84th bomb marker was painted below X-Terminator’s cockpit and its wartime duties were complete.

This illustrious aircraft left for Canada in early June, piloted by F/L Dave Lambroughton and crew. Landing in Yarmouth, Nova Scotia on June 10th, it spent the summer in Nova Scotia as preparations were made for the Canadian Lancasters to enter combat in the Pacific. But with the dropping of the atomic bombs, the war there ended as well.

During September, 1945, KB732 was one of 83 Lancasters to land at the former No. 2 Flying Instructors School at Pearce, Alberta, just east of Fort Macleod.

It must have been a spectacular sight and stories have been told of the pilots flying at low level over nearby farms, terrifying farm animals prior to landing. Seventeen of this armada of wartime bombers were squeezed into the hangars and placed into long-term storage.

The remainder were neatly arranged on the old tarmac. They had their engines run-up each morning until they were flown to other storage areas in Alberta. This took six months, the operation being carried out by Ray Wise and three other RCAF mechanics.

X-Terminator was eventually flown to Calgary, placed in long-term storage, and finally “Struck off Strength” on May 15, 1948 and broken up for scrap.

Looking back, it seems sad that VR-X-Terminator, the Canadian Lancaster that flew the most operations, should have been unceremoniously scrapped. Some would argue that it should have been the aircraft preserved in Canada’s national collection at Rockcliffe, preserved as the ultimate Canadian Lancaster that went to war, night after night, and did its duty.

On July 11, 2015, at the Canadian Warplane Heritage Museum’s “Lancaster Day!” to commemorate KB732, their Lancaster received the temporary markings and nose art of X-Terminator for this one day only. The last remaining crew member, Don McTaggart of VR-X, KB732, was in attendance for the unveiling.

Special thanks to Dave Birrell (Bomber Command Museum of Canada – Nanton, Alberta) for allowing us to reprint this article.



Geared towards the photo enthusiast, this event on the Friday before our June 20-21 Skyfest featured night run-ups of several aircraft. We did have to make a few last minute aircraft substitutions due to aircraft availability. Pictured above, Vintage Wings of Canada P-51.



Vintage Wings of Canada Lysander.



CWHM B-25 Mitchell.

Photos courtesy Derek Mickeloff

Canadian Warplane Heritage Museum

Flightlines

Published by



Printed as a supplement to COPA Flight for the Canadian Owners and Pilots Association and the Canadian Warplane Heritage Museum.

Museum's News Briefs



Flying high in 2015

On June 18, 2015, the Mynarski Memorial Lancaster (or VeRA as she is affectionately known) took to the air to begin her 28th flying season with the Canadian Warplane Heritage Museum. The Lancaster flew with the overhauled engine that returned from England in the spring.

Photo courtesy Derek Mickeloff

Superbly restored Tiger Moth donated to Museum

Rob Fleck has generously donated his de Havilland Tiger Moth to the Canadian Warplane Heritage Museum.

The Museum's new Tiger Moth was built at Downsview, Ontario and taken on strength with the RCAF as #4947 on April 16, 1941. It was assigned to No. 2 Training Command in Winnipeg, Manitoba and was relegated to the status of an instructional airframe in December 1943.

It was struck off service in July 1946, sold and until 1990, not much is known. In 1990, it was registered as CF-IME to Stanley Squires of Milestone, Saskatchewan and in 1992 as C-FIME to John and Sheila Squires of Weyburn, Saskatchewan. Bill Neelin of Camrose, Alberta purchased the aircraft in 1999 and completed a full restoration, registering his Tiger Moth as CF-ANN.

It was subsequently purchased by Rob Fleck who operated it at Vintage Wings of Canada for a



few seasons until he generously donated it to the Canadian Warplane Heritage Museum in March 2015. Many agree that this particular aircraft is the finest example of a Tiger Moth restoration ever seen. Thanks Rob!

Rob Fleck delivered the Tiger Moth by air to her new home at Hamilton on May 6, 2015. Museum President and CEO Dave Rohrer (above, left) accepted the donated Tiger Moth from Rob Fleck.



Photos courtesy Canadian Warplane Heritage Museum

Story of Canadian war brides told in special exhibition

The Canadian Warplane Heritage Museum is proud to present a special exhibition by Canadian

artist Bev Tosh, titled *War Brides and Fly Boys; Leaving Canada for Love* until August 28th.



The British Commonwealth Air Training Plan brought thousands of airmen from overseas to Canada for pilot and air crew training. Contrary to what we normally think of as war brides, many of these men met and married Canadian women who left Canada to start a new life overseas.

Over 4,000 women left Canada as the wives of Commonwealth air crew personnel as a result of the Second World War.

Bev Tosh, whose mother was one of these unique war brides, has created a collection of portraits that tell the story of these women who took a leap of faith in order to build lives far from Canada.



*From the desk
of the
President
and CEO*

"We Will Remember Them"

As we approach the fall season – far too quickly in my view – we have much to be thankful for at the Canadian Warplane Heritage Museum. The summer of 2015 has seen the museum host many varied and special events and the first "Twilight Hamilton Airshow."

SkyFest despite having to overcome several unexpected challenges was another successful Father's Day Weekend event and soon we will hold our annual Remembrance Day Ceremony at the museum.

This year, while we remember all who served – as well as those who are currently serving our country through military service – I will also be thinking of all the Canadian Warplane Heritage members, past and present, who have made this entire organization possible.

One group that deserves special mention is the Lancaster Support Club, a group that works steadfastly often behind the scenes in support of our Lancaster "VRA." This group of members and individuals has supported our Lancaster from the very beginning to the present day by selling memberships and holding various activities such as book sales, all designed to raise financial funds to originally get and then keep "VRA" flying.

The hard work and dedication of this group is, I think, a microcosm of the spirit, dedication and commitment of our larger museum membership, committed volunteer group, staff and supporters resident in the museum.

When I review our 43 years of operation at the museum, I realize our own history and legacy is rich with the key contribution of many, many talented members, volunteers, staff, and supporters who have given us all an excellent example of how we best should proceed in our current and future endeavours.

I for one am extremely proud of our own museum history and legacy and thankful to our membership – past, present, and future – and believe we would be wise to always remember them as well.

Per Ardua ad Astra

Dave Rohrer



Photos courtesy Canadian Warplane Heritage Museum

Vintage Lockheed 10 makes stopover

Lockheed 10A OK-CTB visited the Canadian Warplane Heritage Museum in the spring on its way from the United States to Prague in the Czech Republic where it was originally based by Bata Shoes. It has been restored back to its original 1936 mark-

ings when owned by Bata Shoes in Czechoslovakia.

In 1939, the owner used it to escape the Nazis when they invaded Czechoslovakia. This particular Lockheed 10 was also used by the RCAF during the Second World War as a transport.



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424 "City of Hamilton" Squadron markings

Hobby Master diecast of North American P-51D Mustang, BA-U, #9255 in 1/48 scale (approx. 23 cm wingspan). Reproduced in the markings of an aircraft based at Mount Hope, Ontario that flew with the RCAF 424 "City of Hamilton" Squadron.

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By Marc-Andre Valiquette/Richard Girouard

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This book describes:

- The squadron's beginning in Canada during World War II as the School of Army Co-operation and later No. 123 Army Co-operation Training Squadron to its operational fighter-bomber missions flying the Hawker Typhoon out of England and mainland Europe.
- The 1950s and early '60s period in its day fighter role flying the F-86 Sabre in Canada, England and France.
- The conversion to a Strike/Reconnaissance, Attack and Tactical Fighter Squadron with the CF-104 Starfighter in France and Germany from 1964 to 1984.
- The CF-18 Hornet frontline multi-role fighter era in Germany from 1985 to 1993.
- The unit's mission at CFB Bagotville (QC) as a Combat Support Squadron since 1994 flying the CT-133 Silver Star, the CH-118 Iroquois and the CH-146 Griffon.



\$49.99

Forewords by General Tom Lawson, Canada's Chief of the Defence Staff; Colonel Joël Roy, 17 Wing Commander; and Major Jean-François Gauvin, 439 CS Sqn Commanding Officer. Published once more by IMAVIATION, it continues the unique format of being bilingual, and entirely designed and produced in Canada without any public or private subsidies of any kind.

Last

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Former lives of some of Canadian Warplane Heritage Museum's aircraft

In 1964, Doug Wardle of Orleans, Ontario purchased Cessna Crane CF-FGF (formerly RCAF #7862), pictured at right, and operated it out of Rockcliffe Airport until he donated it to the Canadian Warplane Heritage Museum in 1976.

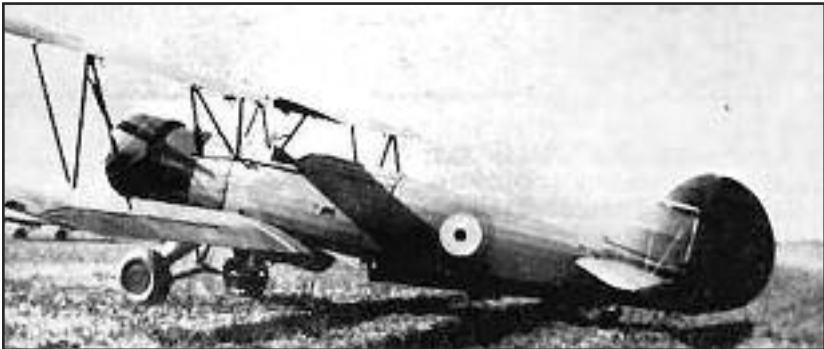
Photo courtesy Doug Fisher Collection



Our new Dakota (FZ692, 'Kwicherbichen') was photographed at Trenton in 1970 while serving in 424 Squadron with the RCAF Search & Rescue. Photo via George Trussell from the Mike Ody Collection



Harvard CF-UUU was the third aircraft to join the Canadian Warplane Heritage Museum. It was ferried from Lindsay Airport to Hamilton in 1972. Thanks to Shane Clayton for digging this photo out of the CHAA archives. Original photo by Larry Milberry



Jim Bates recently discovered a rare photo of our Fleet 21 wearing roundels. During World War II, it has always been reported that it wore no more markings and post war; it was civilian registered as CF-DLC.

Photo courtesy Canadian Dept. of National Defence/Library and Archives Canada



The Museum's Harvard (RCAF 412) is seen at Hamilton Airport shortly after it was acquired by Sid Bonser in 1968. Sid eventually had it repainted in its original RCAF markings.

Photo courtesy Canadian Warplane Heritage Museum



Development Office update

By Pamela Rickards, Vice President - Operations

We are experiencing a busy summer here at the museum, with many visitors stopping by to see our ever-growing collection of aircraft and interesting displays.

I would like to thank all of you who have contributed to our keep us flying campaign, your support is greatly appreciated.

At the time of writing this, we are working to finalize the details of our Twilight Airshow on August 15 and 16. If you do not already have your tickets, please visit our website to order them today.

Many of our supporters continue to fund our museum in a variety of ways, including planned gifts, memorials, in-kind gifts, stocks, shares and cash donations. If you would like any information on planned giving, please do not hesitate to contact me at pam@warplane.com or review the information available on our website, under the tab at the bottom right "About us".

A new way to support the museum is through 'Donate a Car Canada' program. If you have an unwanted vehicle, RV, boat or motorcycle, it will be recycled or sold at auction depending on its condition, age and location. The funds are then submitted to our museum and we will issue a charitable donation receipt to the donor. Please visit our website for further information, or email me

Canadian Warplane Heritage Museum is proud to recognize those supporters who have made significant contributions to our museum of the past few months and we are thrilled to add the following to our donor walls:

"Friends of Flight" Donor Wall - \$500
In loving memory of J. Fred Krawczyk, 1942-2014
Ray Johnson #133728 RCAF 1957-64 Instrument Tech

"Friends of Flight" Memorial Hangar Doors - \$1,000 - \$4,999
James Arnold Woodhouse
LAC Ivan Mervy Vance RCAF, May Your Spirit Soar
In Memory of Al Bacon
Adrienne (Andy) Henwood, CWH Tour Guide, 15+ years
Patrick (Pat) Keenan, Oh! I have slipped the surly bonds of Earth
Joyce Mitchell (John Mitchell, RAF)
F/O Leonard E. Lafond, 419 Squadron, RCAF
In Loving Memory of Al Shelley
LAC RCAF Angus Gordon McLean, Dearly Loved, Never Forgotten
In loving memory of my Dad – David Pringle
John Pearson – Final Flight, November 1948 – September 2014

Life Members now include: Leon M. Evans, Larry Flieler



EXHIBITION

Fly Boys and War Brides: Leaving Canada for Love
by Bev Tosh * May 1 to August 28, 2015



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Highlights from CWHM's Skyfest



Above: Michael Potter from Vintage Wings of Canada brought his immaculate P-51D Mustang down for the weekend and flew several formation flights with our B-25 Mitchell.

At right: The B-25 Mitchell was popular and many people joined the museum to take advantage of a flight in it.



Although Sunday's weather didn't initially sound great, the weather held all weekend long.



We had a total of three T-28 Trojans that dropped by to participate in Skyfest.



One of the highlights of Skyfest 2015 was seeing two Lysanders in the air together. Doug Fisher captured this image from a Harvard with the Canadian Warplane Heritage Museum Lysander (in the foreground) being flown by Rick Rickards and the Vintage Wings of Canada Lysander being flown by Dave Hadfield.

Photo courtesy Doug Fisher



Many people took advantage of discounted member flights in several Canadian Warplane Heritage Museum aircraft including the Cornell, Chipmunk, Harvard, Expeditor, Lysander and B-25 Mitchell.



We're pretty sure this unique formation of a B-25 Mitchell, two T-28 Trojans and a de Havilland Mosquito has never happened before. What a unique sound!

At right: Faith Clarke Simms made an official attempt to break the world record for the Heaviest Vehicle Pulled 100 feet - Women's Category. While Faith did pull the 20,000-pound DC-3 Dakota for approximately 70 feet, she did fall slightly short of the 100-foot distance needed to break the current world record of 17,000 pounds. Great spirit Faith!



Canadian Warplane Heritage Museum re-enactors pose in front of the Military Aviation Museum's de Havilland Mosquito.

Photos courtesy Derek Mickeloff



Unfortunately a snag kept the Lancaster on the ground. However, many were pleased as they were able to tour inside the Mynarski Memorial Lancaster/VerA.



CBC News anchor Peter Mansbridge held everyone's attention as the special guest speaker.



On May 15, 2015, we held an exceptional evening celebrating the 70th Anniversary of Victory in Europe (VE Day) at the Canadian Warplane Heritage Museum. We were hoping for at least 50 Second World War Veterans to be in attendance for our Gala Dinner and Dance but were thrilled to have 100. *Photos courtesy Rick Radell*



The fabulous hosts for the evening were former CBC News anchor and aviator, Jacquie Perrin (above, right), and long-serving Museum member and pilot, Bill McBride (above, left).



Presentations and gifts by the Cadets to every Veteran in attendance. The Veterans were what this celebration was all about.



Special surprise musical guest was Ashley McIsaac who joined John McDermott on stage.



Many danced the night away to the versatile Royal Hamilton Light Infantry (RHLI) Dance Band.



Morgan Elliot, producer of the Lancaster UK Tour documentary "The Reunion of Giants", surrounded by some of the stars of the show in front of the RHLI Dance Band.



CBC News anchor Peter Mansbridge and his family certainly enjoyed the evening.

