


JULY/AUGUST 2018

FLIGHT LINES

CANADIAN WARPLANE HERITAGE MUSEUM

A B-24 Liberator bomber aircraft is shown in flight, angled upwards from the bottom left towards the top right. The aircraft is painted in a dark olive green and black camouflage scheme. It features four engines, a large central fuselage, and a tail section. The cockpit area is visible, showing the crew. On the side of the fuselage, there is a circular insignia with a red border and a yellow center. The tail section has the letters "AJO" in large, stylized red and yellow characters, with a circular insignia below them. The aircraft is set against a clear blue sky.

HONOURING
CAPT MCQUEEN
410 Squadron Class Gift

OPERATION CHASTISE
The Canadian Connection



COMMUNITY CHARITY AIRSHOW 2018



WEDNESDAY AUGUST 29TH

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CommunityCharityAirshow.com

JULY/AUGUST 2018

FLIGHTLINES

CANADIAN WARPLANE HERITAGE MUSEUM

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Cover:
"Dambuster" Lancaster over Lake Ontario.
MIKE REYNO



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Volunteer Editor: Bill Cumming

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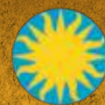
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EXHIBITION

THE REAL MONUMENTS MEN

JUNE 22 TO
NOVEMBER 18,
2018

On the Front Line to Save
Europe's Art 1942-1946



Smithsonian
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News

Welcome

The warmer weather is here and the happenings within and around the Canadian Warplane Heritage Museum have moved into high gear. And it ushers in the start of the golf season for some of us – but that is a different life.


During the month of May, the popular press provided stories and covered many events about the 75th Anniversary of the Dambusters and the daring attacks on the German dams during World War Two. CWH had its own commemoration for this event, featuring an excellent presentation by renowned military historian and author Ted Barris who talked about “Operation Chastise” and the Canadian involvement. And to carry on with that theme, this issue of *Flightlines* features a short story about the involvement of the RCAF personnel of 617 Squadron who participated on that daring raid during the evening of 16–17 May 1943.

Also featured in this issue is a spectacular photo of the CWH Lancaster wearing the markings of Wing Commander Guy Gibson’s Lancaster, as well as brief report on its visit to Washington to be part of the 100th Anniversary Celebrations of the formation of the Royal Air Force. Of course the issue includes the usual news items and other features.

Once again the period of July and August will be one of the busiest times for the museum and its aircraft. With the Air Force Day display, the popular Vintage Wheels & Wings show and the Community Charity Airshow at the end of August featuring the Commemorative Air Force’s B-29 “Fifi”, willing hands are required to help with all of the events.

Enjoy this issue of *Flightlines* and let us know how we are doing!

Bill Cumming, Volunteer Editor
museum@warplane.com



JOIN US FOR AN EVENING CELEBRATING

Pam Rickards' Retirement

AFTER 30 YEARS OF SERVICE

JULY 10 • 5-9 PM

Canadian Warplane Heritage Museum Hangar

RSVP to Emily • emilliar@warplane.com • 905-679-4183 ext 253

Those wishing to contribute to a retirement gift can contact Emily for details

This is a casual evening featuring a cash bar



45 Years of Service

At the Volunteer BBQ in April, long time Museum member Bill McBride was presented a 45 Years of Service plaque by Pam Rickards and Dave Rohrer. Bill is the longest serving member who still remains active within the organization. If you’ve ever attended an event over the last 45 years that had an emcee, you’ve probably experienced his gift of gab. Pilot, Aircraft Sponsor, Founding Chairman of the Hamilton International Air Show, Commentator, Tour Guide, Spokesman, Line Crew, Protocol Officer, Special Projects and Master of Ceremonies – all being volunteer positions Bill has held.



CANADIAN WARPLANE HERITAGE MUSEUM



On the trip, we did manage to squeeze in a formation flight with a United States Air Force F-35 from the 58th Fighter Squadron based at Eglin Air Force Base, Florida. UK MOD CROWN

GREAT BRITISH FLY-IN Celebrating the RAF100

In March, while the Museum was experiencing an ice storm (that caused the cancellation of the 2018 Dragstrip Memories event), our Lancaster was out of town attending the "Great British Fly-In". It was held on the tarmac of the National Air and Space Museum's Udvar-Hazy Center near Dulles Airport to celebrate the 100th birthday of the Royal Air Force. Historic aircraft, which the RAF used during World War II, such as the Avro Lancaster, landed outside of Udvar-Hazy Center for this one day event. By the reaction from the record breaking crowds in attendance, Lancaster was the definitely the highlight of the Fly-In. The Lancaster was opened for tours and many took advantage of the opportunity.

Unfortunately, a mass formation including the Lancaster, various warbirds, F-35 Lightning and P-8 Poseidon, scheduled to fly over the US Air Force Memorial in the US capital to mark the anniversary and the close relationship shared between the RAF and US Air Force was cancelled due to inclement weather.



UK MOD CROWN



Air Force Day

This event was introduced last year as part of the Canada's 150th celebrations but was so popular, is being brought back again on 7 July 2018. Meet current members of the Royal Canadian Air Force, see their aircraft up close on the ground and learn the many roles performed by Canada's air force today.

From helicopters to transports plus the collection of vintage military aircraft from the Canadian Warplane Heritage Museum, visitors will have a chance to view almost 60 aircraft close up. The Lancaster will be open for tours inside.

Confirmed at writing from the RCAF: CH-146 Griffon, CC-130J Hercules, CC-130H Hercules, CC-150 Polaris and CC-177 Globemaster III. Confirmed from the Great War Flying Museum: Sopwith 1 1/2 Strutter and Nieuport 28.

A collection of paintings from Canadian aviation artists will be on display courtesy of the 400 Squadron Historical Group. These paintings celebrate the 100th anniversary of the forming of 400 Squadron and commemorate important events throughout these years of operation.



Airshow Dinner

Enjoy a night out in support of the Community Charity Airshow. New for this year, the dinner event only will be taking place at the Canadian Warplane Heritage Museum.

Highlights of the evening include:

A night engine run-up of the B-29 Superfortress "FIFI". This is a rare opportunity for aviation photographers and enthusiasts alike!

All attendees have the opportunity of winning a Lancaster flight that evening. The draw takes place at 6:00 pm with the flight at 6:30 pm. Only those in attendance at draw time can win!

Pilot/Aircrew meet-and-greet plus one pilot/aircrew will join each table for dinner. Plus silent auction for some cool items!

Appetizers will consist of jumbo shrimp with cocktail sauce and finger munchies. The buffet dinner features a variety of salads (broccoli salad, caesar salad, and mixed greens salad), fresh carved roast top sirloin of beef, roasted rosemary chicken, penne pasta primavera, roast potatoes, roasted peppers with root vegetables, and fresh whole green beans. Dessert will consist of lemon meringue pie, assorted cheesecakes with fruit topping, hot apple crumble with whipped cream, fresh carved fruit, and berry displays. Cash bar.

Please plan to attend this worthwhile event in support of the Community Charity Airshow and the Canadian Warplane Heritage Museum.



Tickets available online at
warplane.com
or directly from
Rotary Club
of Brantford members.

DATE:

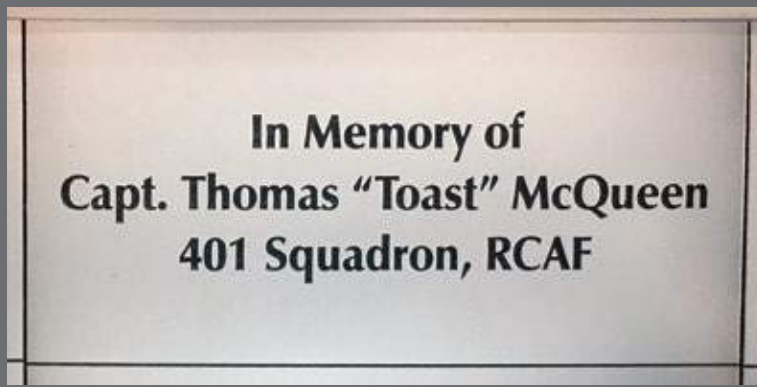
Tuesday August 28, 2018

LOCATION:

Canadian Warplane
Heritage Museum

TIME: Doors open at 5:30 pm,
Lancaster flight draw
at 6:00 pm
(Flight at 6:30 pm),
Dinner at 7:00 pm.





The memorial plaque to Captain Thomas McQueen on the Major Donor wall.

FPC 59 Honours the Memory of Capt Thomas McQueen

Every Fighter Pilot Course (FPC) that graduates at 410 Squadron offers a class gift to the squadron as a way of saying thanks. This often takes the form of upgrades to the lounge or the barbecue area – a “quality of life” gift to make the workdays easier for squadron personnel.

FPC 59, which graduated in March 2018, decided instead to honour the legacy of Capt Thomas “Toast” McQueen, who was killed when his CF-18 Hornet crashed in November 2016.

began with a goal of \$5,000, enough to have Capt McQueen recognized on the museum’s Major Donor wall.

With individual donations and contributions from private businesses, the fund has reached \$14,000 – so far.

“We’re very excited about being able to do that,” Capt Densmore said. “Capt McQueen will indeed be honoured on the wall, and having exceeded to \$10,000 mark, he will also have a special plaque in his honour.”

CAPT MCQUEEN WILL INDEED BE HONOURED ON THE WALL, AND HAVING EXCEEDED TO \$10,000 MARK, HE WILL ALSO HAVE A SPECIAL PLAQUE IN HIS HONOUR.

“We sought the direction of a few of his close friends on base who are still very well connected with his family,” said Capt Tucker Densmore, one of the FPC 59 grads. “They said he was very heavily involved with the Canadian Warplane Heritage Museum during his youth, so that would be a fitting place to honour him.” Thomas, as a young lad, attended the CWH Museum’s aviation summer camp programs, was a museum co-op student who helped teach the summer camp programs, and took his first aircraft ride at the museum.

The course members sent the idea up their chain of command, and received plenty of encouragement and advice. The effort

The plaque is funded by SGI Aviation, one company that made a significant contribution to the effort.

Capt Densmore said the project was well-received by the fighter community at 4 Wing and by others who knew Capt McQueen. Individuals donated \$40 to \$500 to support the initiative.

“People from across the base made donations, and in fact from across the country, as word got around that we were doing this fundraiser for Toast,” he said. “I got messages and phone calls from friends and acquaintances in Ottawa,





The graduates of Fighter Course 59 who organized the drive for the CWH Museum in memory of Capt Thomas McQueen. CAF, 4 Wing Imagery

in Halifax saying 'hey we want to donate and we'd also like the word to get around that this is happening' ".

"So it spread not only through the fighter force but throughout the Canadian Forces. Anybody who really was involved with him at some point was very eager to help the course achieve its goal."

The museum sees the fundraiser as more than a donation, but as a tribute to one of their own. "As soon as I said the name Thomas McQueen the museum was very eager to help in whatever way they could, and will display the memorial plaque prominently" Capt Densmore said.

In fact, as the plaque was being installed on the Major Donor wall, the McQueen family happened to stop by and see how the donation run was going. "They got to see the memorial

be put up, and they were very pleased with the significant donations that were coming in and the outpouring of support to help honour him," Capt Densmore said.

The FPC graduates are pleased that the memorial will be near the McQueen's home, in a place his family can visit. And as new fighter pilots, they feel they owe something to those who have gone before them.

"We're in the profession of arms. It's a very serious business," Capt Densmore said. "Honouring our fallen comrades is very important. I think that speaks to the spirit of the fighter force that it is a brotherhood and it is very serious for us."

This story originally appeared in The Courier, 4 Wing CFB Cold Lake and is reprinted with the kind permission of Jeff Gaye, Courier Editor.



CANADIAN WARPLANE HERITAGE MUSEUM

To commemorate the 75th Anniversary of Dambusters this year, the port side of the museum's Lancaster has been remarked in the markings of Wing Commander Guy Gibson's aircraft, AJ-G ED932. Late this summer, the markings will change to AJ-B to represent a Lancaster that was crewed by two Hamiltonians - Frank Garbas and Albert Garshowitz. Their aircraft did not survive the raid and the entire crew were killed. *MIKE REYNO*



Member Profile

Randy Straughan by Mo McIntosh

Randy Straughan was born and raised in Hamilton being the oldest of 3 siblings. He has been a member of the Canadian Warplane Heritage Museum since 1987.

Randy was employed by Canadian Tire Corporation for 20 yrs. He started his career in Hamilton, transferring to PartSource in Mississauga and finally going to Welland. His duties included ordering parts, technical support for the Mastercraft product line and road side assistance support. In May 2017, Randy took an early retirement from Canadian Tire and joined the CWH maintenance staff as an apprentice aircraft maintenance engineer.

When Randy joined CWH, he inquired about working on the Lancaster. He was introduced to Norm Etheridge, the chief engineer of the project. Randy was soon doing repairs to the engine cowlings. As he says, he has learned from the best, being mentored by the veterans who worked on Lancasters during the war years.



At that time, the museum was offering training classes on the Lancaster aircraft's operating systems, which Randy eagerly attended to learn everything he could. Over the years, Randy graduated from engine cowlings to the airframe. He eventually went on to helping with the engines, which are now his forte. Randy's been privileged to learn from the best and he's proud of the skills he learned on VR-A. As flight engineer on the Lancaster, he now has over 500 flying hours.

Randy's grandfather was a wireless operator on Lancasters with 153 Squadron RAF based out of Scampton during World War II. He completed one tour on Lancaster P4-B and came home to raise a family, which included Randy's mother, who was born while his grandfather was on duty with 153 Squadron. His grandmother sent one of his mother's booties to her husband to carry on his sorties. Randy now has that bootie, which he cherishes, as well as his late grandfather's medals and logbook.

Randy fondly remembers his first trip in the CWH Lancaster VR-A. He remembers hearing the sound of the four Packard Merlins, and the acceleration of the Lancaster down the runway. He was hooked for life. In 2014, Randy was fortunate to be able to accompany VR-A on the trip to England, an amazing once-in-a-lifetime experience.

Randy continues to work at the museum today on the Lancaster. He and his beloved wife of 30 years, Kim, live in South Pelham, Ontario, on a farm with their horses and several pets.



July 29,
2018

New this year:
VEHICLE PRE-REGISTRATION
REQUIRED

Vintage Wheels & Wings



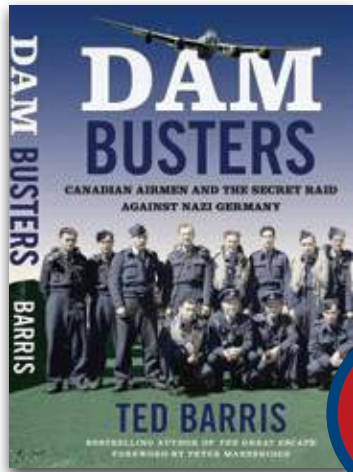
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The
Dambusters
Patch

JULY/AUGUST 2018

FLIGHTLINES





Operation Chastise The Canadian Connection

by Dave O'Malley

A 617 Squadron Lancaster on a bombing mission. DND

In the years since the night of 16-17 May 1943 – the night of Operation Chastise – the events that transpired on that moonlit spring night have been made into feature films, documentaries, novels, non-fiction books, magazine articles, dramatic paintings, computer games, marches and comic books. It was a stunning attack deep inside Germany on targets long thought to be unassailable.

**HAVING TRAINED FOR MONTHS TO DELIVER A VERY SPECIAL WEAPON,
THE YOUNG MEN WERE HEADED FOR A DATE WITH DESTINY.**

On that dark night, lit only by the moon, 133 very young men of 617 Squadron took off in 19 specially-modified Avro Lancaster bombers, formed up and flew extremely low over the English Channel across the Dutch coast.

Having trained for months to deliver a very special weapon, the young men were headed for a date with destiny. The aircraft were to fly low, beneath radar coverage, navigate deep into Germany, locate and attack a series of massive dams on tributaries of the Ruhr River. Behind each of these dams – the Möhne, the Sorpe, the Eder and the Ennepe – were massive reservoirs of water that, it was hoped, would flood factory sites downstream and bring much of Germany's industrial production to a standstill.



CANADIAN WARPLANE HERITAGE MUSEUM

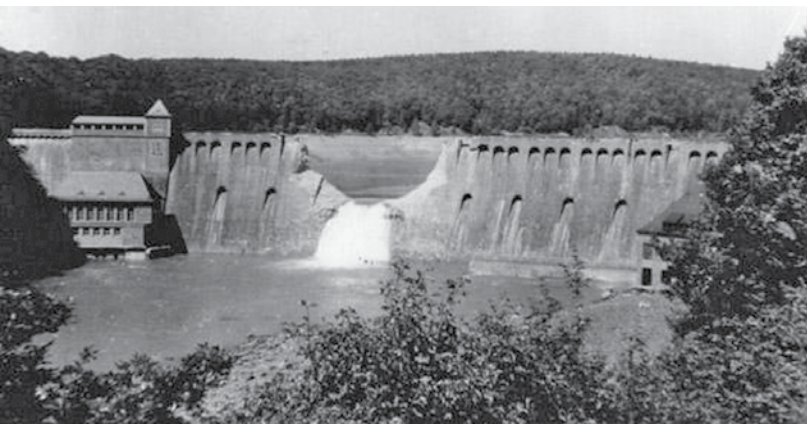
The attacks would be carried out using a special explosive device which, when released from a Lancaster bomber at exactly 60 feet (18.29 metres) AGL (above ground level), at exactly 240 miles per hour (386.24 kilometres per hour) and at a specific distance from the reservoir-side face of the dam. It would fall to the water and then bounce like a skipping stone, in decreasing bounces, until it fell exactly at the face of the dam.

The bombs would then sink down the face of the dam to a specific depth where a hydrostatic sensor would detonate the bomb like a depth charge. And like a depth charge, the bomb would use the power of compressed water to deliver a devastating blow deep beneath the surface, weakening the dam's structural integrity. The massive weight of the stored water would then breach the weakened dam wall and roar down the valleys, flooding industrial complexes downstream.

THE FLOODING REQUIRED A HUGE EFFORT TO REBUILD THE DAMS, REBUILD BRIDGES, RAILWAYS, AND ROADS, DREDGE NEW CHANNELS FOR RIVER TRAFFIC, AND REPLACE AND REPAIR FACTORIES.

The squadron was made up of hand-picked crews under the leadership of the charismatic 24-year-old Wing Commander Guy Gibson, a veteran of more than 170 bombing and night-fighter missions. These crews included Royal Air Force personnel of several different nationalities, as well as members of the Royal Australian Air Force (RAAF), Royal Canadian Air Force (RCAF) and Royal New Zealand Air Force (RNZAF), who were frequently attached to RAF squadrons. The squadron was based at RAF Scampton, about eight kilometres north of Lincoln. Thirty-one of the 133 crew members were from the RCAF.

The crews found their targets and, facing heavy flak and cannon fire from the dams' batteries of anti-aircraft guns, they pressed home their attack, with only the moon to guide them.



The Elder Dam after the attack. UK NATIONAL ARCHIVES



Wing Commander Guy Gibson leads his men aboard G for George ahead of the Dambuster Raid on 15 May 1943. RAF HISTORICAL BRANCH

The Möhne and Eder Dams were breached. Flooding was extensive for 64 kilometres below the Möhne and 25 bridges were swept away below the Eder. It is now believed that the Sorpe, although damaged, was not as vulnerable to the type of weapon being used because it was an earthen dam, where the Möhne and Eder were made of steel and concrete. The attack against the Ennepe Dam was unsuccessful.

"I well remember the destruction of the Möhne and Eder Dams while I was in a prison camp," said Group Captain Sir Douglas Bader. "It had an enormous effect on the Germans and the opposite effect, of course, on the prisoners of war."

The flooding required a huge effort to rebuild the dams, rebuild bridges, railways, and roads, dredge new channels for river traffic, and replace and repair factories. Seventy thousand people were diverted from their regular wartime duties just to repair roads, railways and bridges. Water and power supplies were significantly disrupted as well.

The success came at a Heavy cost. Of the 19 aircraft from 617 Squadron that participated, eight were shot down. Of the 133 men involved, 53 were killed. And of those, 14 were Canadian. Seventeen members of the Royal Canadian Air Force survived, 16 of them were Canadians and one was an American.

Wing Commander Guy Gibson was awarded the Victoria Cross for the raid. Five Distinguished Service Orders, 10 Distinguished Flying Crosses and four bars, two Conspicuous Gallantry Medals, and eleven Distinguished Flying Medals and one bar given out for service on that one night alone. Seven RCAF personnel were decorated.

The story of the Dambusters is well told, in every form. But we ask that, on 16 and 17 May each year, you take a moment to imagine you're one of those young Canadian men hunched in the dark, thundering down a flat expanse of cold, black water, deep in the heart of an evil empire on a moonlit night.



Members of the lead aircraft for the Dambusters raid (L-R): Wing Commander Guy Gibson, RAF, pilot; Pilot Officer Frederick Spafford, RAAF; Flight Lieutenant Richard Hutchinson, RAF, wireless operator; Flight Sergeant Andrew Deering, RAF, front gunner; Pilot Officer Harlo "Terry" Taerum, RCAF, navigator.
RAF HISTORICAL BRANCH

**WE ASK THAT, ON 16 AND 17 MAY EACH YEAR, YOU TAKE A MOMENT
TO IMAGINE YOU'RE ONE OF THOSE YOUNG CANADIAN MEN**

The hills around you are filled with armed men who wish to kill you. Imagine the roaring sound of four Merlin engines thundering at 240 miles per hour, just 60 feet from death. Imagine the flash of tracer fire, the hellish vibration of the Lancaster, the icy air, the explosions, the grim determination, the shaking hands, the stench of sweat, gas, oil and death, the sound of the bomb spinning up beneath you and then releasing, the gut-wrenching pull up, the shells and hot metal shrapnel smashing through the thin aluminium skin all around you.

Imagine the steady voice of the bomb aimer in your headset, muffled yet high-pitched from fear. Imagine the Lancaster in front of you exploding as it passes over the dam. Imagine swimming upstream against a flow of deadly tracer, trained on your face, on your body, on your friends. Imagine your family 6,000 miles away. Imagine it was you in the front of that fragile, thin-skinned, yet screaming Lancaster.

Then ask yourself if you have thanked those men enough.

This article was originally published by Vintage Wings Canada in May 2013, and has been modified for Flightlines.



A 617 Squadron Lancaster being loaded with a Tall Boy bomb. Note the absence of the nose gunner turret. DND



Flight Sergeant Kenneth Brown meets King George VI, 27 May 1943. UK ARCHIVES/BOMBER COMMAND MUSEUM



CANADIAN WARPLANE HERITAGE MUSEUM



The Möhne Dam, which was breached during the raid. *DAILY MAIL*



F/Lt Joseph McCarthy, an American, was a RCAF pilot and flew with 617 Squadron during the war. He eventually became a Canadian citizen. *DND*



The "bouncing bomb" code-named "Upkeep" and the attachment system. Note the chain drive that spun up the bomb to 400 rpm to ensure that the bomb skipped across the water. *RAF/BOMBER COMMAND MUSEUM*

Canadian Dambusters

- **Sergeant James L. Arthur of Coldwater, Ontario.**
Pilot Officer Burpee's bomb aimer. Killed.
- **Flight Sergeant Joseph G. Brady of Ponoka, Alberta.**
Pilot Officer Burpee's rear gunner. Killed.
- **Sergeant Charles Brennan of Calgary, Alberta.**
Flight Lieutenant Hopgood's flight engineer. Killed.
- **Flight Sergeant Ken Brown of Moose Jaw, Saskatchewan. Pilot.**
Survived the raid and the war. Awarded the Conspicuous Gallantry Medal.
- **Pilot Officer Lewis J. Burpee of Ottawa, Ontario.**
Pilot. Killed.
- **Sergeant Vernon W. Byers of Star City, Saskatchewan.**
Pilot. Killed.
- **Sergeant Alden Preston Cottam of Jasper, Alberta.**
Squadron Leader Maudsley's wireless operator. Killed.
- **Flight Sergeant George A. Deering of Toronto, Ontario.**
Wing Commander Gibson's front gunner. Survived the raid but killed in action 16 September 1943. Awarded the Distinguished Flying Cross.
- **Flying Officer Kenneth Earnshaw of Bashaw, Alberta.**
Flight Lieutenant Hopgood's navigator. Killed.
- **Pilot Officer John W. Fraser of Nanaimo, British Columbia.**
Flight Lieutenant Hopgood's bomb aimer. Taken prisoner of war following the raid and survived the war.
- **Sergeant Francis A. Garbas of Hamilton, Ontario.**
Flight Lieutenant Astell's front gunner. Killed.
- **Sergeant Abram Garshowitz of Hamilton, Ontario.**
Flight Lieutenant Astell's wireless operator. Killed.
- **Flying Officer Harvey S. Glinz of Winnipeg, Manitoba.**
Flight Lieutenant Barlow's front gunner. Killed.
- **Sergeant Chester B. Gowrie of Tramping Lake, Saskatchewan.**
Pilot Officer Rice's wireless operator. Survived the raid but killed in action 20 December 1943.
- **Flying Officer Vincent S. MacCausland of Tyne Valley, Prince Edward Island.**
Squadron Leader Young's bomb aimer. Killed.
- **Flight Sergeant Grant S. MacDonald of Grand Forks, British Columbia.** Flight Sergeant Ken Brown's rear gunner. Survived the raid and the war.
- **Sergeant James McDowell of Port Arthur, Ontario.**
Sergeant Byer's rear gunner. Killed.
- **Flight Sergeant Donald A. MacLean of Toronto, Ontario.**
Flight Lieutenant McCarthy's navigator. Survived the raid and the war. Awarded the Distinguished Flying Medal.
- **Sergeant Stefan Oancia of Stonehenge, Saskatchewan.**
Flight Sergeant Brown's bomb aimer. Survived the raid and the war. Awarded the Distinguished Flying Medal.
- **Sergeant Harry E. O'Brien of Regina, Saskatchewan.**
Flight Lieutenant Knight's rear gunner. Survived the raid and the war.
- **Sergeant Percy E. Pigeon of Williams Lake, British Columbia.**
Flight Lieutenant Munro's wireless operator. Survived the raid and the war.
- **Sergeant William Radcliffe of British Columbia.**
Flight Lieutenant McCarthy's flight engineer. Survived the raid and the war.
- **Flight Lieutenant David Rodger of Sault St. Marie, Ontario.**
Flight Lieutenant McCarthy's rear gunner. Survived the raid and the war.
- **Sergeant Frederick E. Sutherland of Peace River, Alberta.**
Flight Lieutenant Knight's front gunner. Survived the raid and the war; shot down 16 September 1943, evaded and returned to England.
- **Pilot Officer Torger Harlo "Terry" Taerum of Milo, Alberta.**
Wing Commander Gibson's navigator. Survived the raid but killed in action 16 September 1943. Awarded the Distinguished Flying Cross.
- **Flight Sergeant John W. Thrasher of Amherstburg, Ontario.**
Pilot Officer Rice's bomb aimer. Survived the raid but killed in action 20 December 1943.
- **Flying Officer Robert A. Urquhart of Moose Jaw, Saskatchewan.**
Squadron Leader's Maudsley's navigator. Killed during the raid.
- **Flying Officer D. Revie Walker of Blairmore, Alberta.**
Flight Lieutenant Shannon's navigator. Survived the raid and the war. Awarded Bar to his Distinguished Flying Cross.
- **Fight Sergeant Harvey Weeks.**
Flight Lieutenant Munro's rear gunner. Survived the raid and the war.
- **Pilot Officer Floyd A. Wile of Truro, Nova Scotia.**
Flight Lieutenant Astell's navigator. Killed.

In addition, Flight Lieutenant Joseph Charles "Joe" McCarthy, an American, was a member of the RCAF and a pilot during the raid. He was awarded the Distinguished Service Order. He survived the war, remained in the RCAF and eventually became a Canadian citizen.

2018 Calendar

July 7	AIR FORCE DAY Past, Present & Future
July 29	VINTAGE WHEELS & WINGS
August 28	AIRSHOW DINNER Featuring B-29 Night Run-up
August 29	COMMUNITY CHARITY AIRSHOW At the Brantford Airport
August 30 to Sept 2	B-29 "FIFI" Visit
September 29 & 30	CLASSICS OF THE GOLDEN AGE Indoor Car Show
November 11	REMEMBRANCE DAY - Large indoor service
November 17	SWING OUT TO VICTORY Dinner & Dance

*Please visit warplane.com for additional updates. Dates subject to change.

How Can I Help?

The Canadian Warplane Heritage Museum's mandate is to acquire, document, preserve, and house artifacts that pertain to Canadian military aviation from World War II to present, including other related aviation artifacts and memorabilia of significant historic importance to this period.

The Archives department is in need of a new large-format document scanner in order to scan, catalogue, and digitize these important archival items. We are looking for donations to help purchase this integral piece of equipment.

If you are able to help, please contact Sandra Price, VP - Operations at 905-679-4183 ext 230 or sprice@warplane.com.

From the Archives by Erin Napier James Rorimer; Monuments Man

James Joseph Rorimer was born in Cleveland, Ohio in June 1905 and was to become one of the premier museum directors of the twentieth century. His early tours of Europe as a youth exposed him to the world's greatest public collections, providing a wealth of knowledge that benefited his work as a Monuments Man.

In May 1943, Rorimer was drafted into the U.S. Army. He was one of the first Monuments, Fine Art and Archives Division men in the field, arriving in France in 1944. While serving in Paris, he began actively investigating the looting of private French collections by the Einsatzstab Reichsleiter Rosenberg, better known as the ERR, the Nazi looting organization tasked with assembling coveted works of art for Hitler's planned Führermuseum in Linz, Austria.

Rorimer was transferred to the headquarters of U.S. Seventh Army in 1945 and arrived in Germany just before the end of the war. During his service as a Monuments Man, he was directly involved in some of the most notable achievements of the MFAA. He was instrumental in the discovery of the Heilbronn and Kochendorf mines, which contained tens of thousands of works of art and other cultural objects, and tracked the art collection of Nazi Reichsmarschall Hermann Goering to Berchtesgaden, Germany. Information supplied by Rose Valland, the Louvre worker who spied on the Nazis and their looting operations at the Jeu de Paume, enabled Rorimer to discover the enormous cache of looted art at Neuschwanstein Castle in the Bavarian Alps. Hidden inside were more than 20,000 of the greatest treasures stolen from private collectors and art dealers in France, many of whom were Jews. These included the Rothschild jewelry collection and paintings by the world's most famous artists, along with the records of the ERR, documenting the Nazi looting operation.

For his devoted efforts as a Monuments Man, he was awarded the Bronze Star, the Belgian Croix de Guerre, the French Legion of Honor, and the Cross of the Commander of the Order of Denmark. In 1950 he published a personal account of his experience entitled *Survival: The Salvage and Protection of Art in War*.

At the end of his service, Rorimer resumed his career at the Metropolitan Museum of Art as the museum's director until 1966, when he died unexpectedly in his sleep. His papers are conserved in the archives of the National Gallery of Art, the Metropolitan Museum of Art, and the Smithsonian Archives of American Art.

The Monuments Men; On the Front Line to Save Europe's Art 1942-1946 is on loan from the Smithsonian Archives of American Art at the Canadian Warplane Heritage Museum from June 22- November 18, 2018.



CANADIAN WARPLANE HERITAGE MUSEUM

The Canadian Warplane Heritage Museum



Christopher H. Freeman
Chairman, Board of Directors

As Chairman of the Board of Directors of Canadian Warplane Heritage, I would like to take a few moments of your time to ask for your support to “Keep us flying”!

We have made real strides towards the realization of our dream; that of becoming a successful self-sustaining institution dedicated to the preservation and maintenance of a unique collection of aircraft and related memorabilia that pay tribute to so many of our Canadian aviation heroes.

We continue to fund our Museum by hosting special events, catering, gift shop sales and memberships. We also rely on gifts and donations of many kinds, as described on our website at warplane.com. While this letter is directed specifically to the Keep us Flying funding drive for 2018, as described below, I encourage you to visit the “Donations” tab on our website to see other and additional ways that you can help and support Canadian Warplane Heritage.

The Museum attracts over 80,000 visitors and students to its facility each year. We continue, however, to struggle with the ever-increasing costs of preserving our valuable Collection and maintaining many aircraft in airworthy condition. We know that the experience of visiting our Collection and hearing and seeing some of these extraordinary aircraft in the air are powerful factors that influence the success of our Museum.

In recent years we have increased our Aircraft Collection and continue to work on restoration projects and are now at the critical stage of painting some of the aircraft. Our TBM Avenger, Tiger Moth, Harvard, and C-47 are now in need of painting. It has required extensive work to restore them back to the original configuration and now the pending paint schemes. Total cost of the restoration to the original paint schemes will be approximately \$150,000.

We really need and appreciate your support. As a Donor, your investment in the Canadian Warplane Heritage is an investment in a success story. We have a great deal still to be accomplished and you can be part of this worthy endeavor by making a donation online, over the phone, or in person at the museum. I hope that you will join us in this important work as we position ourselves for the future and continue to take visitors of all ages on a journey of learning that features some of the finest of Canada’s aviation heritage.

Your donation is tax deductible of course, and we will send you a Charitable Donation Receipt promptly. Thank you in advance for your consideration and for your support.

Yours sincerely,
Christopher H. Freeman
Chairman, Board of Directors



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