

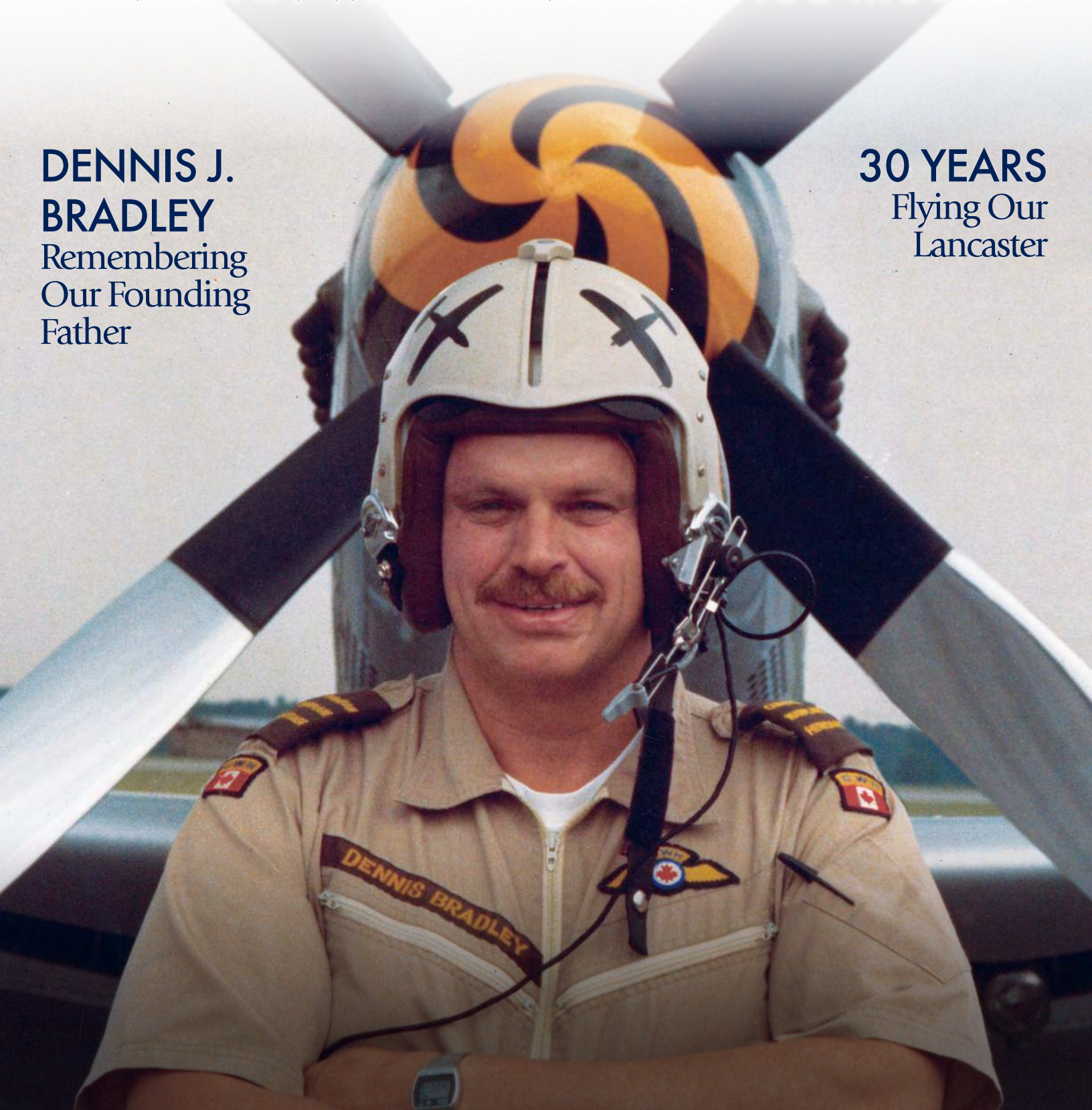
SEPTEMBER/OCTOBER 2018

FLIGHTLINES

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BRADLEY**
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Our Founding
Father

30 YEARS
Flying Our
Lancaster



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Cover:
Dennis Bradley with his beloved
P-51 Mustang. BOB CHAMBERS



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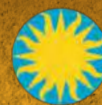


EXHIBITION

THE REAL MONUMENTS MEN

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News

Welcome



Dennis and William, circa 1980.

I was in Scotland when I received a message that Dennis Bradley had passed away. I knew that he was very ill, and was not totally surprised when I heard this news. When travelling back to Canada, I took some time to reflect a bit about Dennis. I remember when I first met him. I had just joined CWH in 1974, and was introduced to Dennis (I don't recall by who). He put his big hand out to shake my hand and said "Welcome William". He called me William since that day, even when I last talked to him about a year ago. When I served on the Board; when I was Chair of the Hamilton Airshow; or even when I was flying the Museum aircraft – he referred to me as William (at least to me). Up until I met Dennis, only my mother had called me William. Dennis was a large man – both physically and in life. His passion for aviation and history made Canadian Warplane Heritage what it is today. I am honoured to have known Dennis Bradley.

In this issue of *Flightlines*, we include a brief tribute to Dennis Bradley. Other features include two stories about the CWH Lancaster. What it is like to fly the Lancaster and why we do it; as well as a story in honour of the 30th anniversary of its first flight following its restoration with some of the highlights of the Lancaster's past 10 years.

As the end of summer approaches, the flying season will be winding down. The end of summer activities includes the Classics of the Golden Age indoor vintage vehicle and aircraft show, the large indoor service for Remembrance Day and the popular Swing Out to Victory Dance. Enjoy this issue of *Flightlines* and we appreciate your feedback.

Bill Cumming, Volunteer Editor
museum@warplane.com



ERIC DUMIGAN

Two Chipmunks

In early June, Richard Wilsher dropped by the Museum with his British Chipmunk WP833 while on route to Oshkosh. His Chipmunk was emblazoned with a large RAF 100 logo on the tail. We took advantage of his visit to do a photo shoot with our own Canadian Chipmunk.



CANADIAN WARPLANE HERITAGE MUSEUM



Air Force Day

Following on from the success of Air Force Day 2017, Air Force Day 2018 was presented on Saturday, 7 July 2018 under near perfect weather conditions, featuring aircraft from World War One to current military aircraft. A contingent of RCAF aircraft was on display as well as aircraft from the Great War Flying Museum with their 1 ½ Strutter and Nieuport 28 World War one replicas, and the Waterloo Warbirds colourful Vampire and "Mako Shark" CT-133 Silver Star. Canadian Forces recruiting was present, and the CASARA Cessna 337G was also on display. The RCAF provided a couple of CH-146 Griffon helicopters, CC-130J Super Hercules, CF-118D Hornet, CC-130H Hercules, CC-177 Globemaster and CC-150 Polaris. The estimated crowd of over 3000 people enjoyed the bright sunny day on the CWH ramp, being able to get up close to the aircraft and talking with the aircrews. Many thanks to all volunteers who helped to make the day a success.

Photos: DEREK MICKELLOFF



News

Coronation Street

We know there are many Coronation Street fans out there. In early June, we had a surprise visit by William Roache, who has played Ken Barlow in the popular series since 1960. He certainly loved his visit and surprised a few unsuspecting visitors. What we didn't realize was how many staff and volunteers are Corrie fans.



William just loved our Lancaster (who wouldn't?). AL MICKELLOFF



Long time Corrie fan Rick Rickards quickly stepped in to provide a personal tour for William Roache. AL MICKELLOFF

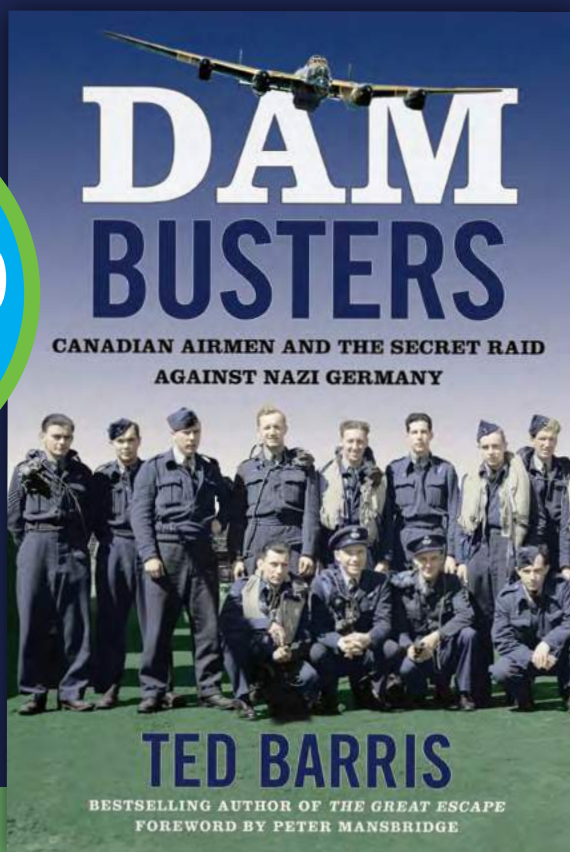


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DAM BUSTERS!**

On May 16, 1943, nineteen Lancaster bombers filled with 133 airmen took off on a night mission code-named Operation Chastise. Hand-picked and specially trained, the Lancaster crews flew at treetop level to the industrial heartland of the Third Reich and their targets—the Ruhr River dams—whose massive water reservoirs powered Nazi Germany's military industrial complex.

Each Lancaster carried an explosive that, when released just sixty feet over the reservoirs, bounced like a skipping stone to the dam, sank and exploded. The raiders breached two dams and severely damaged a third. The resulting torrent devastated power plants, factories and infrastructure a hundred miles downstream.

Every one of the 133 airmen on the mission understood that the odds of survival were low. Of the nineteen bombers outbound, eight did not return. Operation Chastise cost the lives of fifty-three airmen, including fourteen Canadians. Of the sixteen RCAF men who survived, seven received military decorations.

Based on personal accounts, flight logs, maps and photographs of the Canadians involved, *Dam Busters* recounts the dramatic story of these young Commonwealth bomber crews that were tasked with a high-risk mission against an enemy prepared to defend the Fatherland to the death.



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This MA-1 flight jacket features a large embroidered Avro Lancaster on the back. The left sleeve has a zippered pocket and slots for pens.

SEPTEMBER/OCTOBER 2018

FLIGHTLINES



Dennis J. Bradley

Remembering Our Founding Father



Dennis flew the Museum's Corsair for almost 10 years before moving to the P-51D Mustang that he purchased in 1982.

CANADIAN WARPLANE HERITAGE MUSEUM



On 14 July 2018, the Canadian Warplane Heritage Museum lost its founding father, Dennis Bradley. Only Father Time succeeded in grounding Bradley in his 81st year, after a brief illness, with his wife Joanne at his side.

"Dennis Bradley was the prime founder of the Canadian Warplane Heritage; the driving force," said CEO Dave Rohrer. "We wouldn't be here today, wouldn't be one of the largest aviation museums in Canada, or have one of two Lancaster bombers flying in the world, without his vision and commitment and his ability to get it done."

Bradley was born in Winnipeg on 10 December, 1937 and lived in Burlington, Ontario. He went to school in Toronto and played football for the Mustangs at Western University; a six-foot-six defensive tackle who was drafted by the Canadian Football League's Hamilton TiCats. He did not take up the TiCats offer and instead went to work for his father in the family meat processing business. Dennis eventually ended up owning the business, until he sold it during the late 1980s.



CANADIAN WARPLANE HERITAGE MUSEUM



A young Dennis Bradley in the cockpit of the Museum's first aircraft, Fairey Firefly CF-BDH.

Although he wanted to fly for the Royal Canadian Air Force, he was not allowed because of the RCAF's six-foot height restriction. But he flew, earning his pilot's licence at the age of 24. During his lifetime he owned and piloted a myriad of aircraft.

Dennis Bradley, along with Alan Ness, Peter Matthews and John Weir, formed a partnership to acquire a Fairey Firefly. This was the beginning of the Canadian Warplane Heritage. The group moved the Firefly into a hangar at Hamilton's airport and other aircraft joined the collection.

It was a hobby, but the operation ultimately grew into a museum beyond anything Bradley had imagined. Today CWH is Canada's largest flying museum with more than 40 aircraft, and is recognized as a world-class museum.

Bradley retired at the age of 48 when he sold the meat processing business, and focussed his time on directing the museum for 20 years, where he became a father figure to those who volunteered and worked there. "He was a large man and had quite a presence, physically and also his personality," said Rohrer. "You knew when he was in the room. And I always wanted to know what he was thinking." He touched everybody who came into contact with him in a positive way.

Bradley was the first Chairman of the Board of Directors and President of the Canadian Warplane Heritage Museum and served in this capacity from 1972 until 1999. He was also appointed as a lifetime Museum Board member in 2000. Dennis Bradley is the recipient of the COPA Appreciation Award and the Chairman's Lifetime Achievement Award. It is fitting that he accepted Canada's Aviation Hall of Fame "Belt of Orion" award on behalf of the Museum.

With Bradley's death, all four of the original museum founders are now gone.

**A CELEBRATION OF LIFE SERVICE WILL
BE HELD 9 SEPTEMBER AT 1:00 PM AT THE
CANADIAN WARPLANE HERITAGE MUSEUM,
AND HIS FAMILY WILL HOLD A PRIVATE
INTERMENT OF HIS ASHES IN THE FALL,
NEAR THE FAMILY COTTAGE ON
THE LAKE OF BAYS IN MUSKOKA.**

The cottage was his happiest spot; the place where he would fly around the lake in his Cessna 180 like most people would tool around in a motorboat.

When it came to water, as with planes, he did not go slow, racing high-performance boats in a career spanning 15 years, on a circuit that took him to venues from the Great Lakes to Key West, Fla., and winning an American Power Boat Association championship in 1993.

But Bradley's love of flight never waned, said his son James. "I think it was the freedom...no boundaries, seeing the world from a thousand or two thousand feet in the air."

The last time was up at the cottage last Thanksgiving, when he piloted his Cessna 180 solo to Orillia for winter storage.

That day, after his pre-flight inspection at the dock, he taxied, warmed the engine and aimed down the lake. Dennis J. Bradley gathered speed and was airborne, climbing, higher and higher, banking left, soaring over the quilt of fall colours below, before he headed south and the voyage ended, as always, too soon!

Flying the Avro Lancaster

by Lisa Gordon



The Lancaster Flight Deck – Co-pilot (L) Leon Evans and Pilot (R) David Rohrer with Flight Engineer Craig Brookhouse and an exuberant Rick Mercer. *THE MERCER REPORT*

There are just nine pilots in the world who are current on the Avro Lancaster. Six of them fly for the Canadian Warplane Heritage Museum in Hamilton, Ontario, where Canada's aviation history takes flight.

Affectionately known as "Vera", the CWH Lancaster is one of only two airworthy Lancasters in the world. The other is PA474, a British-built Lancaster operated by the Battle of Britain Memorial Flight (BBMF) at RAF Coningsby in Lincolnshire, England.

If Vera is travelling away from her home base in Hamilton, her entourage will generally include a crew of eight, with two pilots, two crew chiefs and four maintenance personnel.

As one of only 9 pilots in the world qualified to fly the Lancaster, Dave Rohrer, put it like this: "When I checked out on the airplane, my wife asked me, 'What do you think? How does it feel?' I told her I thought we had joined a more exclusive club than the [space] shuttle pilots!"

WE LOOK AT THE YOUNGER PILOTS AND IF IT'S SOMEONE WHO WILL EVENTUALLY BE ON THE LANCASTER, WE IDENTIFY THAT FAIRLY EARLY

And, just like Vera herself—who logs about 50 hours in the air each year—retirement is the last thing on the minds of the select group of pilots and maintainers who keep the much-loved heavy bomber in the air.

In total, six CWH pilots are qualified to fly the Lancaster: Dave Rohrer, Leon Evans, Andy Dobson, Sten Palbom, Bill Craig and John McClenaghan. Together with three of their colleagues at the BBMF in England, they form a very exclusive club.

Both Rohrer and Evans have been flying the rare bomber for almost a decade. Like all CWH Museum pilots, they started from the bottom up, first flying the museum's North America Harvard Mk. IV and eventually working their way up the taildragger ladder to the twin-engine Beech 18, the Douglas C-47 Dakota, and then finally the Lancaster.

When it comes to succession planning, museum management is extremely deliberate and selective about who will join the exclusive Lancaster pilots' club. The job is about much more than simply flying the plane.



CANADIAN WARPLANE HERITAGE MUSEUM

"We look at the younger pilots and if it's someone who will eventually be on the Lancaster, we identify that fairly early," explained Rohrer. "It takes more than good hands and feet to be a pilot at the museum. You have to have a sense of purpose, a sense of stewardship, a sense of engaging the public and making sure it's an enjoyable experience for them. At the end of the day, we're in the entertainment business—we educate and entertain, and we make history fly."

Some of the museum's pilots have been flying Vera for close to 30 years, and each one cherishes the special opportunity they've been given.

"We don't take it lightly," said Rohrer. "We think about what we're doing, and the privilege and the honour and responsibility. That word 'stewardship' is a big thing. It's almost like a life's goal we've prepared for all our lives, almost unknowingly."

Newcomers to the airframe must complete an initial 16-hour ground school at CWH, followed by a minimum of five hours of flight training. Once qualified, an annual one-hour recurrent training flight is required and Pilot competency check every second year. Pilots will often log countless hours just sitting in the cockpit, reviewing procedures and scenarios with a check pilot. So, just how does the Lancaster perform?

"It's a heavy airplane," said Evans. "It has a little bit of assistance with the servo tabs that help take some of the weight off the elevators and ailerons. But at the end of a couple of days, your upper legs feel like you've been doing squats with a barbell! You really have to kick in the rudder. If you turn the yoke and just use your aileron, you're not going anywhere."

But he added that the bomber is surprisingly responsive, especially in landing configuration, without any nasty habits in the stall.

WE DON'T TAKE IT LIGHTLY, WE THINK ABOUT WHAT WE'RE DOING, AND THE PRIVILEGE AND THE HONOUR AND RESPONSIBILITY. THAT WORD 'STEWARDSHIP' IS A BIG THING. IT'S ALMOST LIKE A LIFE'S GOAL WE'VE PREPARED FOR ALL OUR LIVES, ALMOST UNKNOWINGLY.

Rohrer, who joined the Royal Canadian Air Force out of high school, served actively on a number of different aircraft and tactical helicopters until 1986, and then on reserve until 1993. After a stint at the Canadian Aviation Safety Board (precursor to the Transportation Safety Board of Canada as the Ontario regional manager), he moved to Transport Canada, where he became regional director of aircraft services for Ontario region. When he retired in 2005, he moved from volunteering at the museum into the president and CEO's office. In addition to actively flying several of the museum's aircraft, he logs thousands of hours a year flying what he calls the "mahogany bomber"—a.k.a. his desk.

Chief pilot Leon Evans, 72, first became interested in warbirds while flying Harvards in Tillsonburg, Ont. He started volunteering at CWH in 2000 and hasn't looked back since.

A senior captain and training pilot with Air Canada for almost 34 years, Evans has accumulated more than 22,000 hours flying aircraft as modern as the Airbus A340 and as old as the Fleet 21. As a dedicated training pilot for the Lancaster, Evans oversees initial and recurrent training for all pilots on the bomber.

Rohrer agreed, adding: "When I went to the Lanc, I was a bit apprehensive about how it would handle. There are stories about it in crosswinds, but I was amazed because it was more maneuverable than I thought it would be.

"The thing I'll never forget is the first time I put the power up for takeoff and those four Merlins came to life. The sound is unbelievable."

The Lancaster performs best on a grass strip, landing into the wind. Crosswinds from the left do present a challenge, but as Evans put it, "We can manhandle it." Regardless, both pilots realize their preparedness is a luxury that didn't exist in wartime.

"When you think about the experience and the challenge those boys had, there's no comparison," said Rohrer.

The CWH doesn't fly the aircraft at typical wartime loads up to 67,000 pounds. A typical flight will see the Lancaster take off between 42,000 to 46,000 pounds, enabling it to easily cruise along at 170 knots, its four big Packard Merlin V-12 piston engines burning a whopping 1,000 litres of avgas per hour.

When they're flying the Lancaster, the fact that it's one of two airworthy examples in the world is always top of mind for the CWH crew. Everyone must be on their "A" game, dedicated to safeguarding the priceless aircraft.

"We're here at the right time in the right place, with the right skills and background," said Rohrer. "We can identify the risks and we know when not to take a risk. We know aviation is dynamic and things can happen, but we know this airplane intimately and we know ourselves."

He said practicing effective crew resource management is critical at the museum—any crew member knows they must speak up with any concern, no matter how small.

That doesn't include the hours spent searching "the Lancaster network" for scarce parts.

It's not cheap to keep Vera in the air. A Merlin engine overhaul costs approximately \$150,000 US, and the museum has done five of them in the last 10 years. A propeller can be serviced for about \$15,000, with one going in for overhaul about every two years, based on a 50-hour flying season.

As for tires, Dunlop still has the Lancaster moulds and recently produced a special batch that was shared by CWH and the BBMF in England.

TO FIND ENGINEERS EXPERIENCED ON A LANCASTER IS EXTREMELY RARE, SO TYPICALLY WE'VE MANAGED TO TAKE PEOPLE WHO WERE VOLUNTEERS AND THEN WORKED THEM THROUGH. OTHER TIMES, WE'VE TAKEN AMES AND TRAINED THEM ON TYPE. TYPICALLY, IT INVOLVES A LOT OF HANDS-ON WORK.

"And we have an AMO [aircraft maintenance organization] that does tremendous work, so we have a lot of confidence in the airplane and its maintenance."

Flying season at CWH runs from May 1 to Nov. 11 for most airplanes.

Following Remembrance Day, the museum begins its winter maintenance program. While Evans' team reviews manuals and checklists to make any necessary revisions, chief engineer Jim Van Dyk musters the troops for a long season of inspections.

With just five staff—including an office clerk, two licensed aircraft maintenance engineers (AMEs), and two apprentices—Van Dyk relies heavily on 60 to 80 volunteers who come in at least once a week.

Overall, the museum as a whole realizes about 65,000 volunteer hours a year.

"To find engineers experienced on a Lancaster is extremely rare, so typically we've managed to take people who were volunteers and then worked them through. Other times, we've taken AMEs and trained them on type. Typically, it involves a lot of hands-on work."

Van Dyk figures the Lancaster's 50 hours of annual flying easily translate into 1,000 man hours of regular maintenance, not including important tasks that come up during flying season.

"We can keep ancillary costs down quite low, partly because we keep a lot of spares on hand," added Van Dyk. "Many times, we can use our machine shop to reproduce simple parts. Also, parts are sometimes interchangeable between airplanes."

The rest of the time, the museum works its contacts to scrounge, trade and share parts for not just the Lancaster, but the rest of its flying fleet.

No one knows how long the museum will be able to keep Vera in the air, because the life expectancy of a Lancaster airframe was never determined.

In the end, it will come down to how much structural fatigue the metal can safely endure.

"That's why when we go into maintenance on Nov. 12, we do a lot more maintenance than we have to, and we go through the airplane every year with non-destructive testing (NDT) specialists," said Rohrer.

It helps that Vera is an unpressurized vessel and that she saw no combat service in the war. Serving with the RCAF in her post war maritime reconnaissance role on Canada's east coast, she was retired from duty in 1963. The aircraft was then displayed outside the Royal Canadian Legion in Goderich, Ont., before it was acquired by CWH in 1977 and painstakingly restored to airworthy condition. It officially took to the air again on 24 Sept 1988. Since then, Rohrer estimates the museum has put about 1,800 hours on the airframe.



Today, Van Dyk and his crew keep a close eye on Vera's health. "It's very hard to say when small cracks will appear," he said. "If we had any sign of things cracking or shifting, or hardware coming loose, we would have to make a decision at that time. "I would hope we have several years left. I don't think ten is a bad guess, going the way we are. But it is very hard to say when a 73-year-old airplane is going to give out. We're very happy they were so well built in the first place."

Rohrer said that even after the Lancaster is grounded, it will likely still continue to operate, not unlike "Just Jane," Avro Lancaster NX611, which is based at the Lincolnshire Aviation Heritage Centre at historic RAF East Kirkby airfield in England. Jane's engines are run periodically and taxi rides are sold. Proceeds help support the centre, which is dedicated to educating visitors about the sacrifices made by Bomber Command.

"Somewhere down the road, we'll be in that situation," admitted Rohrer. "That's another reason we limit the flying hours every year, to stretch out the airplane's life. "When is that day? It's really hard to say. I certainly hope it's not on my watch. I don't think it will be. But, I can't imagine a 100-year-old Lanc flying, either."

That concept of stewardship Rohrer mentioned is shared by everyone in the museum. From its 25 mostly volunteer pilots to its 23 full-time staff, everyone considers themselves privileged to work with a collection of rare aircraft that embodies Canada's flying heritage.

"It's a tremendous opportunity and I think I've done everything I can to help the museum continue with this airplane for a very long time," said Van Dyk. "I do realize it's the opportunity of a lifetime that I've been given."

From the pilot side, Rohrer and Evans say that although many aviators volunteer to fly the Lanc, it's worth waiting for the right person. "We're looking for someone with a servant's heart," concluded Rohrer. "When we find them, it's a special person." He pointed out that of the 120,000 or so who joined Bomber Command, 55,573 did not survive their tour. Of those, 10,659 were young Canadians in the prime of life—an unbelievable sacrifice for a country populated by only 11 million people at the time. "When we fly, we fly to represent that history and that sacrifice, that service, and to keep that memory alive ... that's why it's an honour."



In addition to being one of the Lancaster's Flight Engineers, volunteer Craig Brookhouse also helps maintain the Rolls-Royce Packard Merlins. DAVID HILLS

VeRA's 30th

by Mo McIntosh



The Mynarski Memorial Lancaster in 1988 shortly after her first flight since restoration. Note the incorrectly coloured yellow "A" on the nose and that the upper turret has not yet been added.
CHUCK SLOAT

On 11 September 1988, Canadian Warplane Heritage's Lancaster VR-A flew for the first time in 24 years following a decade of restoration. At the controls for this historic flight was Wing Commander Tony Banfield RAF (Pilot), Co-pilot Bob Hill (Air Canada Captain) along with Norm Etheridge and Tim Mols as crewmembers. Under the guidance and direction of Etheridge, a group of volunteers, the Lancaster Support Club, many friends in the aviation industry, and various companies throughout the world, all worked together to achieve the almost impossible task of returning the Lancaster to flying condition. Norm Etheridge later wrote, "It was a remarkable achievement, accomplished due to the efforts of a small group of volunteers of diverse backgrounds".

capable to stand in as pilot and Bob Hill returned as co-pilot for this special flight. Although only a few thousand spectators were expected to witness this event, more than 20,000 people showed up for the ceremony and flight.

This year (2018), as we approach the 30th anniversary of its first flight since completion of its restoration, Lancaster VR-A is still operational and active with the museum; over the past three decades it has been seen by millions of people from around the world. Although the Lancaster does tend to stay close to its home base at Mount Hope, two significant trips have been made by VR-A during the past ten years.

VR-A WAS TRANSFORMED INTO "ROPEY" VR-R, KB772, COMPLETE WITH SHARK TEETH ON THE ENGINE NACELLES.

Following a series of local test flights, the inaugural flight of Lancaster VR-A was scheduled for 24 September 1988. Tony Banfield, who had come over from the UK to guide the Lanc on its first flight, had to return home and could not take part in this event. CWH pilot Stewart Brickenden, who had flown Lancasters during his time with the RCAF, was more than

The first significant trip was an uneventful tour of western Canada. The tour began when the Lancaster departed Hamilton on 27 July 2010 with Richard Pulley and Leon Evans at the controls. They visited several cities in Western Canada on this cross-country adventure. The highlight of the tour was the appearance of the Lancaster at the Abbotsford International Airshow on 13 & 14 August, 2010.



CANADIAN WARPLANE HERITAGE MUSEUM

In November 2013, planning began to take Lancaster VR-A on a tour of England. Dave Rohrer, Leon Evans, Don Schofield and Craig Brookhouse travelled to RAF Coningsby, England to ensure the support and commitment from the Royal Air Force. They also met with Richard Lake at Humberside Airport, the Panton's at East Kirkby where Lancaster "Just Jane" is based and with Emma Brealey at the Petwood Hotel.

It was truly a team effort with Dave, Leon and Don working on the operational planning on a daily basis. This included planning the route, researching weather patterns, contingency planning for potential emergencies, as well as alternate airport options. Maintenance facilities and fuel availability also needed to be sourced. Chief Engineer Jim Van Dyk and Craig worked on the aircraft technical support. Dave, Pam Rickards, Al Mickeloff and Laura Hassard-Moran worked on the business case to justify the tour. Many logistical, administrative and sponsorship arrangements were also needed.

In March 2014, the entire business and operational plan was presented to the CWH Board of Directors. The plan

home from her historic UK journey on 28 September 2014. A number of years ago, Canadian Warplane Heritage decided to start a tradition of annually remarking the port side of VR-A to commemorate other renowned Lancasters.

In 2014, VR-A was transformed into "Ropey" VR-R, KB772, complete with shark teeth on the engine nacelles. Ropey survived the war having flown 65 missions. The paint scheme was returned to the Mynarski markings before her historic journey to the UK.

The markings of Lancaster "X-Terminator" VR-X, KB732 were introduced in 2015. The original aircraft completed 84 operational missions, the highest number of Lancaster missions over enemy territory. CWH located the last known surviving crew member, Don McTaggart of Belleville, Ontario, and was able to have him fly in "X-Terminator."

2016 saw VR-A fly in the markings of "Lady Orchid" WL-O, KB895. In the early 1950s the centre section of Lancaster FM213 was damaged beyond repair in a landing accident at RCAF Station Trenton, Ontario. The centre section from

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was discussed among the Board members and despite some concerns, the plan was approved. The Lancaster departed from Hamilton for the UK on 5 August 2015. This was the first time that a civilian unit had displayed with the Royal Air Force Battle of Britain Memorial Flight Lancaster. All the planning and organization paid off and millions of people in the UK were able to witness the thrill of seeing the only two flyable Lancasters in the world perform together. VR-A safely returned

Lancaster KB895 was used to repair FM213, allowing it to be returned to service. FM213 was ultimately restored to the Mynarski Memorial Lancaster, VR-A, KB726.

In 2017 the markings were changed to "The Ruhr Express," KB700, in honour of the first Canadian Lancaster built at Victory Aircraft in Malton, Ontario. KB700 first flew on 01 August, 1943.

Ropey in early 2014. JIM BUCKEL



Lady Orchid over Lake Ontario. ERIC DUMIGAN



This year, the markings of Guy Gibson's Lancaster were applied to the CWH Lancaster to honour the 75th anniversary of Operation Chastise, the attack on German dams on 16-17 May 1943, later known as the Dam Busters raid. VR-A crewman Martin Graham remarked, "55,573 died on operations and the Lancaster is constructed from over 55,000 parts. I like to think that when we fly our Lanc that all 55,573 souls who died on Bomber Command operations make up every part of our Lanc and they are flying with us, always remembered and never forgotten." Hopefully, VR-A will be able to continuing flying for another 30 years as a tribute to those troubled times.



Ruhr Express. ERIC DUMIGAN

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The Canadian Warplane Heritage Museum



With the passing of our first and last surviving Founding Father Dennis Bradley last month, it is incumbent on us all to carry on and make 2018 the best year yet in the history of the Canadian Warplane Heritage Museum. Looking back over our rich museum history, this goal is no small task. As "Canada's Flying Museum" we are the largest and most successful non funded vintage military aircraft collection and museum in the nation and we will continue to build on this rich legacy as we move forward.

Within the next three years, the Canadian Warplane Heritage Museum will be the only Canadian museum able to launch a flying salute to the Royal Canadian Navy comprised of a Grumman Avenger, Fairey Firefly, and Grumman Tracker aircraft. Following the completion of these restoration projects, the museum will then undertake the complete restoration to flying condition of our Cessna T-50 Crane, and the Avro Anson Mk. V. These aircraft when restored to flying condition will be a significant addition to our unique and special aircraft collection.

The museum, in the future, will also continue to improve and expand our Flight Operations, Education Program, Retail Specialty Store, Catering and Café, Curatorial Displays and Interactive Exhibits, Fund Raising and Special Event initiatives, as well as, our membership and volunteer groups, supporters and corporate friends.

Over the last 46 years, the Canadian Warplane Heritage Museum has grown from a small group of members with one aircraft to the largest flying museum in Canada with a 5 million dollar annual operating budget. In short, the Canadian Warplane Heritage Museum's history and heritage is impressive and unique and the result of a very talented, dedicated, resourceful, and committed group of individuals who have made the dream a reality for all Canadians to enjoy.

As we mourn the loss of our first Founding Father Dennis Bradley, we are honoured to share in his vision, passion, and dedication to the Canadian Warplane Heritage Museum and will continue on with his dream. Godspeed Dennis.

David G. Rohrer, CD
President & Chief Executive Officer,
Canadian Warplane Heritage Museum



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