

**The First Vintage Flying Wings of Canada
at Calgary, Alberta**

Research by Clarence Simonsen

The Calgary Lancaster FM136

The preparation for the long ferry flights of the surplus P-51 fighter aircraft from RCAF storage areas in Western Canada, spurred Garrison into the idea of saving a World War Two Lancaster bomber aircraft. The words of Garrison tell the true story of finding and saving FM136 for Calgary.



Source

http://www.bombercommandmuseum.ca/photos_lanc/photos_fm136.html

"Before Milt Harradence and I began to ferry the Mustangs, we first visited the old RCAF Station Macleod facility, now used by Canadian Pacific Airlines Repair for storage and maintenance. We drove to Macleod on a Saturday afternoon 1960, my 23rd birthday. It is an emotional thing to visit an abandoned airfield that once was full of life, noise, and activity. Now, the silence was only broken by the constant whisper of the wind in the popular tress, the flapping of loose metal against a hangar wall and grass growing through breaks in the parking ramp, and abandoned runways. One segment

of the hangar door system was open two feet and we squeezed into the area where our Mustangs were stored. Our Mustangs were nested beneath the large wings of Lancaster bombers, and a couple of Auster fuselages sat wingless against the back wall. Our Mustangs would be saved to fly another day but the B-25s and Lancaster Mk. Xs faced the final extinction, turned into cookware or aluminum siding for new homes

It was this moment I decided to save a Lancaster Mk. X bomber and bring it to Calgary. Milt and I made the necessary arrangements for our P-51 aircraft maintenance crew to gain access to the Mustangs and we drove back to Calgary. I had been dealing with Margaret Bidgood at C.A.D.C for the Mustang project, so I phoned her to enquire about purchasing a Lancaster bomber from Macleod. She was enthused about the concept and said I could have my pick for \$975.00. That was a lot of money in 1961 and I didn't have the cash. I had an account at the Bank of Montreal on Center St. and 16th Ave. and recalled the manager had flown PBY Catalinas during the war. When he heard of the project he was enthusiastic and loaned me the money."

CROWN ASSETS
DISPOSAL CORPORATION



LA CORPORATION DE DISPOSITION
DES BIENS DE LA COURONNE

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ADRESSE POSTALE
C.P. 481, OTTAWA 2, ONT.

April 5, 1961

REF. FILE NO. 253 - 182649
DOSSIER NO.

7 - 6 - 43

Lynn Garrison,
2732 Brecken Road, N.W.,
Calgary, Alberta

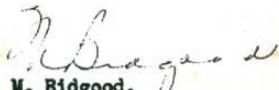
Dear Sir:

Further to our telephone conversation, concerning a Lancaster Aircraft for display in Calgary as a memorial, an offer form in duplicate is now enclosed for FM136 which the Department of National Defence now has stored at it Macleod, Alberta Storage Site.

We have in hand your personal cheque in the amount of \$975.00 for this airplane and require a signed copy of the offer forms enclosed so that we may proceed with issuance of documentation required for release of the airplane to you.

I wish you success with your endeavour.

Yours very truly,


M. Bidgood,
Aircraft Sales Section,
Commodity Sales Division

MB/gz
encl.

Original crown Assets letter to purchase Lancaster FM-136 for \$975.00,
dated 5 April 1961.

BIBLIOGRAPHIC REFERENCE # 2529		SALES ORDER NUMBER		CLOSING DATE Immediately	
				TERMS OF PAYMENT CASH	
<p>Subject to prior sale or withdrawal, in whole or in part, CROWN ASSETS DISPOSAL CORPORATION solicits offers for the purchase of the CROWN ASSETS DISPOSAL material or property listed below on an "as is and where is" basis and subject to the conditions of sale endorsed hereon.</p> <p>Inspection, prior to making an offer, is the responsibility of the prospective purchaser and may be arranged during regular office hours, Monday to Friday (Public Holidays excepted) by presentation of this form to the Custodian.</p> <p>The Item(s) described below consist of movable property the Purchaser shall make all arrangements and assume full responsibility for necessary packing, loading and transport within the time specified (see Condition 3 on reverse).</p> <p>Please submit any offer you wish to make by completing and signing one copy of this form in the appropriate space provided below and mailing to the CORPORATION at the address shown, retaining the other copy for your records.</p> <p>The CORPORATION reserves the right to accept or reject any offer.</p>				<p>This offer, signed in ink, must be forwarded Post Paid in a sealed envelope showing on the outside in the lower left hand corner:</p> <p>"Offer to Purchase Serial Number.....253-182649....."</p> <p>Addressed to: CROWN ASSETS DISPOSAL CORPORATION P.O. Box 451, Ottawa, Ontario</p>	
ITEM No.	QUANTITY	DESCRIPTION	UNIT	UNIT PRICE OFFERED	TOTAL
1	1	Lancaster 10 Aircraft No. FM-136 as is	ea		
TOTAL					\$975.00
<p>Subject to the conditions contained herein I/We hereby offer to purchase the Item(s) described above on the attached sheets.....to.....at the price(s) indicated, having satisfied myself/ourselves as to the type, kind and condition of said Item(s).</p>					
<p>Sold by Salesman</p>		<p>Firm Name and Address of bidder Lynn Garrison, 2732 Brecken Road, N.W., Calgary, Alberta</p>		<p>Signature and Title <i>Lynn Garrison</i> Date 15 Apr 61</p>	

Original Bill of Sale for FM-136 to Lynn Garrison, 15 April 1961. Total cost \$975.00 cash for Lancaster serial number 253-182649. This has been shortened from the original to save blank space.

The Calgary Lancaster FM-136 is now owned by Lynn Garrison but never registered in the name of the Air Museum of Canada, and never transferred to the City of Calgary.



ECHO OF THE PAST — Johnny Wright, engineer, Doug Holland, pilot, and Don Herman, co-pilot, all Canadian Pacific Airlines employees, stand before the Lancaster bomber which they piloted into Calgary Sunday, from Fort Macleod. The Lancaster was one of the most famous heavy bombers which flew during World War II.

LANCASTER HERE

Winged War Relic Arrives in Calgary

A battered, dirty, Lancaster bomber taxied along the runway at McCall Field Sunday, watched by about 5,000 people.

The Lancaster, saved from the scrap heap, will have its future resting place in Calgary, and may be the start of an aviation museum.

CF-119, a relic of the Second Great War, is in Calgary as the result of planning by a group of prominent citizens. It will serve as a memorial to those who served in the war, and will symbolize the thousands of airmen who passed through Calgary when the city was the centre of the British Commonwealth air training plan, under which 130,000 air crew trained.

The Lancaster, most famous of the heavy bombers used during the war, was the aircraft used to smash the German dams, a sequence of events pictured in the movie, "The Dam Busters."

The big, four-engine bomber, powered by four Rolls Royce engines, was destined for scrap, but the Calgary committee set up to secure a Lancaster bomber saved it in the nick of time. This plane is a particularly good specimen, not so battle scarred as many of its contemporaries.

The whole project will cost \$5,000 and the money, it is hoped, will be raised through public subscription, as was the money for the 1900 locomotive which has its last resting place in Calgary.

Subscriptions can be mailed to the Bank of Montreal, North Hill branch, addressed to the Lancaster Club.

Lynn Garrison, who is the prime mover of the plan, has already been offered many more aircraft as the nucleus of a museum. Sabres, CF-106, Harvard and Mustang planes are all available.

Two former Lancaster pilots are among the organizers—Ron Jenkins and Art Smith, MIA, Fred Weatherall, MIA, Harrod Jones and Don Patterson are also included.

Garrison said Sunday "without the assistance of Imperial Oil, who donated the aviation fuel, and the members of Local 887, International Association of Machinists who worked with Canadian Pacific Airlines repairing and servicing the aircraft during off hours and weekends, we could have done nothing."

The aircraft was flown to Calgary from Fort Macleod. It is one of the 734 built during the war, 430 of them in Canada. The 55 Commonwealth Squadron Heavy Lancaster bombers, which were responsible for 135,000 operational flights over enemy territory,

App

Garrison had obtained one WWII Lancaster and now he had to move it to Calgary, which required cash plus hard work. The "Lancaster Memorial Trust Fund" was formed by Lynn to obtain the necessary cash and material needed to get his bomber to Calgary and build a suitable display area. The committee included a handful of Lynn's close friends most being 403 Squadron members or ex-RCAF World War Two.

When the Lancaster was officially dedicated, the plaque contained dozens of names, listing people who had nothing to do with the project. Their names had been included by Don Patterson, for personal political reasons. Don was a S/L on Lancasters during the war. Don was the Lancaster Fund finance manager.

"I then started the Lancaster Memorial Fund, with Clarence Mack promoting it on his radio program. He had previously done this for the 5900 Locomotive Fund. For a dollar a person you got a membership card. However, over the term only \$229.00 was raised. Ron Jenkins, the owner of a major market chain bearing his family name, had flown Lancasters in the war, as had Art Smith, DFC., M.P. for Calgary South. Both promised their support, however Ron Jenkins never attended any functions, donated no money, while other RCAF veterans declined the opportunity to become involved. Art Smith was a big help.

Soon after I purchased Lancaster FM136, I approached Gordon Burke, an old family friend, and chief of the Canadian Pacific Airlines team in Macleod. He told me the undercarriage was too wide for the road and there was a bridge in-route to Calgary, which would block us. Gordon said his crew would volunteer to install the engines, and service the Lancaster, for a ferry flight to Calgary, if I could borrow the four engines from the RCAF. A special meeting with Doug Harkness, Minister of Defence, was arranged. Milt Harradence, Art Smith, and I met Harkness at the Palliser Hotel, where I made my pitch for the engines. He agreed to loan me four new Merlin powerplants, if I could supply an insurance policy for \$89,000 covering their potential loss. Herb Spear, a 403 Mustang fighter pilot, was employed with

Guardian Caledonian Insurance Company. He negotiated a policy for \$89,000, with a premium of \$2,400.00, which only had to be paid if we made a claim.

Tony Lansdown, another 403 fighter pilot, worked with Imperial Oil and he arranged for a donation of all fuel and lubricants for the flight to Calgary. Volunteers with Local 886 International Association of Machinists, prepared the Lancaster for the ferry flight to Calgary, installing the four new Merlin engines. Doug Holland was the Chief Test Pilot with Canadian Pacific Airlines and he would pilot my Lancaster to Calgary. Air Marshall Campbell, Chief of the RCAF Air Staff was the guest of honor along with Freddie McCall's wife. For the flight Lancaster FM136 had received the civil registration CF-NJQ, and this allowed it to be flown to McCall Field,

When the big day arrived only a couple of hundred citizens stood waiting, while the Lancaster was parked on the grass strip near the terminal entrance. For some reason people believed they had the right to strip pieces off the aircraft. I had to hire a policeman to sit next to the bomber. A pedestal was required. My parents' neighbor, Ron Graham, had his company begin the design and completed the job at no cost.

I wanted to paint the Lancaster for display. This is where I attempted to get 403 Squadron involved in the Lancaster Memorial Fund. This soon turned into a senior officer's takeover attempt. Pressure was placed on me to relinquish control to Group Captains and Wing Commanders in the local reserve organization. W/C Gordon J. C. McLaws had taken over as Commanding Officer of 403 Squadron 8 September 1960. When I didn't go along with the plan this resulted in a formal refusal to allow my Lancaster to be painted in the 403 hangar. Tensions were further increased when Defence Minister Doug Harkness ordered Wing Commander J. C. McLaws to make space, in his hangar, for the painting of Lancaster FM136. The painting took several weeks. McLaws had to walk under my Lancaster every time he needed to go to the bathroom, or get a cup of coffee. Needless to say, this

caused certain frictions for me and 403 Squadron officers. The Lancaster painting was completed by a volunteer team from Canadian Pacific Airlines and finally appeared in a gorgeous new camouflage depicting an Royal Air Force Lancaster with code letters VN-N, which flew with No. 50 Squadron RAF during WWII. I selected this paint job because I had a photo of the wartime Lanc.”



Garrison image after the completed paint job

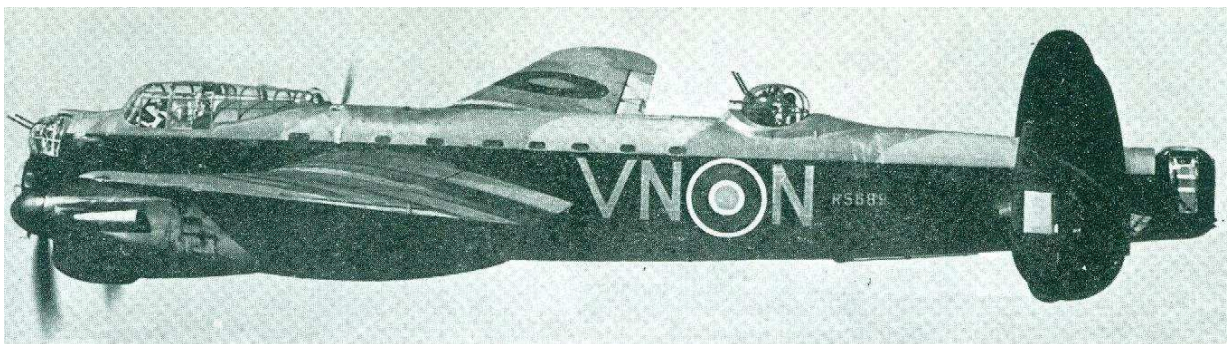


Badge: *A sword in bend severing a mantle palewise.*

Motto: *“Sic fidem servamus” (“Thus we keep faith”).*

Authority: *King George VI, March, 1940.*

This unit formed at Dover and adopted a mantle being severed by a sword to show its connection with that town, the arms of which include St. Martin and the beggar with whom he divided his cloak. The mantle is also indicative of the protection given to this country by the Royal Air Force.



Lancaster Mk. I, serial R5689 was one of 200 built by Avro Manchester and delivered to the RAF between February and July 1942. This was a much photographed bomber which Lynn Garrison picked for the painting of FM136. It had no connections to the City of Calgary or Canadians in the RCAF. She was one of 48 bombers on a mine laying operation 18/19 September 1942. On landing at Thurlby, Lincolnshire, the aircraft crashed and was destroyed.

On 11 April 1962, Lancaster FM136 was lifted into position by three large cranes, supervised by ex-Lancaster pilot Red Whittit, of Dominion Bridge, Calgary.

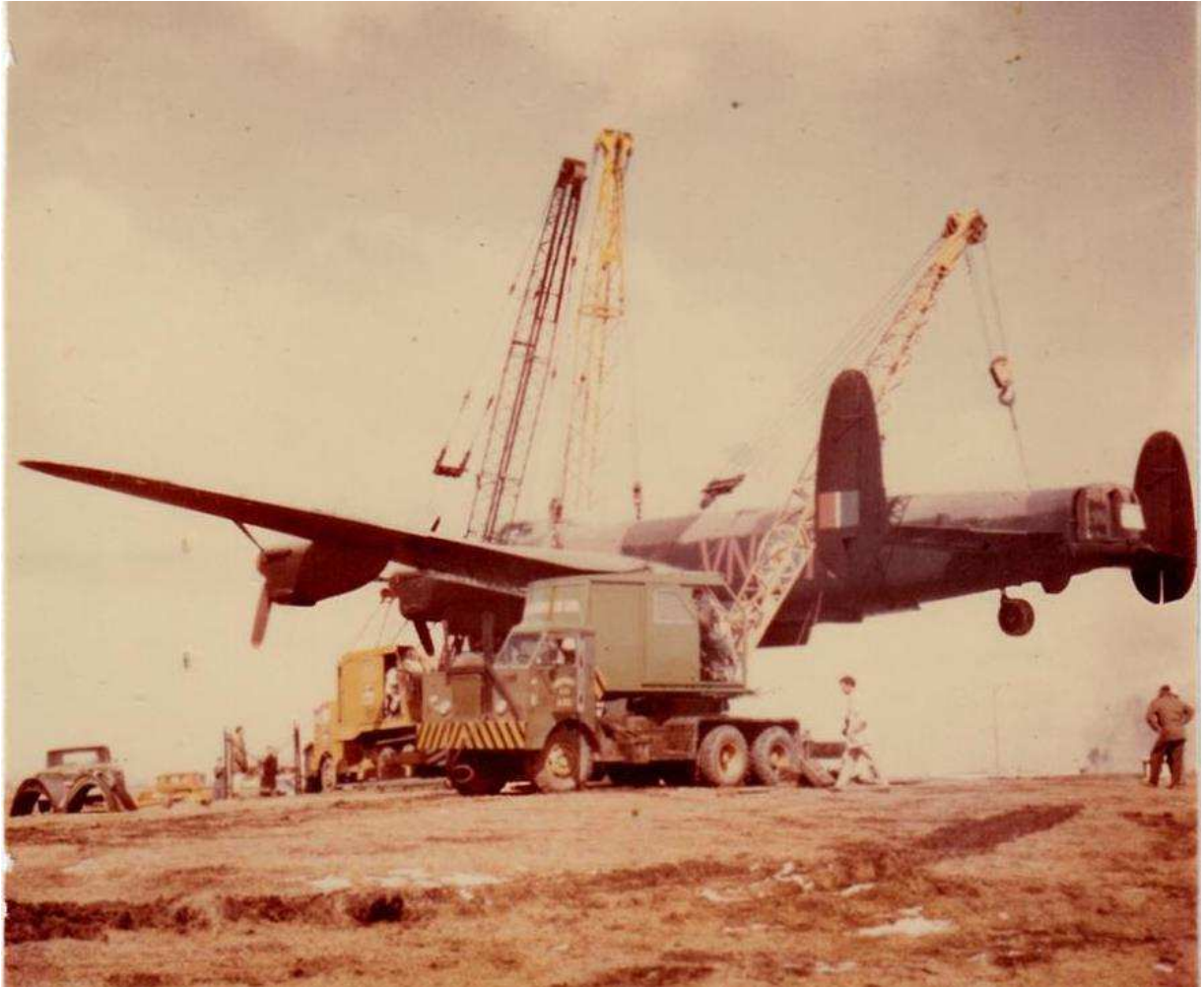


Image from Lynn Garrison - 11 April 1962

This was followed on 14 April 1962, by an impressive dedication ceremony officiated by Air Marshal Hugh Campbell of the RCAF. Lynn Garrison purchased the display plaque and ex-Lancaster pilot Don Patterson selected the wording which reads as follows –

**Dedicated to all personnel who served and trained
in the British Commonwealth Air Training Plan.
The most important centre of this Plan was Calgary,
and this area saw nearly 30,000 men and women trained from 1941-45.
From here personnel went to all theatres of combat throughout the world.
Dedicated by Chief of the Air Staff, Air Marshal Hugh Campbell, CBE, CD,
April 14, 1962.**

**Don Patterson wanted Lynn Garrison to sign over ownership of the Lancaster to
Calgary Mayor Jack Leslie, but that suggestion was declined.**

Lancaster Memorial Dedicated At Airport

Calgary's air force memorial, a wartime Lancaster bomber today stands proudly in full flying rig near the entrance to the airport.

Posed "wheels up" on a stand, the Lancaster was dedicated Saturday by Air Marshal Hugh Campbell, chief of air staff, RCAF.

The dedication was saluted by a fly past of three aircraft types flown in the British Commonwealth Air Training Plan at airfields in the Calgary area. The Lancaster was accepted on behalf of the city by Ald. C. F. Mack.

As youthful air cadets formed a guard of honor, the moving ceremony brought old airmen and young together to pay their respects to those who fell.

The memorial to Allied Air Forces is unique in Canada. Although both the U.K. and U.S.A. have aircraft museums, it is believed that Calgary is the only city with this type of memorial.

The idea was launched by young F/L Lynn Garrison, law student serving with 403 (Calgary) reserve squadron. As president of the Lancaster Club, he saw the project through the difficult period of organization.

The RCAF Association had earlier discussed the idea but had backed out.

CAMPAIGN LAUNCHED

The North Hill News backed the venture in September, 1960, and a fund-raising campaign was launched. Art Smith, MP, and Ron Jenkins, both former Lancaster pilots, were directors of the Lancaster Fund.

But the project would never have got (literally) off the ground without the tremendous voluntary help of the aircraft mechanics of Lodge 887 of the International Association of Machinists. Ex-service groups showed apathy.

VOLUNTEER WORK

The union not only supported the fund financially but its members donated hundreds of hours to service and repair the bomber. The Lanc was a surplus aircraft in storage at Fort Macleod airfield and it was purchased from Crown Assets Corporation.

The mechanics travelled to Fort Macleod on several weekends in order to make the aircraft serviceable and air-worthy. To emphasize this major task, suffice it to say that the Lanc did not even have engines when it was bought.

Minister of Defence, the Hon. Douglas Harkness (MP Calgary North), took a personal interest in the project

was returned to its birthplace in Toronto for conversion to a maritime reconnaissance role. The following December it was delivered to 404 Squadron at Station Greenwood where it flew for three years. In June of 1952 Lanc FM 136 participated in Operation Castinets, a NATO-sponsored combined operation with units of the Royal Air Force and

Royal Navy. At this time she was based at St. Eval, Cornwall.

Early in June 1955 FM 136 was transferred to 407 Squadron, Station Comox, B.C., where it flew for another three years. During this period it logged further overseas operational time on NATO exercises while based in Northern Ireland. The end of 136's RCAF career came in June of 1958 when the Lancs of 407 were being phased out in favour of the Neptune.

In July of 1960 negotiations were started for the purchase of this aircraft. These were completed in November of that year.

time equipment such as guns and turrets. A concrete stand was erected near the airport entrance.

A distressing feature about the Memorial project was that no sooner had the Lanc been towed across the airport to its stand, than vandals moved in. Thieves removed many parts of the aircraft and a commissionaire had to be employed.

CIVIC PRIDE

Calgary can be proud of its Air Force Memorial. The impressive bomber stands proudly in a prominent position to remind all airline passengers of the enormous debt we owe to the Allied Forces of both World Wars. It bears mute evidence of the struggle against totalitarianism in any disguise, the struggle for freedom and democracy, the battle fought by The Few.

This Holy Week we remember those who fell in air battle and the steadfast courage displayed by the aircrew during six long years of war. History, as Sir Winston Churchill said, records the incredible ordeal of those air operations.

AIRCRAFT HISTORY

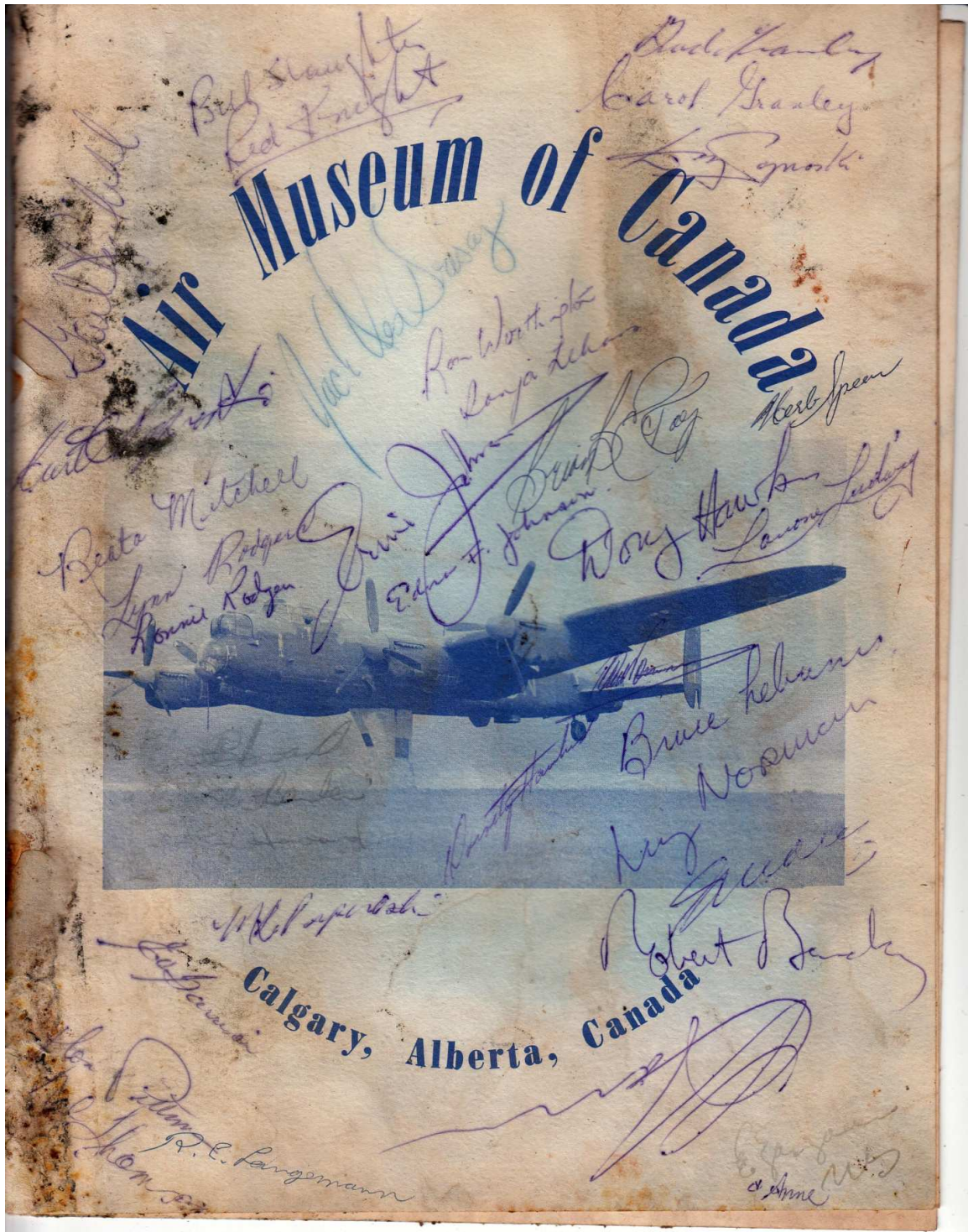
The Lancaster chosen for display was FM 136 a Canadian-built machine, the 337th produced by Victory Aircraft in Toronto. FM 136 was turned over to the RAF for service with an RAF squadron late in WWII. In September of 1945 this aircraft was transferred to the RCAF and flown back to Canada where it was placed in storage at Fort Macleod, where it was to remain for five years.

In March, 1951, FM 136

The pedestal was designed and constructed by a family friend and neighbour of Garrison, Ron Graham owner of the Hurst Construction Company.

The Calgary airport had officially been christened "McCall Field" in honor of WWI Calgary pilot Fred McCall. In 1966, the City of Calgary could not afford the rising cost of running McCall Field and it was sold to the Federal Government for \$2 million. The Lancaster bomber now became the main entrance to the new Calgary terminal and name "Calgary International Airport."

In 1964, Lynn Garrison held a dinner for the members of the "Lancaster Memorial Fund" at Hy's Steakhouse on 4th Avenue, S.W. in Calgary. This was the best steak house in North America featuring Alberta triple "A" beef. Thirty-nine members signed the cover of the Air Museum of Canada magazine. Ron Jenkins and Art Smith did not attend the event.



Original signed cover from Lynn Garrison.

The hot, humid, climate of Haiti caused stained areas.

THE LANC . . . SYMBOL OF FREEDOM



No war memorial to the air forces could be more fitting than an aircraft museum and there would be no more significant moment to launch the project than during the 20th anniversary of the Battle of Britain.

Due to the enterprise and initiative of young Calgarian Lynn Garrison, Calgary has started a "Lancaster Memorial Trust Fund" with the intention of building an aircraft museum around a wartime bomber.

Many citizens have toyed with the idea for years. What suddenly put the project into orbit was the news that the Dominion government had sent all Lancaster bombers to the scrap heap. If we moved with the speed of a modern jet, we might just break the tape to buy one of the last three in storage at Fort Macleod.

Further information disclosed that it would be too late to preserve other famous aircraft of the war years — Spitfire, Hurricane, Mosquito, Halifax — while the earlier bombers flown by the Allied Air Forces long ago went to the scrap heap.

The historic "Lanc" was not in the fighter lines of the Battle of Britain, but it was to take the battle from there into enemy territory and to become the finest bomber produced and flown during the war.

Among airmen anywhere there will always be spirited arguments about their planes. Consensus of opinion is that the three outstanding types flown in the Second World War were Spitfire, Mosquito and Lancaster. They were renowned for their performance, reli-

ability, speed and handling characteristics. They all used the Rolls Royce Merlin engines.

Those wartime names mean much to thousands of Calgary families. Long before the outbreak of war our young men were crossing the Atlantic to join the RAF. When war broke out, Calgary joined up in force into one or other of the armed forces. Calgary did not need pep talks.

Hundreds of Calgary men served in the Lancaster. And many were lost. In fact as many as 50,000 aircrew lost their lives in Bomber Command.

The Lancaster for an aircraft museum is a fine memorial for all airmen. The bomber is symbolic of many things but above all it represents victory in the air and the triumph of our democratic freedom.

To the bomber crews, it means something deeper than words. To all airmen and veterans, to their families, their friends and those who survived, it means a significant war memorial in this air age.

If you listen carefully at night you can hear those Merlins bringing your men home. The chance lights shine into the clouds, the bombers touch down at base, and the smiling crews leap to the ground and say: A piece of cake.

They shall not grow old as we that are left grow old, Age shall not weary them, nor the years condemn. At the going down of the sun, And in the morning, We shall remember them.

THE PROUD CALGARIAN



In the early summer of 1960 it became apparent that, if anyone was going to save a Lancaster from the melting pot, quick action was necessary. The last of the stored Lancs were being consigned to the furnaces at the RCAF storage sites in Vulcan and Fort Macleod. With this in mind a resident of Calgary, Lynn Garrison, purchased Lancaster FM-136 from Crown Assets Disposal Corporation and founded the Lancaster Club, a group dedicated to the preservation of the greatest and most famous of WW II heavy bombers. The Club's aim was, by public subscription, to gather together the necessary cash and material needed to provide the aircraft with a suitable display area. Garrison then gathered a committee, including Ron Jenkins, Art Smith, Milt Hammadence, Fred Wetherall, and Tony Lansdown, to co-ordinate the group's efforts as it moved towards the target. Don Patterson, an ex-Lanc pilot himself, took the

reins of the all important finance sector and spent the better part of one year approaching individuals and companies who had more than a passing interest in the preservation of an old warbird.

The original plan of action called for a move, from Fort Macleod to Calgary, by road but the executive was soon to learn that even if the plane was torn down to the bare essentials it would still be too big for any of the bridges on the intervening highway. We were left with the feeling achieved by the man who built a large boat in his basement and then couldn't get it out. The Lancaster Club was owner of one very large Lanc, minus engines and located in a spot from which it couldn't be moved. For any other than a group of Calgarians the situation would probably have proved impossible. A local Regular Force RCAF officer told the Club that the task was impossible and would cost in the neighborhood of \$75,000, even if his skilled personnel did the work. It wasn't impossible, nor was it expensive in actual cost outlay, the job being done for \$247.63.

When the project was first launched the members of Local 887, International Association of Machinists, employed by the now extinct Canadian Pacific Airlines Repair Depot on contract to the RCAF, offered their services in preparing the Lanc for a trip by road to Calgary. When it became obvious that the only way to move the plane was by air these men offered to ready the plane for the short ferry flight. Through the co-

(Continued on Page 9)

FOR THE LAST FLIGHT OF THE LANCASTER — JULY 4th, 1964
THE ENGINEERING WAS SUPPLIED BY
TONY'S AVIATION — McCALL FIELD

Dedication of Lanc Big Crowd Waits For Lan

The Lancaster Club's aircraft has moved to its final location at Calgary Airport. When completed the display will see Lanc FM 136 mounted on concrete in a flying position some nine feet off ground. The undercarriage will be retracted to give memorial a more respectable appearance. Floodlights will illuminate the plane for an hour.

'LANC' COMES HOME!

schedule this time.
WAR MEMORIAL
 The wartime bomber, symbolic of the great air victory of 1939-45, is to be dedicated as war memorial to the Allied Air Forces. It will be the centerpiece of a full-scale aircraft museum at the Calgary airport which will be the first of its kind in Canada.

Lanc Due Sunday

Calgary's memorial Lancaster is due to become airborne again on Sunday. It is to be flown into the airport from Fort Macleod and is due to land at 2

AIR FORCE WAR MEMORIAL

Calgary is in the lead again -- an aircraft museum is to be developed at the airport and the first exhibit will be a famed wartime Lancaster bomber.

The "Lanc", flown and serviced by hundreds of Calgarians on bomber operations during the Second World War, is one of the last of its type still in existence in the RCAF. It has been saved from the scrap heap by the intervention of Art Smith MP and a group of Calgary airmen.

It is planned to dedicate the Lancaster in its wartime camouflage as a War Memorial to the Air Forces. The project coincides with the 20th anniversary of the Battle of Britain, turning point in the world war.

THE PROUD CALGARIAN

Douglas Praises

Famous fighter DFC has heartily praised the Lancaster Memorial as a war memorial. Bader, legend of the RAF, is near the TV station.

commission said the northerly slope was

OILMEN SU LANCMASTER

Elever geologic NORTH HILL

LANC F Calgary Pion

(Continued from Page 8)

operation of the then Minister of National Defence, Doug Harkness, serviceable engines were borrowed from the RCAF. The fuel for the trip was donated by Imperial Oil.

Local 887 spent several weekends in Macleod expending around 3,000 man hours preparing the Lancaster for the trip. Canadian Pacific's Chief Test Pilot Doug Holland, along with his co-pilot Don Herman and engineer Johnny Wright, volunteered to make the flight. Final clearance was obtained from the Department of Transport and, after one week's delay because of bad weather, Lanc FM-136 made her last trip, on Easter Sunday of 1961, to be greeted by over 15,000 people at McCall Field. It is only fair to point out that a similar number had turned out the weekend before, in spite of the poor weather, to meet the plane. Most of this original group made up the welcoming party of the Easter arrival.

Much remained to be done to complete the task and first on the list was the application of a complete and accurate WW II camouflage paint job. Local 887 again stepped forward providing the labour required.

voluntary hours have worked on the Lanc by mechanics from CPA members of

Oil
 Y, APRIL 6, 1961

Memorial 'The Saved' has been saved by Tim Gurrin and Lancaster

For some time a debate had continued over just how the Lanc should be displayed. It was finally decided to display the bomber in a wheels up attitude on top of a rather unique pedestal containing some 140,000 pounds of concrete and 8,000 pounds of steel most of which was donated.

On April 11, 1962 the aircraft was lifted into position by three huge cranes, loaned by Hulburd's Crane Service and Dominion Bridge, both of Calgary. This delicate operation was supervised by Red Whittit, of Dominion Bridge, himself an ex-Lancaster pilot. On April 14, an impressive dedication ceremony was held with Air Marshal Hugh Campbell officiating at the dedication.

The dedication plaque on the pedestal reads as follows:

Dedicated to all personnel who served and trained in the British Commonwealth Air Training Plan. The most important centre of this Plan was Calgary, and this area saw nearly 30,000 men and women trained from 1941-45. From here personnel went to all theatres of combat throughout the world.

Dedicated by the Chief of the Air Staff, Air Marshal Hugh Campbell, CBE, CD, April 14, 1962.

These pages from Lynn Garrison collection contain much more information on the related Lancaster events, names, and construction costs.

At age 24, Lynn Garrison had purchased and preserved Lancaster FM136 plus collected a very good selection of vintage WWII aircraft. In March 1964, Lynn purchased his second Lancaster KB976 for \$1,500.00. The cash was raised by a No. 403 Squadron pilot, Brian B. McKay and a note in that sum was held to cover the purchase. Garrison was also responsible for the funding and initiated the first Calgary International Air show in July 1964. Defence Minister Paul Hellyer was the guest of honour. Garrison wanted to fly Lancaster KB976 at the air show and contacted Dick Beatty of the DOT in Edmonton, asking for permission to fly the bomber. He was informed he would require more than flight permit. A complete certification of airworthiness inspection was required. This was impossible, so Lynn suggested one last flight by the RCAF might be authorized. MP Art Smith ask his friend Paul Hellyer if this could have arranged and the minister replied it was no problem. The full story is contained in other websites and should be read in full to appreciate the complex problems encountered to get KB976 into the air.



The night before the 4 July Air Show Garrison slipped and broke his ankle. Ralph Langeman and others carried Lynn to a car and off to the Calgary General Hospital emergency room. A rubber bandage was wound around the broken ankle and Lynn went home. On the morning of the air show, the crew lifted Lynn into the rear Lancaster door and he crawled to the cockpit. Ralph Langeman sat in the co-pilot seat, Brian B. McKay stood behind the pilot holding a VHF radio set over Lynn's head. Joe McGoldrick crawled into the nose section and Jimmy Hamilton took over the flight engineer's position. This signed print from Lynn Garrison captures the classic occasion he piloted Lancaster KB976 over Lancaster FM136. Lynn purchased, saved, and owned both WWII bombers.

Garrison organized a second Calgary air show in 1965 and he managed to get an RAF Vulcan bomber and Valiant refueling aircraft from England. Shell Oil sponsored the famous legless RAF ace Douglas Bader as his guest of honour. The show was gaining a widespread reputation. In 1966, Calgary City Hall and political infighting caused the air show to be transferred to Red Deer, and the future breakup of the Air Museum of Canada was beginning. This has been explained by Lynn Garrison in his book.

EVOLUTION

**Fokker Dr.1 - P-51 Mustang - F-86 Sabre
90 MPH to Supersonic in 30 Years**

EVOLUTION Lynn Garrison

By Lynn Garrison

Fokker Dr.1 Triplane – Lynn owned 2 replicas built by Bitz for filming 20th Century Fox's BLUE MAX. He still owns one of these.

North American P-51 Mustang – Lynn has owned 5 of these, over the years. As a ferry project, he flew most of the surviving RCAF Mustangs to their new American owners.

Canadair F-86 Sabre – Two of these, in full Golden Hawks colors, were acquired by Lynn in 1964. One was registered in Canada while the other went to Flight Test Research in California.

The events from 1967 until 1973, have been destroyed, lost or just forgotten by the 'unknown' group who sold the fifty-plus aircraft in the original Lynn Garrison collection. Many still fly today in museums around the world. His Hurricane G-HURI flies with the Battle of Britain Flight in the UK. His Spitfire AR614 flies in Paul Allen's collection in Seattle, Both of these aircraft were sold by Peter D. Norman. At the time of this article, [April 2017] Lynn Garrison is working on a new book which details all his stolen collection of aircraft, and the people involved.

On 23 July 1973, the City of Calgary becomes the official new owners of the assets of the defunct "Air Museum of Canada" (Actually the Air Museum of Canada never had any assets.) Recently retired Calgary International Airport Manager Bill Watts takes over the daily operations of the homeless museum. The City of Calgary places the seven aircraft [outside] at the Planetarium property for safe keeping and give Bill Watts an office plus pay his wages as a museum manager.

In the summer of 1975, the "Aero Space Museum Association of Calgary" is registered as a non-profit, charitable, organization and pilot Roy Staniland becomes the founding President. In March 1979, I became a 30-year card carrying member of the Aero Space Museum Association of Calgary. The monthly meetings were held at the downtown Planetarium basement, where we drank coffee, and hoped 'our' future plans would at least include a building to house the aircraft and artifacts.

The Calgary motto should have read - "On a Broken Wing and a Prayer." My first contact with our new founding President Roy Staniland was during one of these evening meetings in the Planetarium. President Roy Staniland was the finest person I have had the pleasure of meeting, and working under in Calgary.

At the time, [1979] he was Manager of the Helicopter Branch of Petro Canada and in the third year of recovering a rare Barkley-Grow bush plane which crashed into a lake in Quebec. Only eleven of these aircraft were constructed [1938-39] and today three remain in Alberta, the prototype, serial #1 in the Reynolds-Alberta Museum in Westaskiwin. Barkley-Grow CF-BQM was number 8, constructed by the B-G Corporation of Detroit, Michigan, in 1939. It flew for several Canadian companies in the far north and was flown by pilot Roy Staniland on many occasions. In 1976, Roy Staniland purchased this aircraft which was submerged in a lake in Quebec. In the following two summers Art Bell, Jim Dick, and Roy worked on the aircraft and by the spring of 1979 it received certification for a one-way flight to Calgary, Alberta.



Image from Kathleen Staniland, Quebec, April 1979, Roy [left] and Jim Dick.

In May 1979, pilot Art Bell, co-pilot Roy Staniland and maintenance chief Jim Dick lake hopped B-G T8P-1 across Canada from Quebec to Chestermere Lake, just East of Calgary. The Cross-Canada flight took two days with 17 hours, 45 minutes' flight time. The aircraft was then trucked to Calgary International Airport where it would be converted from floats to wheels in the repair hangar of Petro Canada Helicopters. Roy always welcomed me to his office, and if he was not busy, it was coffee and plane talk. His newly arrived float-plane B-G was parked on airport

property, however due to security you could not walk over and take a photo. During a visit in July 1979, I mention I would love a photo. In a flash we were both in a Petro Canada vehicle driving across the Calgary airport to his 'baby.'



Due to the simple fact the Aero Space Association of Calgary had no building or restoration area in May 1979, this rare aircraft had to be restored in the Government of Canada helicopter hangar. Some of this restoration work, converting from floats to wheels, was unknowingly donated by the Canadian taxpayer, which saved a very rare aircraft for all of Canada. No money was ever received from the City of Calgary for this rare aircraft and most of the cost came from President Roy Staniland. Roy arranged for full Canadian Government protection of his aircraft before he donated it to the Aero Space Museum of Calgary. Today Barkley-Grow #8 is registered and declared a Canadian National Treasure, protected for life, unlike the Lynn Garrison collection which was stolen and sold for profit.



While under restoration the Barkley-Grow was first displayed to the Calgary public in the Government of Canada hangar for Petro Canada Helicopters. I took this photo in 1984 and the Aero Space Museum of Calgary will not receive a home until the following year. I had the pleasure to sit in Roy Staniland's home, drink coffee, and watch his 35 mm slide presentation of how he located and recovered this aircraft for Calgary and Canada. Today this is the only restored to flying condition B-G in the world, thanks to Roy. In 1985, Barkley-Grow T8P-1 was moved to the Aero Space Museum building and the remaining restoration was completed by a Canadian Federal Government Job Training Grant Program. Today this rare aircraft is one of a kind and the very first aircraft saved in the post Lynn Garrison era.

I feel the period between 1986 to 1991 became a major time of change for the Aero Space Museum of Calgary, and these decisions, good and bad, still effect the museum today, twenty-plus years later. A new management has taken hold but some of the old 'powerful' directors still linger in the background. The name has been changed to "The Hangar Flight Museum" under Executive Director Anne Lindsay, and I wish her well. In April 2016, Anne gave me a tour of the old 1940

RAF Drill Hall, and informed me the City of Calgary had just spent one million dollars, to upgrade the WWII building and make it fire proof.

Roy Staniland was the driving force to get a home for the new Aero Space Museum and the collection of aircraft including his rare Barkley Grow. Built in 1940, [the same year the museum was built] it left the B-G factory with pilot Lee Britnell at the controls, purchased by MacKenzie Air Service in Edmonton, Alberta. It flew for Pacific Western Airlines, Canadian Pacific Airlines, Sioux Narrows Airways, Parson Airways, Northland Wild Rice Ltd., Northern Airlines and last Associated Airways. Roy not only saved this aircraft, he had been the pilot of "his baby" for a number of years. Thanks to his position with Petro Canada Helicopters, Roy was able to secure a Canadian Government Job Development Training Program Grant to complete the restoration of his B-G aircraft. This Federal grant money not only saved the Calgary taxpayer restoration fees, it saved, and restored to flying condition, a most valuable part of Western aviation history for all of Canada. Today, it sits alone with very little history, but I do hope that will change under the new directors.

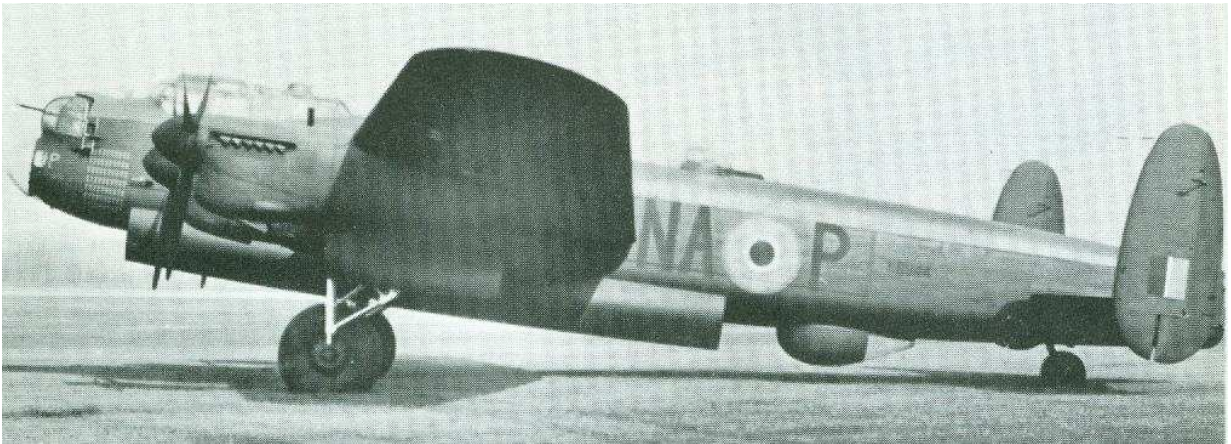
Now that the Aero Space Museum had a place to call home [1985], another big question remained, who in fact legally owned the Lancaster bomber FM136? When Lynn Garrison departed for California in the fall of 1966, the WWII bomber was situated at the main entrance to McCall Field, property owned by the City of Calgary. In that same year, the City of Calgary could no longer afford to run the fast growing airport and it was sold to Transport Canada for two million dollars. The Government of Canada began planning for a new airport which opened in November 1977. The WWII memorial bomber was now left unprotected in the old airport industrial area, and vandals soon moved in to steal, destroy, and damage the once proud aircraft. Large sections of glass in the cockpit area were broken and the original instrument panel gauges was stolen, or damaged beyond repair. The pigeons soon found a new home and by 1986, some sections in the bomber contained four inches of pigeon droppings.



At last the City of Calgary put up a security fence, but refused to spend taxpayer money on a bomber they did not own, and ownership was still a legal question to be decided later in a court of law. President Roy Staniland and a group of RCAF WWII veterans from the Aero Space Museum of Calgary stepped forward and decided to save the aircraft, as they believed it still came under their protection. The broken glass was replaced, the inside cleaned of pigeon droppings, and a complete repainting was undertaken thanks to public donations, most received from the owner of Jack Carter Chev Olds in Calgary. The Lancaster paint now appeared in new squadron code letters [NA] and the aircraft single code letter [P], the same as the Lancaster in the National Aeronautical Collection museum at ex-RCAF Station Rockcliffe, Ontario. I had seen the Ottawa Lancaster during my first visit in 1977, yet it contained no information on the WWII crew or its combat history. What came next was a total surprise.



**Calgary FM136 in 1986, being painted as KB760, No. 428 [Ghost] Squadron code
NA-P for “Panic.”**



The image of KB944 painted as KB760 NA-P for “Panic” in Ottawa, 1967.

In the fall of 1986, I met ex-F/O Arthur John Edward Carter and my first question was –

"Why have we painted Calgary Lancaster FM136 in the markings of No. 428 [Ghost] squadron NA-P [P for Panic] KB760?"

His quick answer was very simple –

"That was my Lancaster, which I flew seventeen times, after I joined No. 428 Ghost Squadron in July 1943."

That would lead to extensive research and the fact both 'our' Canadian built Lancaster aircraft [Ottawa and Calgary] were painted incorrectly.

End of Part One