



Flightlines

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FM213 after her crash landing at Trenton in 1952.
Photo courtesy of the Ron Cruse and the Canadian Warplane Heritage Museum



Lady Orchid just after the maple leaves had been added to her torso, sometime before June 7, 1945 while she was still based at the RCAF base in Croft, Yorkshire. Photo courtesy of the Clarence Simonsen collection

A tale of two Lancasters

How a derelict Canadian Lancaster would render one last service to her country and allow another Lanc to continue to fly to this day!

By David Clark

On January 24, 1952 Lancaster FM213 was on approach to the Royal Canadian Air Force (RCAF) base at Trenton, Ontario at the end of one of the legs of her journey to join 405 MR (Maritime Reconnaissance) Squadron in Greenwood, Nova Scotia.

The Cold War was in its infancy and Canada had begun to rearm after the massive demobilization that had occurred at the end of the Second World War. FM213 had just recently completed a conversion from a Mark X heavy bomber to a Mark 10MR maritime reconnaissance and anti-submarine warfare aircraft.

Unfortunately as she reached the landing field the aircraft stalled, ground looped and collapsed her starboard landing gear as she impacted the runway. Initially it seemed that she was a total write-off, her centre section badly damaged.

With no known source of replacement for such a large part known to exist in Canada at this time, as all the other Lancasters had been scrapped or converted for other duties, it seemed that FM213 would be doomed to never see active service.

Thankfully, one of the men who had helped to find and reacquire many of the Lancasters that had been sold off after World War Two during the post-war demobilization remembered one possible source for this vital replacement part.

It would be this event that would cause the histories of two Lancasters – one a Second World War veteran that had lain derelict in a farmers field for a number of years and the other an aircraft that had been built for war but seemed fated to never serve her country – to intersect and allow FM213 to not only go on to render many years of service to her country but also to survive to become an enduring monument to the service of thousands upon thousands of men and aircraft that served Canada during and after the greatest conflict in human history.



Lady Orchid nose art.

Lady Orchid goes to war

Lancaster Mk. X KB895 left the Victory Aircraft Factory in Malton Ont., January 1945. Victory Aircraft Limited was a Canadian Crown corporation created from the Malton branch of the National Steel Car Corporation in November of 1942 as a 'shadow factory', safe from German bombing.

This facility would go on to build thousands of aircraft during the war, including 430 Mk. X Lancasters (Mk. X being the designation for Mk. I Lancasters built in Canada).

KB895 arrived in England in March of 1945 and was initially issued to No. 428 (Ghost) Squadron but was soon reissued to No. 434 (Bluenose) Squadron. Now all the aircraft needed was a crew and a pilot.

Ronald Henry Jenkins was born in Calgary, Alberta, Canada on July 8, 1913. He grew up around his family's grocery business, and after graduating from Mount Royal College in 1934 went to work in the family business, Jenkins Groceries, which by this point was growing into a very successful chain of stores that would eventually include seven stores, a bakery, and a wholesale branch.

In 1943 he left the company to join the Royal Canadian Air

Force. Though Ron was 29 years of age (about 10 years older than the average recruit) he had his heart set on joining the Air Force and fighting the war as a pilot.

In the spring of 1943 he was assigned to No. 4 ITS (Initial Training School) of the British Commonwealth Air Training Plan (BCATP) in Edmonton and began his training to become a pilot.

After passing through a number of training schools he was authorized to wear the Pilot's Flying Badge as F/O (Flying Officer) Jenkins, graduating from No. 3 Service Flying Training School on Oct. 15, 1943. He would then complete a number of other courses before he was posted to No. 434 Squadron in Croft, Yorkshire, England on Dec. 21, 1944.

He flew his first operation as second pilot over Paris on Jan. 28, 1945 and was then assigned to an aircraft and a permanent crew.

F/O Jenkins and his new crew, consisting of F/O Savage, F/O Hines, W/O (Warrant Officer) McLean, F/Sgt (Flight Sergeant) Baird, Sgt Foss and F/Sgt Moodie, would begin flying operations in early February and would go on to fly 11 missions (February 3, 7, 19, 26, 27 and March 2, 7, 8, 10, 14, 20) in a British-built Lancaster Mk. I, PA

225, which carried the squadron code WL-O (Oboe).

That aircraft was then reassigned to No.429 (Bison) Squadron on March 28 as No. 434 Squadron began taking delivery of new Canadian-built Lancaster Mk. Xs. On April 2, 1945 Jenkins and his crew took charge of KB895.

After they completed pre-operational testing, No. 434 Squadron's commanding officer, Wing Commander J.C. Mulvihill, assigned them the new Lancaster as their personal aircraft.

Now that the crew had their own Lancaster they decided to personalize the aircraft. Though nowhere near as wide-spread as it was in American air services, painting nose art on aircraft, particularly bombers, was becoming very popular in the British and Commonwealth Air Forces by this point in the war.

KB895 and her crew began operations on April 8, 1945. Jenkins and his crew would fly a total of five missions in her by war's end: Hamburg on April 8, Leipzig on April 10, Kiel on April 13 (in which Jenkins performed two successive corkscrew manoeuvres to evade German night-fighters), and Schwandorf on April 16. The final mission to Bremen on April 22, 1945 was aborted due to poor weather over the target.

Lady Orchid therefore ended up displaying 15 white bomb mission markers for the total number of completed missions that Jenkins and his crew had flown in combat and one red one for the aborted mission.

KB895 would also fly a number of other operations during its time with No. 434 Squadron with other crews before the war ended, with the final taking place on April 25, 1945 in a raid on naval defences at Wangerooze under the command of F/O Bonar.

Though the war in Europe was over, the war in the Pacific still raged and Lady Orchid and her crew continued to train in preparation for deployment against Japan. From May 7 to June 7, 1945 the crew trained intensely.

On May 10 they flew over continental Europe one more time as part of Operation Exodus, with Lady Orchid flying from Croft to Juvincourt France for the purpose of ferrying Allied POWs back to Westcott in England before returning to Croft. It was also during this time that KB895 gained some more decorative touches.

Lady Orchid herself acquired two red maple leaves on her upper torso, the aircraft's prop spinners were painted roundel blue, the phrase "Jenkins' Express" was painted on the right side of the fuselage under the cockpit and tail gunner Bruce Baird painted the words "Bruce 'Buster' Slim" on the face of his turret.

It was now time to return home. Lady Orchid and many low flight time Canadian-built Lancasters that had been deployed to Europe were flown back to Canada to join the RCAF's contribution to Tiger Force (also known as the Very Long Range Bomber Force), a large heavy bomber force that Britain planned to deploy against Japan after hostilities ended with Germany.

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Ron Jenkins in October 1943, after receiving his Pilot's Flying Badge.

Photo courtesy of the Clarence Simonsen collection

As was the case with their first aircraft, KB895's squadron code letters were WL-O, so they named the Lancaster "Wee Lady Orchid". The entire crew participated in painting the nose art on the aircraft and it was decided to use the image of Lady Godiva riding a bomb and carrying two six-shooter pistols, the later part in honour of the western heritage of Jenkins' home town of Calgary.

Jenkins painted the red L and O on the aircraft and the rest of the crew completed the remainder of the name and the artwork. During the painting it was decided to drop the prefix Wee from the name and the aircraft became known simply as Lady Orchid.



RCAF Lancasters in Dartmouth, Nova Scotia after returning for Europe in 1945, Lady Orchid is second from the right.

Photo courtesy of the Clarence Simonsen collection

News Briefs

Anne Frank - A History For Today

The Canadian Warplane Heritage Museum is proud to present the "Anne Frank - A History For Today" exhibit from the Anne Frank House in Amsterdam.



Anne Frank

Featuring the story of Anne Frank and artifacts never before displayed in Canada. The exhibit will also focus on Canada's role in the Liberation

of Holland and the prejudices and discrimination that some Canadians faced, including those in the RCAF.

The story of Anne Frank and her life of hiding in the Secret Annex during the Second World War is a story of perseverance and bravery. Living for almost two years in hiding during the Nazi occupation of Holland, she recorded her daily thoughts in a journal. Today, her journal is a testament to the prejudice that was faced by so many during the Holocaust.

The "Anne Frank - A History For Today" exhibit is open daily from 9 a.m. to 5 p.m. until August 28, 2016. Regular admission rates apply.



Canadian Warplane Heritage Museum BCATP aircraft – Stearman, Tiger Moth and two Cornells.
Photo courtesy Kool Shots

BCATP Fly-in adds weather date

**BCATP Fly-in May 28, 2016
(Weather date May 29)**

Last year's BCATP Fly-In was scrubbed due to bad weather. The schedule for 2016 allowed us to add a weather date in for the next day.

One of Canada's most distinctive contributions to the Second World War was the British Commonwealth Air Training Plan (BCATP). The BCATP provided training facilities for all parts of the Commonwealth.

Building and operating a nationwide flight training school was a complex task. In most cases, sights had to be chosen, land purchased and runways, hangars, barracks and other support buildings needed to be constructed.

During the frenzied building activities at the start of the BCATP, close to 120 airfields were constructed across the country. The operation expanded steadily ultimately employing more than 104,000 men and women including almost 13,000 civilians.

To recognize the importance of the British Commonwealth Air Training Plan, we are inviting

owners of BCATP-type aircraft to fly-in to the Canadian Warplane Heritage Museum on May 28th. Along with our Museum's large collection of BCATP aircraft, we are anticipating one of the largest gatherings of "Yellow Birds" since World War II. Weather permitting, expect to see Finches, Tiger Moths, Harvards, etc.

Museum BCATP aircraft including the Tiger Moth, Stearman, Cornell and Harvard will be available for ride-along flights that day.

Pilot information – the BCATP Fly-in is restricted to owners and operators of only BCATP type aircraft. There is no aircraft parking available for other type of fly-in aircraft on this particular day.

For the BCATP aircraft pilots, landing fees will be waived, breakfast and mid-afternoon barbecue will be provided. Avgas will not be available. To confirm participation, contact either Laura Hassard-Moran at 905-679-4183 ext. 236 or lhassard@warplane.com or Cam Harrod at 647-567-2376 or hamaeroclub@hotmail.com.

Lancasters

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Tiger Force was originally proposed during the Quebec Conference in September of 1944 and was to consist of 22 squadrons from the RAF, RCAF, RAAF (Royal Australian Air Force) and RNZAF (Royal New Zealand Air Force).

The aircraft in the force would consist of Lancasters (which would be replaced by Avro Lincolns once enough of them became available) and Consolidated Liberators and by mid-1945 it was planned that the units would be based on Okinawa.

Canada was originally slated to deploy four bomber wings (Nos. 661, 662, 663, and 664) with each wing consisting of two squadrons and including in total 141 Canadian-built Mk. X Lancasters.

The planned size of Tiger Force soon shrank to 10 squadrons as the war in Europe neared its end and the logistical realities of deploying such a large force provoked an adjustment in thinking. KB895 left Croft on June 7, 1945 and flew a series of legs across the Atlantic with Jenkins and a ferry crew. The trip took a total of 10 days and included a delay of five days in Cornwall due to bad weather and two close shaves when the aircraft had one engine fail between the Azores and Gander, Newfoundland and again between Gander and Dartmouth, Nova Scotia where she finally completed her journey home on June 17, 1945.

After her arrival she was assigned to No. 662 HB (heavy bomber) Wing. Jenkins quoted one of the ferry crew, Rudy St Germain, in his pilot logbook which encapsulates the feeling of the crew as they neared home:

"Flying the Atlantic alone - because in spite of others - you feel alone, with the sun over you and nothing between you and the sea but this man-made machine, a Lancaster, that once seemed so huge but is now dwarfed by the immensity of space; yet is winging its way confidently towards some known place on the other side of the world, the Azores, Newfoundland and finally good old Canada."

Having all returned to Canada, Jenkins and his original crew were then given a well-deserved 37 days leave before they would rejoin their unit for deployment to the Pacific.

However, with the dropping of the atomic bombs on Hiroshima and Nagasaki and Japan's subsequent formal unconditional surrender on Sept. 2, 1945, Tiger Force was no longer needed and the unit was disbanded on Sept. 5, 1945.

With the war now at an end, large-scale demobilization soon followed and KB895, along with most of the approximately 230 Lancasters in Canada, were slated to be placed into storage.



Photograph taken by Bud Found of Lady Orchid at the Doan farm near Penhold, Alberta in 1952.

Photo courtesy of the CWHM and the Clarence Simonsen collection

Demobilization, retirement

With the end of the war Canada's military quickly began to demobilize and with no imminent or nearby enemy in sight it was decided that Canada had no need of a large long-range bomber force.

A small number of Lancasters were kept in RCAF service to be converted for various duties including survey, search and rescue, training, and testing purposes but it was decided that most of the aircraft in Canada would be put into storage.

Many of the newer Canadian built Lancasters (the FM series) were be put into storage at active RCAF bases while most of the remaining older Lancasters (the KB series) would be put into long term storage at inactive bases such as old BCTAP airfields.

Lady Orchid was one of 83 Canadian Lancasters transferred to Pearce, Alberta. Pearce had served as a BCATP base during the war from March 1942 to January 1945 and had been home to No. 36 Elementary Flying Training School, No. 3 Air Observer School and No. 2 Flying Instructors School.

It now served as a storage depot and scrap yard for the Royal Canadian Air Force and became a temporary home for many of the Lancasters before they moved onto long-term storage or disposal.

Lady Orchid was flown from Dartmouth to Pearce via Toronto, Ontario and Gimli, Manitoba and arrived at Pearce on Sept. 8, 1945. She would remain on strength with the No. 2 Air Command at Pearce from Sept. 11, 1945 until Jan. 22, 1947 when she was struck off charge and flown to Penhold, Alberta by F/L H Buochoer and turned over to Crown Assets for final disposal.

After mustering out of the RCAF, Ron Jenkins returned to his hometown of Calgary. His father had passed away a few months before the end of the war so he now took over the family's business and soon became a successful businessman in his own right.

In 1947 he heard through a friend that his old Lancaster was up for sale and decided to purchase it so he could remove all of the instrument panels and seats from the various crew stations and send them to his crew as souvenirs of their service together.

According to the transcript of an interview Jenkins did in 1975, Crown Assets agreed to sell him

Lady Orchid for \$300 if he promised to never try to obtain a Certificate of Airworthiness for the aircraft and if he agreed to sell one of the Merlin engines to SAIT (Southern Alberta Institute of Technology in Calgary) and one to NAIT (Northern Alberta Institute of Technology in Edmonton) for \$100 each.

So on April 12, 1947 Ron purchased KB895, but now he had to figure out how to move her off of the storage facility at Penhold to somewhere he could have the aircraft worked on. He soon learned through another friend who worked in real estate that there was a farmer by the name of Clifford Doan who had an interest in aviation and whose farm was next to the storage facility. He contacted Doan and asked him if he would like to have what remained of KB895 for free if he could move the Lancaster onto his property and work on removing the various crew station parts.

They ended up cutting the fence between the property and the storage facility and then towed Lady Orchid onto the farm. Jenkins and some hired help then set about removing the various parts, including the entire rear turret for tail gunner Bruce Baird and the pilot instrument panel and seat for himself. He then left what remained of her with Doan.

The farmer considered turning the aircraft's fuselage into a machine shop and tool shed, but after mounting the aircraft on three cement columns he lost interest in the project. As KB895's gutted remains sat slowly decaying in rural Alberta, it seemed that Lady Orchid's days of service were over.

FM213 resurrected

Like Lady Orchid, Lancaster Mk. X FM213 was built at Victory Aircraft and was taken on strength with the RCAF on Aug. 21, 1945, but unlike Lady Orchid she was completed too late to participate in the war in Europe or to be assigned to Tiger Force, so she was immediately put in storage at the RCAF base in Trenton, Ontario.

With the dawning of the Cold War in 1950 Canada quickly realized that there was a desperate need for long range aircraft to patrol the nation's vast coastlines, so it was decided to convert approximately 70 Lancasters into maritime patrol and reconnaissance aircraft.

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Canadian Warplane Heritage Museum

Flightlines

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Two Lancasters

A.V. Roe Canada (the company formerly known as Victory Aircraft Limited before it was acquired from the Canadian government by the Hawker Siddeley Group in 1945) was contracted to complete the conversion, but many of the aircraft, including FM213, ended up being converted by de Havilland Aircraft of Canada in Downsview, Ontario.

De Havilland was sub-contracted to do the work due to the fact that A.V. Roe was heavily committed to producing the new CF-100 jet fighter aircraft and the C-102 Jetliner.

FM213 was removed from storage with nine other Lancasters and dismantled, and then on Aug. 28, 1950 the ten aircraft were shipped to de Havilland. By January 1952 FM213's conversion to a Mark 10MR configuration was complete.

who were looking for money to finance a prototype aircraft (FBA-1A bush plane) for their fledgling company, remembered that many Lancasters had been sold off in Alberta and were soon scouring the province for aircraft and parts.

Eventually they found a total of 50 complete airframes plus extra Merlin engines and a huge amount of spare parts, much of which they acquired from a farmer from High River, Alberta by the name of Albert Hoving.

He had purchased 44 airframes, 20 Merlin engines and a large collection of spares from Crown Assets with the intention of melting them all down for the aluminum and then selling it for the manufacture of pots and pans.

The brothers ended up paying Hoving approximately \$1,000 per aircraft, but then sold

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to her country. The government quickly contacted Clifford Doan and a salvage crew was dispatched to Penhold to remove Lady Orchid's centre section. Meanwhile a large flatcar was sent to Alberta to carry the huge section to de Havilland Aircraft.

The section was mated with FM213 in July of 1953 and on August 26, 1953 she was test flown and considered ready to be returned to service.

By this time many of the maritime reconnaissance Lancasters were being replaced with newer types of aircraft so FM213 would be assigned to No. 107 RU (Rescue Unit) in Torbay, Newfoundland when she returned to service and was given the squadron code VC-AGS which was later changed to CX 213.

She would serve with this unit for about 10 years as a search and rescue aircraft. Most of her time was spent patrolling the Atlantic and responding to distress calls but she also served as an escort aircraft three separate times for aircraft carrying members of the royal family to Canada in 1957 and 1958, helped escort RCAF fighters deploying to Europe during Operation Jump Moat IV in June, 1958, and would call on Greenland, Iceland, Scotland and the Azores during her travels over the years.

On Nov. 6, 1963 she was finally retired from service and was sent into storage in Dunville, Ontario. She was finally struck off charge on June 30, 1964.

FM213 would remain stored in Dunville, Ontario until she was purchased by the Royal Canadian Legion Branch 109 in Goderich, Ontario for approximately \$1200-\$1300. She was flown down to Sky Harbour Airport in Goderich on June 14, 1964 before being officially struck off charge in the RCAF and was soon mounted on three pylons outside the Legion.

After remaining on display outside Branch 109 for 13 years, it was realized that the legion could no longer afford the cost of maintaining the aircraft and they began looking to sell her. It was at this point that the Canadian Warplane Heritage Museum, which had been searching for a Lancaster to restore, looked over the FM213 and realized it was an excellent candidate for restoration to flying condition.

Initially the two parties could not reach an agreement on acquiring the Lancaster but it was at this point that Bruce Sully, a successful Goderich businessman, agreed to create a scholarship trust fund for children of the legion members through his foundation in exchange for the legion donating FM213 to the Canadian Warplane Heritage Museum.

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A message from Chairman Christopher H. Freeman and President/CEO David G. Rohrer

The story of the Canadian Warplane Heritage Museum's flying Lancaster, one of only two Lancaster aircraft still flying in the world today, is legendary to say the least.

From 1977 when the RCAF FM 213 was first acquired from the Royal Canadian Legion in Goderich, Ontario with the help of the Sulley Foundation to 1988 when it was first flown after being fully restored as the "Mynarski Memorial Lancaster" KB726 VR-A, to today having successfully flown the aircraft for 27 years in museum flight operations; the Lancaster continues to be the worthy recipient of thousands of museum members and supporters, who have all made this dream possible.

Our Lancaster was built by Victory Aircraft in Malton, Ontario in 1945, at the current site of Lester B. Pearson International Airport by fellow Canadians and is the crown jewel of the museum collection. Over the last 27 years this iconic aircraft has been flown in memory of the thousands of Canadian airmen, ground crew, and civilian workers at home who served our country in time of need and has inspired many new generations of Canadians to learn about this era of sacrifice.

In 2014 we successfully completed a seven-week "UK Lanc Tour" and united the last two airworthy Lancasters in the world in a "Once in a Lanc Time" aerial display and salute to the Bomber Command Veterans, both past and present.

As such our Lancaster VR-A was the last Lancaster to fly the North Atlantic and although she was 69 years old, performed flawlessly on the Trans-Atlantic flights.

Thanks to supporters such as yourself we have been able to overhaul three of the Packard Merlin 224 engines over the past few years and make provisions to replace all four propellers as and when due.

This year we need to overhaul the 4th engine which is nearing the end of its normal operating life. Fortunately the museum already has all the professional contacts and normal business relationships in place with the two engine overhaul facilities that have the capability to overhaul these V12 engines and we will be able to operate VR-A throughout the planned overhaul sequence, but the cost of this engine overhaul and specialty work is significant.

With your continued faithful financial support and special donations in support of the "Lancaster Engine Overhaul Program" we can raise the funds necessary to keep VR-A in our Canadian skies for many, many years to come.

I hope you will please help us by saying yes to this funding appeal and that you will also know that by doing so, you are a very important part of the continuing legacy of VR-A and her flying salute to perhaps the "Greatest Generation of Canadians" to ever serve our country.

Thank you most sincerely



For donations of \$250 or higher you will receive a replica of the data plate which is on the engine that is awaiting overhaul.

For the first eight donations of \$5,000 or greater you will receive a mounted Merlin 224 V12 cylinder and plaque from the engine which flew on VR-A as the last Lancaster to fly the North Atlantic when she crossed the Atlantic eastbound on August 5-8, 2014 and returned flying westbound on September 23-28, 2014.

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Lady Orchid's centre section after its removal.

Photo courtesy of the CWHM and the Clarence Simonsen collection

After flight testing she was designated VC-AGJ and assigned to No. 405 MR Squadron in Greenwood, Nova Scotia. But after the crash landing at Trenton, Ontario on Jan. 24, 1952 it seemed that her short-lived career was over and she would be doomed to be scrapped for spare parts.

The RCAF would have a total of approximately 100 Lancasters converted to various configurations after the war, but when the Canadian government made the decision to convert a large number of Lancasters as a quick way to build a maritime patrol force in 1950, they soon realized that the Air Force had nowhere near the number of aircraft needed remaining in their inventory.

Though the RCAF still had some of the newer FM series Lancasters in storage, most of the 230 that were on strength in 1945 had been sold off by Crown Assets during the latter half of the 1940s. The Canadian government soon found that it needed to buy back many of the aircraft they had just disposed of and began searching for airworthy airframes and parts.

Soon after the announcement that Canada would be returning a large number of Lancasters to service N.K. "Bud" and S.R. "Mickey" Found of Found Brothers Aviation in Malton,

the Lancasters they found in Alberta to the Canadian Government for \$10,000 per aircraft. Needless to say the Found Brothers got their project off the ground and the Canadian government found that they were seriously regretting selling off the aircraft for \$400 each only a few years previously.

Found Brothers Aviation would go onto build a number of different types of bush planes throughout the 1950s and 1960s before the company finally closed in late 1968.

It would be Bud Found who would now help save FM213 as well. By 1952 all the remaining serviceable Lancasters that were left in Canada had been converted to various new configurations or had long since been scrapped, so when the accident to FM213 occurred the RCAF knew of no remaining Lancaster airframes in Canada that could be used to repair the aircraft.

However Bud Found remembered that during the brothers' hunt for aircraft in Alberta they had seen a derelict Lancaster on a farm in Penhold that was too far gone to be a candidate for restoration and conversion, but he believed that the centre section could be salvaged and used to save FM213.

Lady Orchid would now be allowed to render one more service



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THE LANCASTER

By Gordon Wilson (author) and Martin Keen (author, photographer)

This book is both the story of the Lancaster and its seven-man crews; pilot, bomb aimer/nose gunner, wireless operator, flight engineer, navigator and its mid-upper and rear gunners. Their combat experiences over the enemy skies of Germany are also told. It is also the history of the four most complete surviving airframes, one of these (NX611 based at the Lincolnshire Aviation Heritage Centre) has been extensively photographed inside and out by Martin Keen to give a real sense of what the aircraft was like to fly in. Illustrated with over 300 photographs (many in full colour), including period Second World War images. Hardcover. 288 pages.

\$69.99



DVD/BLU-RAY

REUNION OF GIANTS The Official Lancaster Tour Documentary

It had been 50 years since two Avro Lancaster bombers had flown together. The Canadian Warplane Heritage Museum's Lancaster, VeRA, flew from Hamilton to meet her British counterpart, Thumper, in England. This bestselling documentary includes first-hand accounts from the men and women who experienced the war and were connected to the Lancaster. Reunion of Giants documents this historic mission as it unfolds through the eyes of the flight crews, veterans, friends and family. 83 minutes, colour, aspect ratio 16:9, PCM stereo and 5.1 surround sound. DVD (NTSC - Region 0) \$34.99 BLU-RAY (Region free) \$39.99



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Mynarski Memorial Lanc, VeRA, gets new nose art

Early on during the restoration of the Canadian Warplane Heritage Museum's Avro Lancaster FM213, it was decided that the aircraft would be painted in the markings of P/O Andrew Mynarski who flew with RCAF No. 419 (Moose) Squadron.

Andrew Mynarski was awarded the Victoria Cross, the Commonwealth's highest award for gallantry, on June 13, 1944, when his Lancaster was shot down in flames, by a German night fighter.

As the bomber fell, he attempted to free the tail gunner trapped in the rear turret of the blazing and out of control aircraft. The tail gunner miraculously survived the crash and lived to tell the story, but sadly Andrew Mynarski died from his severe burns.

FM213 didn't receive her new paint scheme of KB726, VR-A until 1988 but in 1984, was officially dedicated to the memory of Andrew Mynarski at a ceremony that included several of the original Mynarski crew.

From that time forward, the Canadian Warplane Heritage Museum's Lancaster was known as the "Mynarski Memorial Lancaster" until 2014 when it picked up the nickname VeRA for the UK tour, but that's another story.

During the eighties, original VR-A pilot Art de Breyne often visited Hamilton airport to check on the progress of the restoration. Upon seeing the Lancaster for the first time painted as "his" aircraft – KB726, VR-A, he was both honoured that the Lancaster was now a living memorial to one special man and sad for all the untold stories of the many other crews who did not survive.

For over 25 years now, visitors to the Canadian Warplane Heritage Museum have come to see, hear and even fly in the "Mynarski Memorial Lancaster" as well as learn about Andrew Mynarski and his heroic attempt to save tail gunner, Pat Brophy.

During this time, the paint scheme has remained as VR-A, except for the odd television or movie appearance that necessitated some very temporary markings. Unlike the Battle of Britain Memorial Flight who change their aircraft paint schemes every few years, the Canadian Warplane Heritage Museum rarely change schemes.

Over the years, there had been some interest in possibly changing the markings, which was met with resistance – and rightfully so. However, these days museums need to remain relevant and be able to engage the general public.

In June of 2014, VR-A was temporarily transformed into VR-R, KB772, "Ropey" with the eye-catching shark teeth painted on the engine nacelles. Although the original "Ropey" survived the war with 65

missions, there wasn't much more information available about its history.

The new temporary scheme proved to be popular with museum visitors, photographers and even the media. VR-A markings were back on the Lancaster in time for the historic UK trip in August of 2014.

Following up on the popularity of the "Ropey" paint scheme change, research began to find a suitable 2015 temporary scheme but this time one that offered up a more in depth story for the museum to tell. It didn't take long for KB732 to jump to the front of the line.

KB732, VR-X, "X-TERMINATOR" was arguably the greatest of all of the Canadian built Lancasters, completing more operational flights against the enemy than any other Canadian Lancaster (84 missions). The museum even tracked down the last known surviving crew member of "X-TERMINATOR", Don McTaggart, and surprised him with a Lancaster flight in "his" markings.

With only 10.5 hours on the airframe, Lancaster FM213 was heavily damaged when the undercarriage collapsed at Trenton during a 1951 ferry flight to its latest assignment at Greenwood, Nova Scotia with No. 405 Squadron. The centre section was badly damaged and the aircraft was almost considered unsalvageable.

However, a replacement centre section was located in Penhold, Alberta from Lancaster KB895 – a wartime veteran with 35 missions. After the repairs were completed, FM213 could be considered a hybrid of sorts – part FM213 and part KB895.

This tie-in makes it the perfect choice for the temporary paint scheme for the summer of 2016, while the original Mynarski scheme remains on the starboard side. KB895 was known as "Lady Orchid" and had nose art that featured a blonde lady straddling a big black bomb as she holds two black pistols.

With so many Canadian Lancaster wartime schemes to choose from – Ruhr Express, Sugar's Blues, Rabbit Stew, Piccadilly Princess to name a few – there are many years of history to portray while fulfilling part of the museum's mandate to house supportive exhibits in tribute to the thousands of men and women who built, serviced and flew these aircraft and in memory of those who did not return.



At left: Lancaster FM213 in flight during her time with No. 107 RU in the early 1960s.

Photo courtesy of the CWHM

Lancasters

• continued from page 3

On July 1, 1977 the museum officially acquired FM213. On Nov. 5, 1979, after two years' work dismantling and preparing her for transport, No. 450 Hel (Helicopter) Squadron transported the main body of the aircraft to the CWH Museum at the Hamilton International Airport.

After nearly a decade of restoration work FM213 returned to the skies on Sept. 11, 1988. She now wore the colours and designation of KB726 VR-A of No. 419 (Moose) Squadron as a memorial to P/O (Pilot Officer) Andrew Mynarski (RCAF) who posthumously won the Victoria Cross on a raid the night of June 12-13 1944 over Cambrai.

FM213 in the guise of VeRA is now an enduring memorial to those who served in Bomber Command in World War Two and one of only two Lancasters in the world that have been restored to flying condition.

KB895 also lives on today. In the summer of 2011, the Aero Space Museum of Calgary completed the static restoration of the Lancaster in their collection, FM136. She was another Mark X / Mark 10MR conversion that served in No. 32 MU (Maintenance Unit), No. 419 B (Bomber), No. 404 MP (Maritime Patrol) and No. 407 MR Squadrons during her time in the RCAF, and Ron Jenkins had a hand in preserving her as well.

In 1962 a group led by Lynn Garrison found FM136 in relatively good shape in storage in Fort Macleod, Alberta and purchased her for \$975 in the hopes of displaying the aircraft at the Calgary airport as a war memorial.

He faced quite an uphill battle due to lack of local support but in the end, with the help of a few local political, business, and media leaders (including Ron Jenkins), Garrison managed to get the project completed.

FM136 remained mounted on a pedestal at the airport for 30 years until she was transferred from the City of Calgary to Aero

Space Museum of Calgary for restoration. She is now on display at the museum in the guise of Lady Orchid as a memorial to Canadians and Albertans who served in Bomber Command in the Second World War and to Ron Jenkins. There is also a reproduction of Lady Orchid's nose artwork painted by Clarence Simonsen in the nose art gallery at the Bomber Command Museum in Nanton, Alberta.

Ron Jenkins not only became a multi-millionaire after the war but was a great community leader as well, having served as CEO, President or General Manager of approximately 20 companies and organizations including the Chamber of Commerce, the Rotary Club, the Canadian National Institute for the Blind, the YMCA and the Calgary Stampede. He passed away on April 30, 1976.

After his passing a number of his wartime artefacts were donated to the Aero Space Museum of Calgary, including the pilot's seat and instrument panel that he had removed from Lady Orchid many years before. The instrument panel would later be installed in FM136 during the aircraft's restoration.

Over the past few years the Canadian Warplane Heritage has honoured famous Canadian Lancaster bombers by adding their nose art to FM213. This year the museum will honouring this incredible story by painting Lady Orchid's nose art on VeRA and allowing her to fly again – a fitting tribute considering that one of the major reasons FM213 is still flying is due to the piece of Lady Orchid she carries to this day.

The Lady Orchid paint scheme will be debuted next month at the Flyfest weekend on June 18 and 19 at the Canadian Warplane Heritage Museum and will remain until the end of the summer.



FM213 flypast on arrival to Goderich Airport in 1964, the last time she would fly until 1988. Photo courtesy of the CWHM

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Above:
On Saturday, August 27th,
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We are also hoping to
have some Tuskegee
Veterans in attendance.

Far right:
Commemorative Air
Force's Red Nose
P-51D Mustang.



Rise Above Traveling Exhibit



Put yourself in the cockpit and soar above the clouds in your own P-51 Mustang as you step inside a traveling immersion exhibit featuring the original film, *Rise Above*, on a 160-degree panoramic screen in a 30-seat temperature-controlled movie theater.

The Rise Above Traveling Exhibit highlights the courage and determination of the Tuskegee Airmen, who overcame obstacles to train and fight as U.S. Army Air Corps pilots, and what it means to us 60 years later.

The Rise Above Traveling Exhibit is making its first-ever visit to Canada – at the Canadian Warplane Heritage Museum. The Commemorative Air Force's P-51D Mustang is also flying in to be displayed with the exhibit from August 24 to 28, this summer.



Development Office update

By Pamela Rickards, Vice President - Operations

What an exciting start to the year here at our museum! We have had some very successful trade shows at our facility which has brought many new visitors to our museum.

We also have a travelling exhibit from the Anne Frank museum in Amsterdam which is becoming very popular. It will be here at the museum until August so if you have the opportunity to drop in and visit us please make time to view this impressive display.

We have, unfortunately, lost a few of our members and supporters over the last number of months and I would like to take this opportunity to say how much we appreciate the bequests that we have, and continue, to receive from people who consider Canadian Warplane Heritage in their planned giving. These generous donations enable the museum to continue with our mandate to preserve and maintain this vital part of Canada's rich aviation heritage.

I would like to take this opportunity to thank all of you who have once again contributed to our "Keep us Flying" campaign this year and if you have not yet contributed please read the message from the President/CEO and the Chairman to understand our request for financial assistance for our Lancaster. Your financial support is very important to us and is very much appreciated.

With the many events that are held here at the museum, I would like to suggest that you bookmark our website www.warplane.com and visit regularly to keep up-to-date on the happenings here at Mount Hope.

Our secure on-line shopping section can accept new memberships, membership renewals and donations electronically.

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

"Wings of Gold" Major Donor Wall – \$25,000 - \$49,999
Steve Dobrus

"Friends of Flight" Memorial Hangar Doors – \$1,000 - \$4,999
In Memory of Roy Hammel, Nov. 3, 1938 – Dec. 17, 2015

"Friends of Flight" Donor Wall – \$500
Lois Aileen Menzies Tressam Brown
In Memory of Greg Morton – RAF Enthusiast
Les Anderson, RCAF (Wireless), 426/431 Sq. DFC,
– Love Aunt Pat & Family

Life Members now include:
Barbara Maisonneuve

Celebrate Lancaster Day July 9, 2016

Enjoy a day at the Canadian Warplane Heritage Museum and celebrate our iconic Canadian-built Avro Lancaster.

As a special offering, each paid admission (Adult and Senior only) that day will receive a chance to win a flight in the Lancaster that day – the draw takes place at 2 p.m. with the flight at 3 p.m. The winner must be onsite when the draw takes place.

Mark Peapell's presentation "The Malton Lankys" will be another highlight of the day. The production of the 430 Lancaster aircraft at Malton, Ontario, was the largest wartime aircraft program in Canada. For a country that was largely agrarian and recovering from the Depression, the building of the Lancaster bomber was a huge accomplishment.

A workforce of over 9,000, would lay the foundation that would lead to Canada's first jet airliner, the CF-100 and ultimately the Arrow. This well illustrated presentation tells the story of building the Canadian Lancaster. An untold story that involves all Canadian staples, including hockey and politics.

You can tour inside the Lancaster (minimum \$5 donation) from 9 a.m. to 1 p.m. Mark Peapell's presentation, "The Malton Lankys" is at 1 p.m. in the Dome. The draw for the Lancaster flight will take place at 2 p.m. in the Dome, with the Lancaster flight taking place at 3 p.m.

We are also encouraging as many Lancaster crew Veterans to attend as possible. They will receive free admission for themselves and two guests. Contact Erin Napier at 905-679-4183 ext. 245 or erin@warplane.com to receive VIP parking.

Regular admission rates apply 9 a.m. to 5 p.m.



A Lancaster on the production line at Victory Aircraft in Malton, Ontario.

Photo courtesy Aerospace Heritage Foundation of Canada

Featuring
Mark Peapell's
presentation
"The Malton
Lankys"



O.B. and my father

By Ted Lowrey

Each year the Canadian Aviation Hall of Fame, based in Alberta, inducts new members to its list of those who have contributed to Canadian aviation history.

On June 4, 2015 the induction ceremony was held in Toronto, at Pearson Airport. One of the four new inductees was a past RCAF member who has visited our CWH Museum both as a senior official, and just as a family friend.

During WW II this visitor was a Dakota pilot in the Far East; (my father was the Dakota navigator). Perhaps what was really important to these two men was that they were golfing buddies – any time, any place, any course, whenever they had a chance.

The man named to the Hall of Fame – the late Colonel (ret'd) O.B. Philp, CM, DFC, CD. Although O.B. had a long and varied career in the Canadian Air Force the award was given on the basis of him being the driving spirit behind the founding of the Canadian Snowbirds aerobatic team, – “the Father of the Snowbirds”.

A number of years ago, when the Snowbirds appeared at a CWH Airshow, O.B. was on site for the show. Who did he invite to CWH as his special guest? – Flying Officer (ret'd) Jack Lowrey, his WW II Dakota navigator, and my father.

O.B. and my father first flew together Jan. 14, 1944, in a Ventura, at Pennfield Ridge, New Brunswick. My father's personal diary also notes that location as their first game of golf together. From that point on, wherever in the world they were stationed, when they were on leave, they



The picture from the Hall of Fame induction – O.B. Philp and Jack Lowrey in Burma, in 1945. Photo courtesy the Philp family

headed to a golf course, and enjoyed golfing with each other.

They played the Royal Edinburgh course. In the Far East, when on leave in Calcutta, they played the Royal Calcutta Golf Course.

As late as 1993, when O.B. and his wife Maeve, flew from their home in British Columbia to Ottawa, so that O.B. could become a Member of the Order of Canada, the return trip included a stop at my parents' house in Ancaster, for the better part of a week, so that the two men could continue golfing at my father's course, the Hamilton Golf and Country Club.

I was able to persuade the two men to take one afternoon away from the golf course so the three of us could visit the CWH Museum. I clearly remember walking into the old hangars (that were then our museum), seeing all the aircraft, and asking O.B. how many of them he could fly. He took a few minutes, considered each aircraft, and then said to me “All of them” (The museum had 22 different aircraft on site at that time).

When O.B. retired from our Air Force his log books showed he'd piloted 79 different military aircraft (There were only two with my father – Oxfords and



O.B. Philp (above left, and below, on the right) and Jack Lowrey by our CWH Dakota, in 1993 (They flew the original KN456).

Photos courtesy Ted Lowrey



book shows 705:35 hours for the complete tour.

On our tour of the museum, at one point I noticed my father and O.B. at the tail of our Dakota, talking quietly, laughing, talking quietly again, and laughing some more. Later I asked O.B. what that conversation was about. He told me how beginning Aug. 24, 1945, Canadian squadrons 435 and 436 started to return their Dakotas from their bases in India and Burma to England – Down Ampney for their aircraft – so the Dakotas could be reassigned and continue being used. The flight to England was to take seven days. Their flight took 11 days because there were cities that their Dakota “made them stop at.” Then O.B. said to me very quietly “You know your father wouldn't ever tell you this.”

I hope you enjoy the snapshots of O.B. and my father taken in 1944-'45 and 1993.



O.B. passed away in 1995. Up early and getting ready for work, I heard the news on the radio. I called my father to tell him the sad news (It's always best to hear of the loss of a dear friend from someone close to you).

My father passed away in 1997. A few weeks after his death I got a letter of sympathy from Maeve Philp. She wrote, “You should know that your father is up in heaven now, with O.B.; they're on the first tee of the Celestial Golf Course figuring out who's going to hit first.”

I felt better. I knew where my father was, and that he was with an old and dear friend, doing something that they had always so much enjoyed doing – together.



Jack Lowrey putting on the 14th hole at the Royal Calcutta Golf Course – April, 1945. Photo courtesy the Lowrey family



Traffic flows smoothly on the streets of Rawalpindi, India - September, 1944. Photo courtesy the Lowrey family

