



RCAF

Lancaster Mk. X

Lancaster Mk. X

"Nose Art"



Delbert Todd – 3 Jan. 45 - KB700



KB700



F/Sgt. Bugar – Traynor, Sask.

Sgt. R. Webb – Glenavon, Sask.

F/Sgt. R.W. Wright – Saskatoon

No. 419 [Moose] Squadron were assigned 101 Lancaster Mk. X aircraft, and 36 returned to Canada after the war. 23 were transferred to other squadrons, 22 crashed, 38 were missing in action, and three were scrapped in England.



“FOR VALOUR”

KB732 - VR-X “X-Terminator” - 84 Ops
Returned to Canada – [Pearce] scrapped.

KB762 - VR-J - 73 Ops
Shot down 23 April 1945.

KB733 - VR-G “Goofy” - 70 Ops
Returned to Canada – [Pearce] scrapped.

KB746 - VR-S “Sierre Sue” - 68 Ops
Returned to Canada – [Pearce] scrapped.

KB761 - VR-H - 66 Ops
Shot down Hamburg 31 April 1945.

KB772 - VR-R - 64 Ops
Returned to Canada – [Pearce] scrapped.

KB722 - VR-A - 63 Ops
Crashed 5/6 January 1945, St. Quentin.

KB748 – VR-O - 59 Ops
Returned to Canada – [Pearce] scrapped.

LAC R.J. Rutz,
Hanna, Alberta

Nose Artists

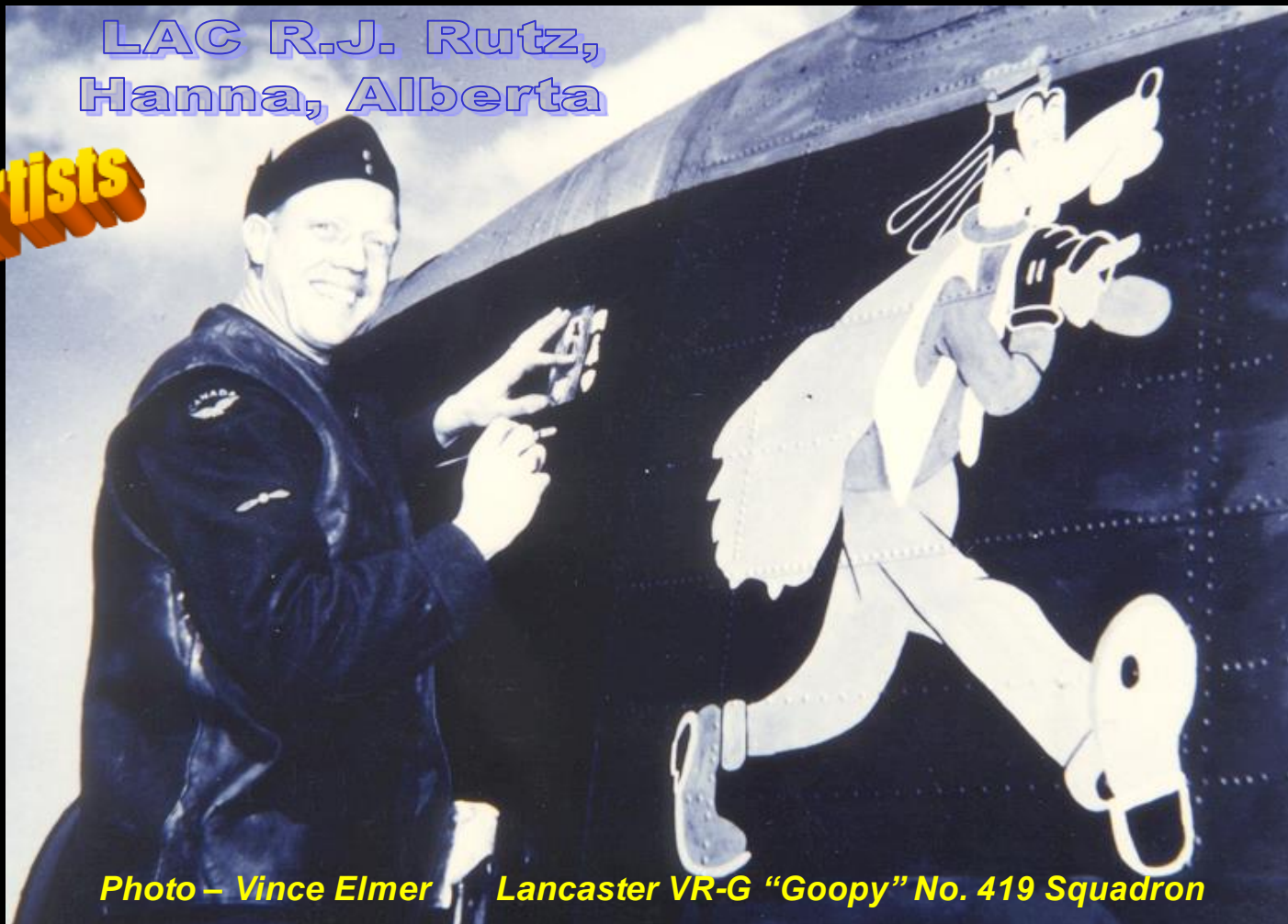


Photo – Vince Elmer Lancaster VR-G “Goopy” No. 419 Squadron

The first operation with Canadian built Lancaster Mk. X aircraft took place on the 27/28 April 1944, when eight Lancaster and five Halifax aircraft in No. 419 [Moose] Squadron attacked the airfield at Montzen. One Halifax [R-Robert] was shot down and the crew of P/O R. A. McIvor were all killed.

Three Lancaster aircraft returned to base, two with “hung-up” 1000 lb bombs and one with mid-upper gunner who suffered a collapsed right lung. [Sgt. L. G. Turner]. No. 419 declared a stand-down on the last day of April and had the first official party in two and one-half years. The Kamloops Auxiliary surprised them with 200 lbs of moose meat and venison.

Third most operations by a Lanc. X

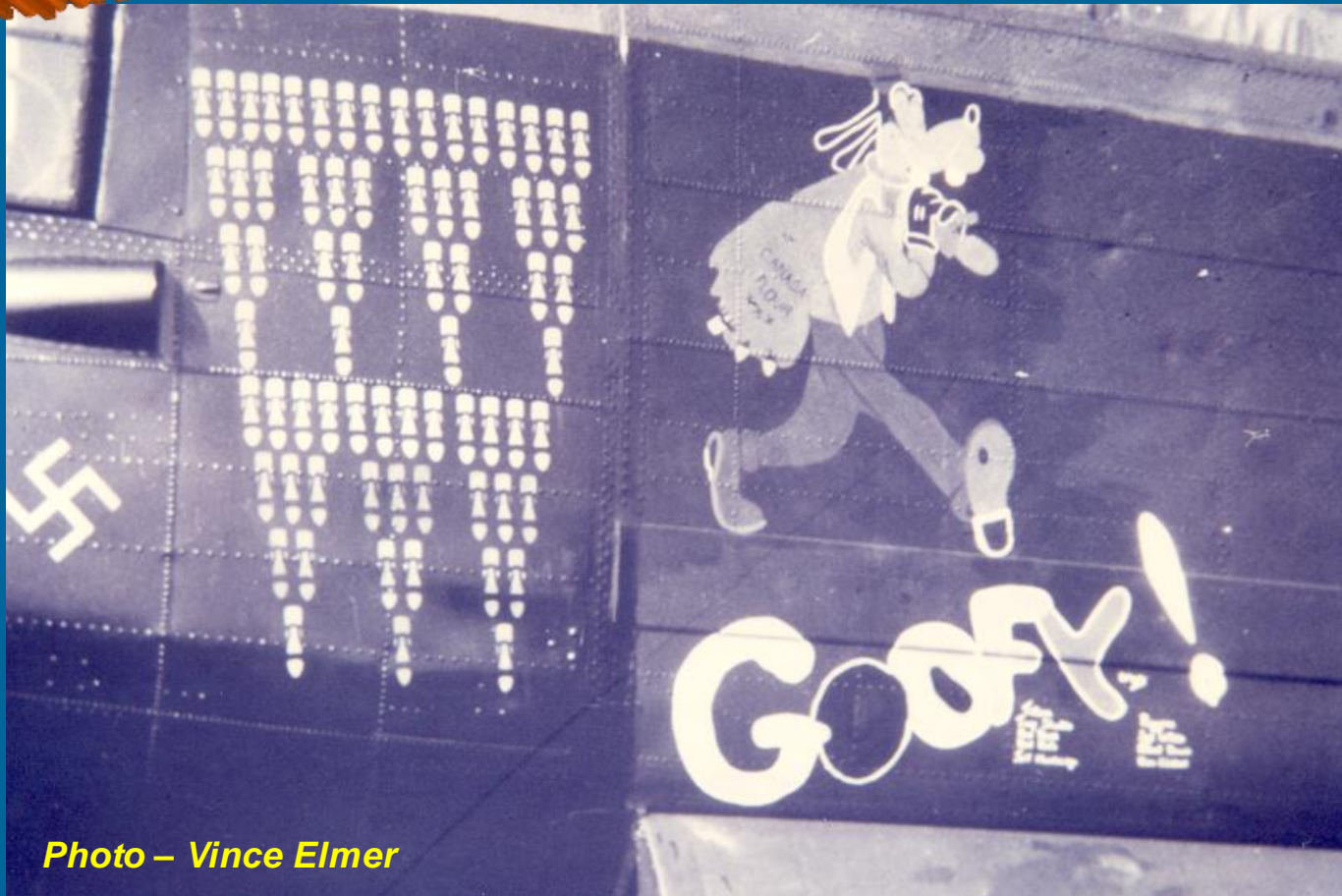


Photo – Vince Elmer

Lancaster KB733, VR-G, "Goofy" built at Malton Victory Aircraft in July 1943. Delivered to No. 419 [Moose] Squadron on 12 May 1944 and completed 70 operations until 25 March 1945. On 16/17 June 1944, flown by American pilot Lt. J.G. Hartshorn, hit by flak and severely shot up, wireless operator wounded, rear gunner claimed German Me410 as damaged. Pilot and bomb aimer received DFC. On 29/30 Lt Hartshorn was again hit by flak, engine on fire and landed on three engines. Completed 70 operations at end of war. Returned to 661 Wing Yarmouth, Nova Scotia on 5 June 1945. Sent to Camp Borden on 29 August 1945 and used for class instruction until 15 May 1948.

The crew of P/O Mansfield had logged 21-29 operations



At 1912 hours on 24 November 1944, Lancaster "Y" – Yoke [KB785] was returning from a cross-country flight, they were ordered to Bradbury Range for practice-bombing. Thirteen minutes later the NCO at Bradbury informed the station by telephone that a "great-flash" had been seen in the air nearby. Before the flash the aircraft could be clearly heard. Cause unknown

Vince Elmer - photo



This Vince Elmer photo shows the crash of [KB795](#), No. 428 Squadron who shared Middleton St. George with No. 419, - 7 April 1945.

Coded NA-Q "Queen O' the Swamp" swung on landing and the undercarriage was raised to stop the aircraft from hitting trees. The pilot was R. Quinn and the Lancaster had completed 62 operations.

The photo clearly shows the [Frazer-Nash](#) mid-upper turret and below the top of squadron code letters "NA".

[Left] – Pilot Quinn and his nose art lady, shows 56 operations.

Karl Kjarsgaard - photo

No. 428 [Ghost] Squadron flew their first Lancaster Mk. X operation on 14/15 July 1944, when seven aircraft departed Middleton-St-George. [KB737,704,758,725,742,705, and 739]

The last operational sortie by a No. 6 [RCAF] Group aircraft came to an end when F/O D.R. Walsh landed KB843, NA-D. at 20:36 Hrs., 25 April 1945.

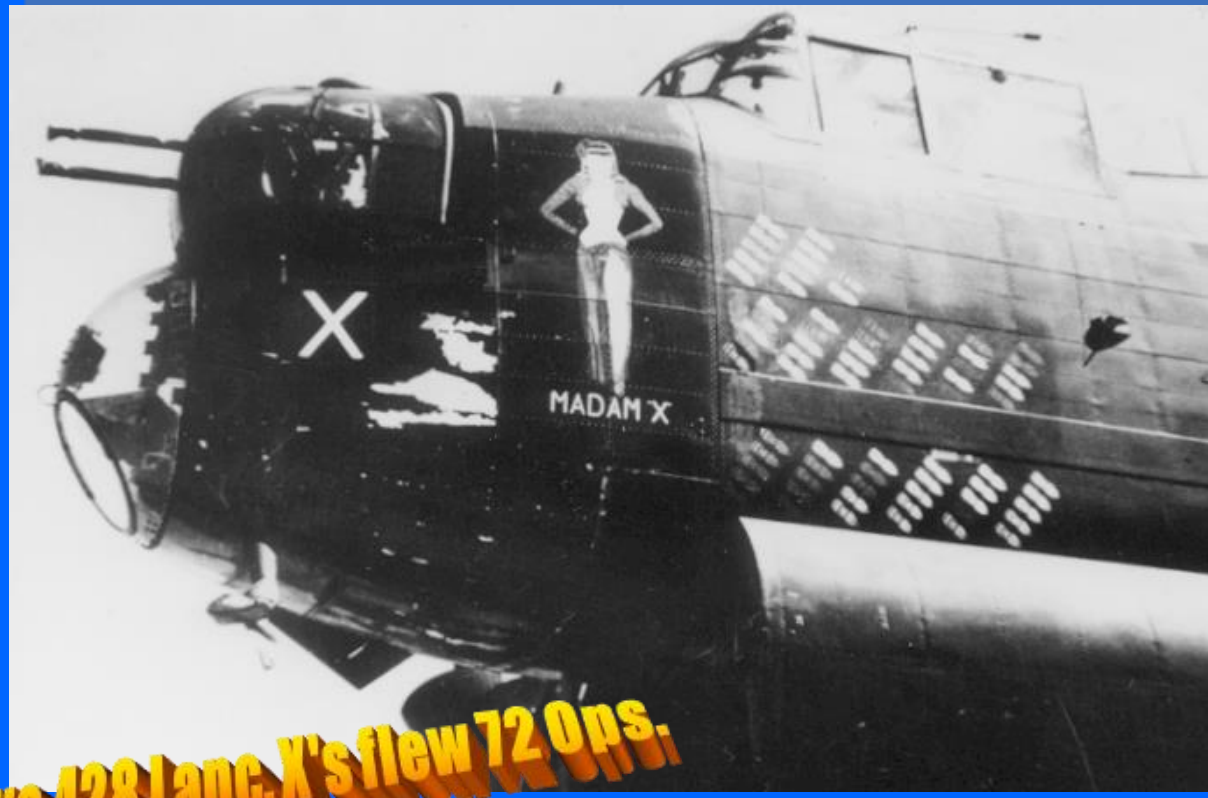


With the end of hostilities No. 428 Squadron were selected as the first to return their Canadian built Lancaster aircraft home. On 31 May 1945, 19 Lancaster Mk. X's departed Middleton-St.-George for Canada.

The first to take off was F/L S.V. Eliosoff in KB891 [NA-F].



Chester Hull - photo



Two 428 Lanc. X's flew 72 Ops.

W/C Chester Hull received his DFC on 29 November 1944, and flew **KB747** to Duisburg the next night. Crew - F/O Walsh, F/L Turnbull, F/O Ringham, f/O Mattison, F/O Campbell, F/O Bell, and F/O Passmore. After leaving the target area the complete nose of "Madam X" was lit up by a very light blue St. Elm's fire, which lasted for 20 minutes. On landing at base the nose art paint had been stripped from the Lancaster and "Madam X" was gone. The next day the ground crew painted a DFC ribbon on the nose KB747, and W/C Hull had his picture taken under the nose. In place of the missing nose art a crew member had painted - "Beautiful Take-Off."

W/C Hull lead No. 428 Squadron on 26 operations and eleven times he was flying in "Madam X. KB747 completed 72 operations and tied with KB760 for second most ops. flown in Lancaster Mk. X

With the end of hostilities it was time to return the Canadian built Lancaster's and crews to Canada. A total of **19** Lancaster's from No. 428 were the first to leave Middleton-St.-George on 31 May 1945.



Air Chief Marshal Arthur "Bomber" Harris speaks to 428 Squadron, far left stands Air Vice Marshal C.M. "Black Mike" McEwen and Air Marshal G.O. Johnson, air officer commanding-in-chief of the RCAF. Delbert Todd - photo



No. 428 ground crew member Delbert Todd recorded the moment of take-off of his Lancaster **[NA-G] KB848 "Fightin' Pappy"**, piloted by the crew of F/L Cox.

30 Operations



The crew and nose art of NA-G, KB848. The crew names not in order are – F/O Don Carr, F/L Herb Farb, Sgt. George Laoney, P/O Jack Galloway, pilot “Binding” Biden and Sgt. Ernie Wilkenson. The nose art was from the comic strip “Li’l Abner” by Al Capp, who created an extraordinary collection of bizarre citizens from Dogpatch.

Photo – Delbert Todd



NA-G, KB848 assigned to crew in January 1945 and flew 21 operations as "Hollywood Caravan" then changed to "Fightin' Pappy".

Returned to Canada
on 2 June 1945.
Converted to Mk.
10DC [Drone Carrier]
on 23 January 1957
as PX848

KB848 and KB851

Tested Ryan Firebee
drones until 1961.
SOC 3 April 1964 and
scrapped.



Nose in Canadian Aviation Museum

Delbert Todd collection

2nd most Ops. flown - tied with KB747



P for "Panic"

Plans were now being made for eight RCAF Bomber Squadrons known as "Tiger Force" for participation in the Pacific war against Japan. Nos. 405, 408, 419, 420, 425, 428, 431, and 434 Squadrons flew home across the Atlantic with 165 veteran and new Canadian-built Lancaster X's and most carried RCAF nose art.

Two of the 19 Lancaster's of 428 Squadron were indeed veterans, both having flown 72 operations. NA-P [P for Panic] KB760, flown by the crew of F/O R.L.

Boyle from Portage La Prairie, Manitoba, departed England on 31 May and arrived Yarmouth, Nova Scotia, on 12 June 1945. Under a special arrangement between the RCAF and Victory Aircraft Ltd, Malton, KB760 was to be flown to the plant where she was built, so the employees could see one of the Lancaster aircraft they built.



On 13 June 1945, Boyle and his crew flew KB760 to Toronto, [Malton] and received a tremendous welcome from the Malton plant employees and citizens of Toronto. Four days later they returned to Yarmouth, Nova Scotia and went on 35 days leave.

"Tiger Force" - Yarmouth



Ray Wise - photo

Left photo - taken at No. 661 [Heavy Bomber Wing] "Tiger Force" Yarmouth, Nova Scotia on 7 June 1945. No. 661 Wing "Tiger Force" was formed 15 July 1945 and was home to No. 419 [Moose] and 428 [Ghost] Squadrons RCAF.

Varga - Nov. 1944



The Lancaster is KB921, [VR-Q] No. 419 [Moose] Squadron, "Queen of the Swamp II". She arrived at Yarmouth on 8 June and flew to Pearce, Alberta, on 8 September 1945. Went into long-term storage at North Calgary and was scrapped 15 April 1948.

21 Ops. 1 fighter - **KB854**



Last Frazer-Nash turret

Vince Elmer collection - England



This was the last Mk. X to be fitted with a Frazer-Nash [FN50] mid-upper turret. Assigned to No. 419 Squadron in June 45. Shot down a Me-410 on 1 February 1945, raid to Ludwigshaven, Germany. Crew of pilot L.A. Halket, Mid-upper was P/O D. W. Storme. Top photo May 45, England. Returned to Canada 5 June 45, parked at Yarmouth, N. S. when left photo taken. Remained at Yarmouth until 8 March 1946, then flown to Claresholm, Alberta. Scrapped 5 October 1955.

Ottawa photo PL36550

First Lanc. X - used in Post-War



Official RCAF photo of the crew of pilot Cliff Pratt who flew KB739 to Yarmouth, Nova Scotia, on 5 June 1945. A early veteran who went to England on 25 August 1943, assigned to 428 [Ghost] Squadron as NA-W. Attacked by a Ju88 on 12 August 44 and repaired with code letter NA-Z. Flown by various crews June to April 1945. Nose art "Zoomin' Zombie", completed 56 operations and had bright blue spinners. In the spring of 1946 she went to Winter Experimental Establishment [WEE] at Namao, [Edmonton], Alberta. The war weary bomber was of little use and was replaced by FM148 in two months.

KB739 scrapped - March 1948



George F. Marks from Calgary recorded this photo of KB739 at an Edmonton junkyard in early 1948. George entered the photo in a contest and won first prize.



Left – KB882 in England, May 45. “RABBIT’S STEW” has flown 19 Ops.

Right – March 1952, at Malton modified to Mk. 10 Aerial Recon. nose extended 40 inches.



Al Davies – photo May 1945

"Rabbit's Stew"



KB882 today at Edmunston, New Brunswick, Mk.10 A.R.



Photo – Richard Koval

KB882 "Rabbit's Stew" No. 428 Squadron, at Yarmouth, Nova Scotia, June 1945.



KB839 No. 419 Sqn. May 1945, England



**Pearce, Alberta,
10 September
1945. R. Wise**



"Daisy" - most Ops. (26) survivor



Herb Smale - October 2000 major restoration.



KB773 - Scrapped Vulcan 8
March 1948, "Piddlin' Pete"

No. 662 [Heavy Bomber Wing] "Tiger Force"
Dartmouth, Nova Scotia. No. 431 and 434 Lancaster's
parked while the crews are on 35 days leave. The first
two are No. 434, "The Hairy Chop" [E], and "Lady
Orchid" [O], followed by No. 431 "Pete" [P]. Photo
taken by *Harry Mosher* in mid-June 45. No. 662 Wing
was formed on 15 July 1945.



"Tiger Force" - Dartmouth



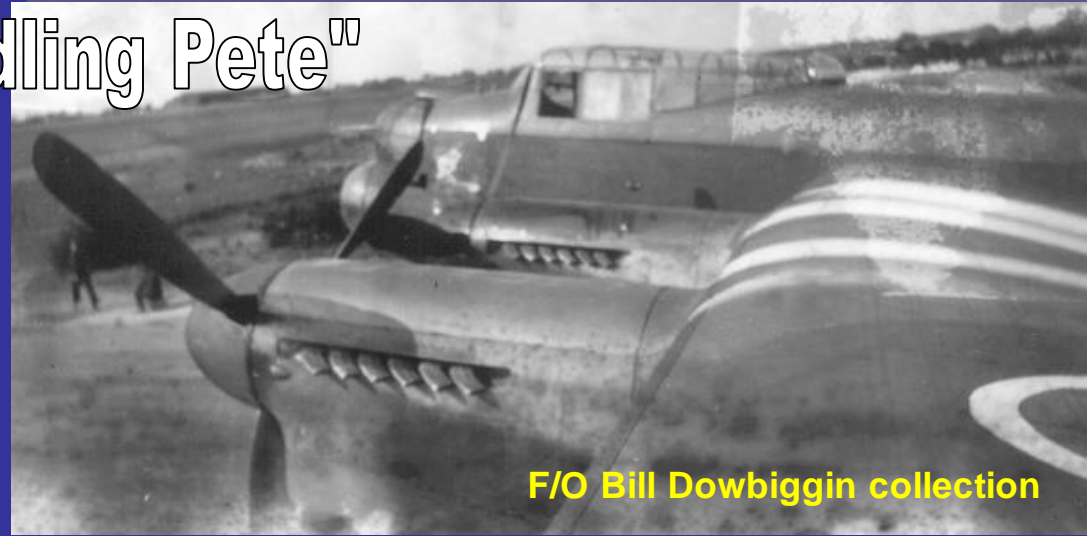
KB895 - "Lady Orchid"



KB824 - Disposed 22 January
1947



"Piddling Pete"



F/O Bill Dowbiggin collection

Tire in Nanton

KB 817 – Missing 1/2 Nov. 44 – KB821 missing 6/7 Jan. 45

KB773 was the third to wear code "P", flown thirteen Ops. By F/O William Dowbiggin, 4 Feb. – 31 March 1945.



Three RAF Engineers – J. Finkbinder, S. Turner and E. Keating

No. 663 [Heavy Bomber Wing] "Tiger Force"
Debert, Nova Scotia,
formed 1 August 1945.

Assigned to No. 420
[Snowy Owl] and 425
[Alouette] Squadrons
RCAF.

The rare color nose art is
KB930, KW-N of Alouette
Squadron.

Photo – Richard Koval

"Tiger Force" - Debert

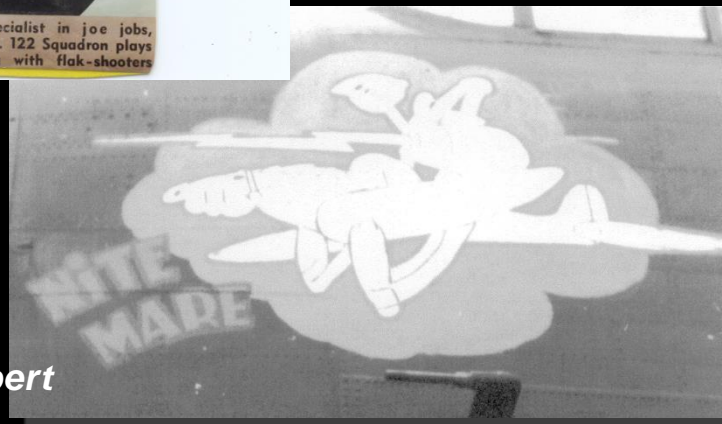


Official Walt Disney

KB930 - England



KB930 – Debert





England

KB931 "Samson" KW-S, assigned to No. 425 Squadron May 1945.

Left photo - taken in England in May 45. Departed for Canada on 15 June 45, arrived at Debert, N. S. where color photo was taken. Flown to Pearce, Alberta, 8 Sept. and placed into long-term storage North Calgary.

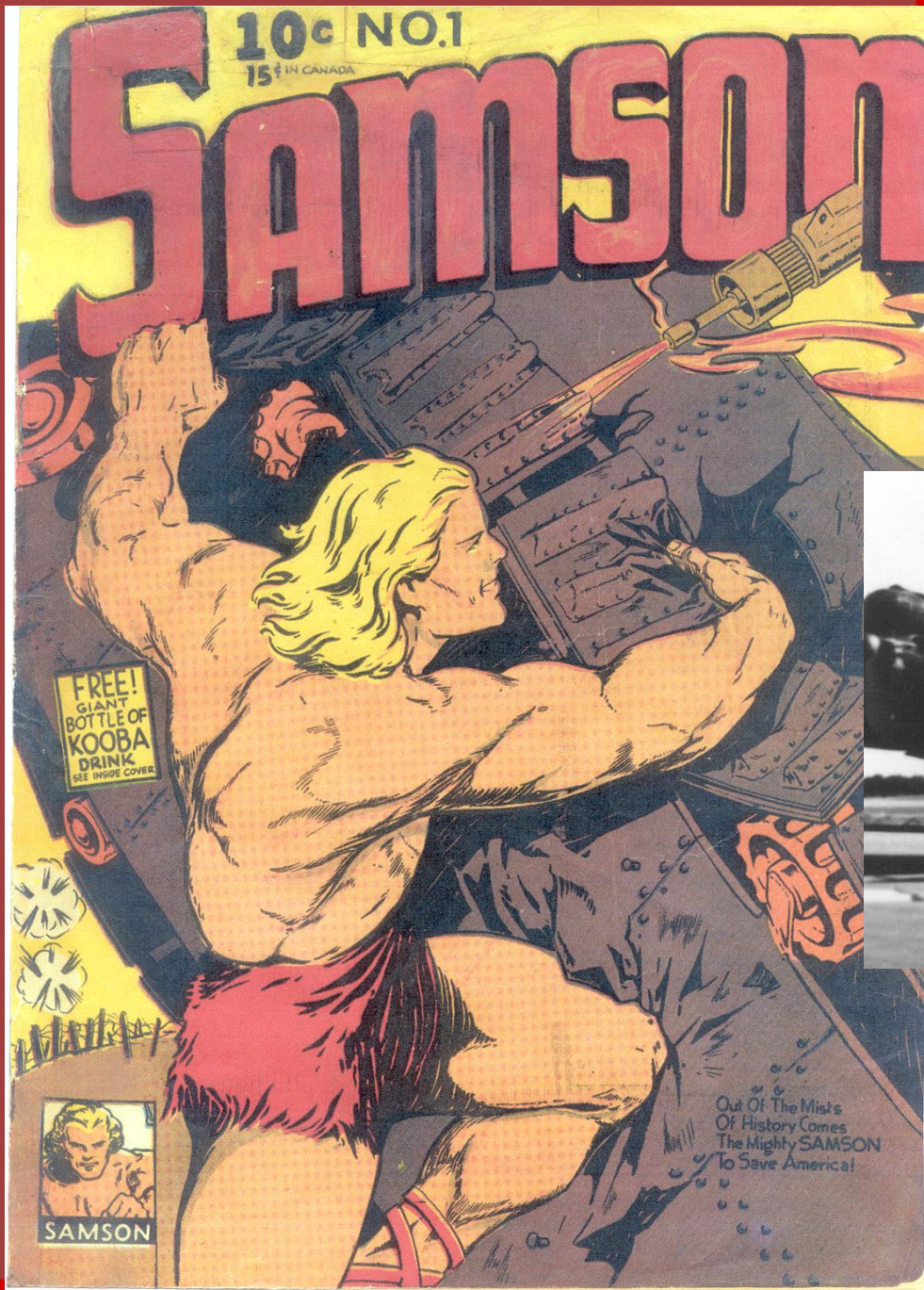
Scrapped 15 April 1948.



Pearce, Sept. - Ray Wise

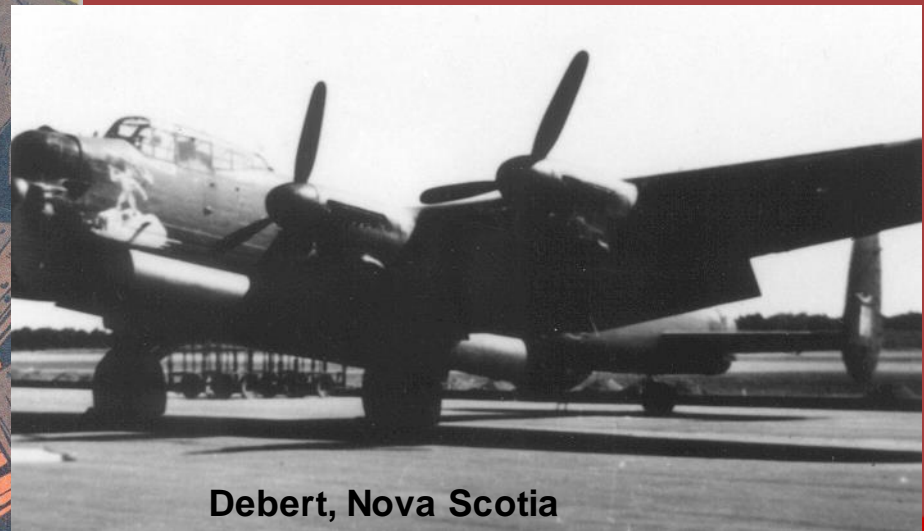


Richard Koval - photo



The American comic titled “Samson” came out in October 1940, published by Fox Features Syndicate.

Only six issues were ever published and this first edition is worth \$1,200 US.



Debert, Nova Scotia

Note – small flying Alouette bird on tail fin.

Comic cover – Calvin Slobodian, Calgary

No. 664 [Heavy Bomber Wing]
“*Tiger Force*” Greenwood, Nova
Scotia, June 1945.

The new home of two of the most
battle tested Squadrons of the
RCAF in WW II.

*No. 405 [Vancouver] and No. 408
[Goose] Squadron.*

KB977, No. 405 Squadron, LQ-E
“*Easy Elsie*”, return to Canada
on 17 June 1945, parked at
Greenwood.

*Nose Art painted by airframe
mechanic Robert Douglas
Sneddon of Calgary, Alberta.*

Converted to Mk. 10 M.R. in 1950
and used at #2 O.T. U.
Greenwood until 1951.

Scrapped 28 August 1955

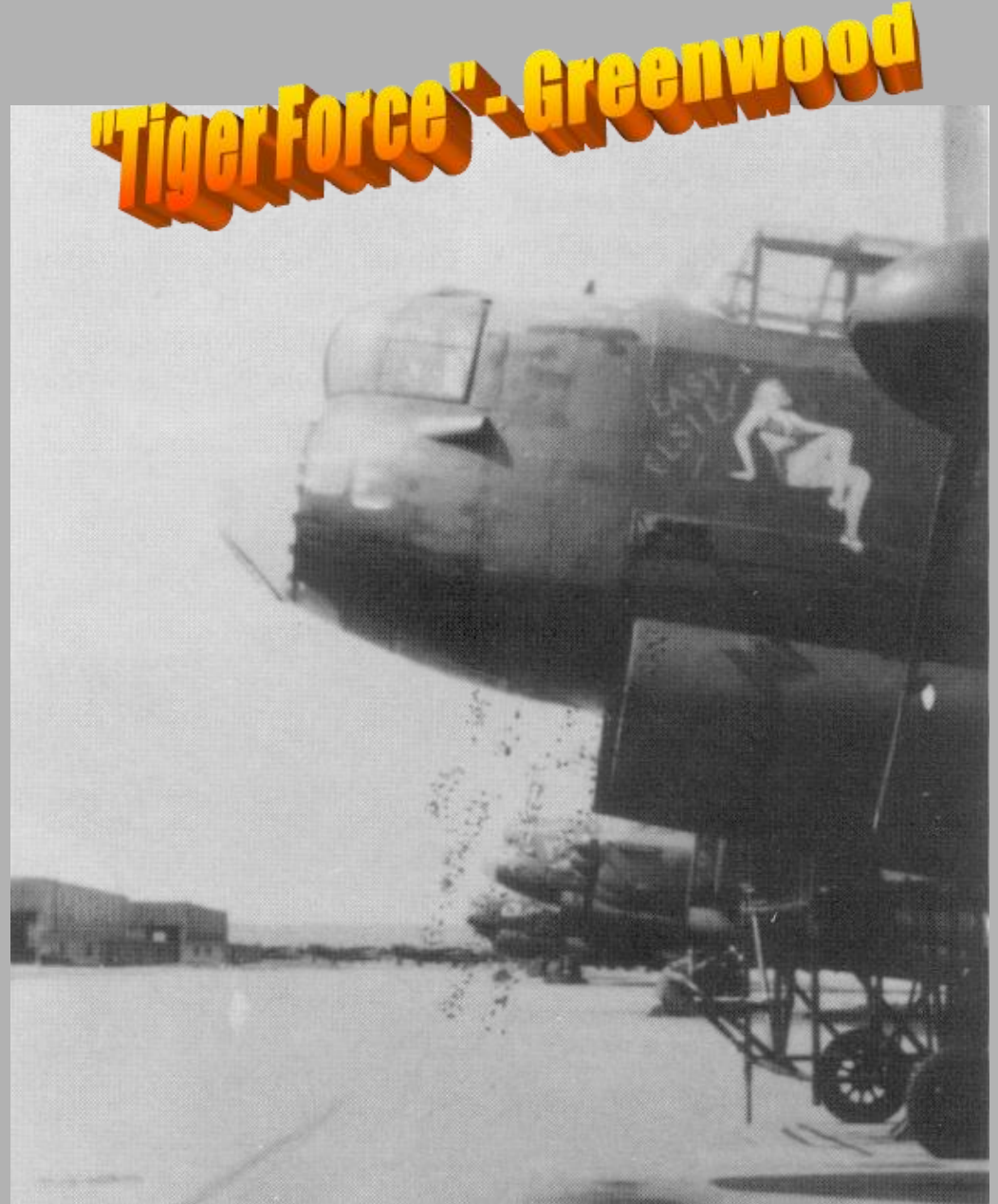
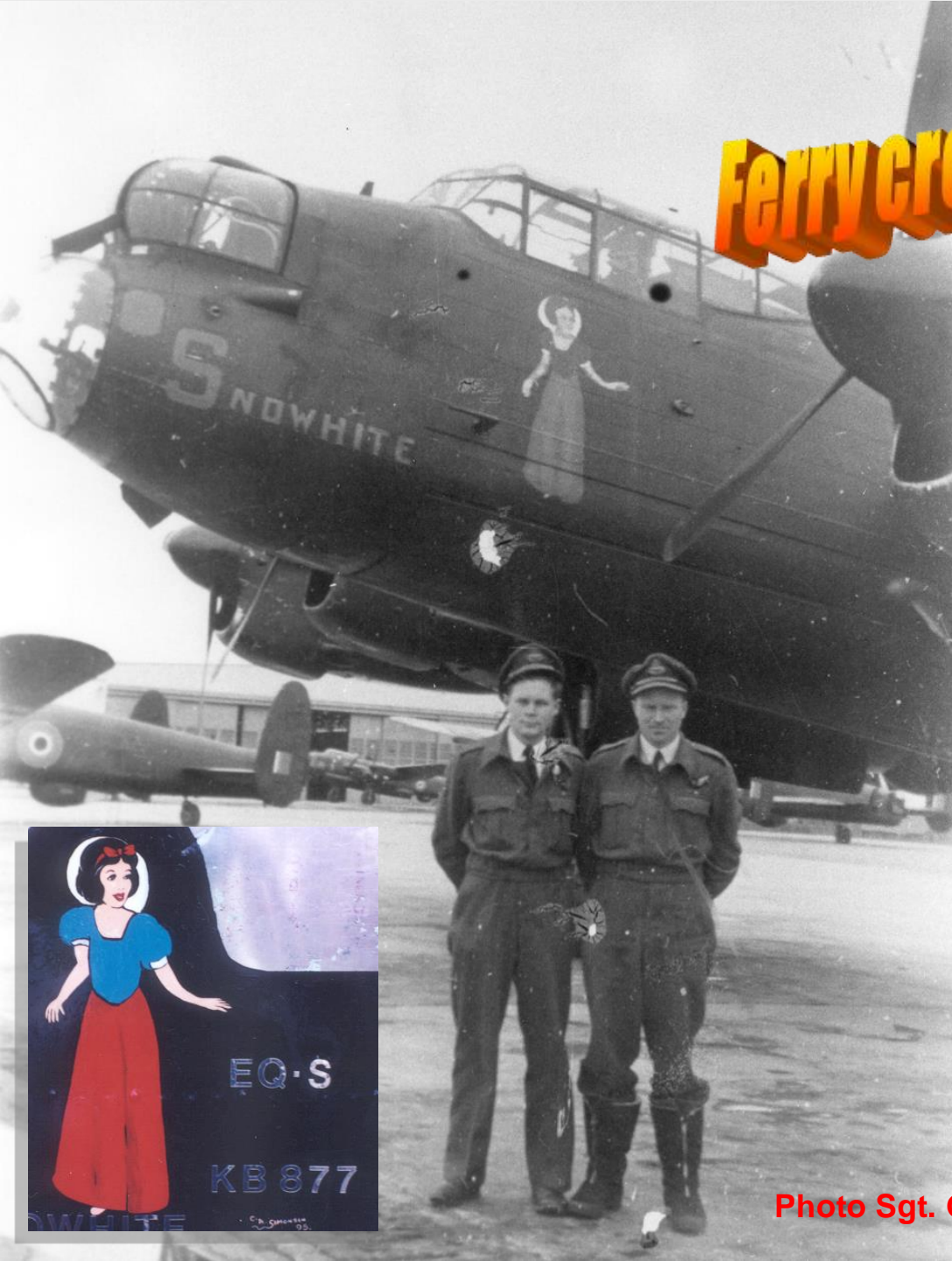


Photo – Base Commander Greenwood, [1993] Col. Ken Allen

Ferry crew to Pearce, Alberta



The Second World War is over and now the ferry crew are ready to leave Greenwood, Nova Scotia, for the flight to Pearce, Alberta.

[The photo date is not recorded but it would be 5- 8 September 1945]

KB877 arrived in England mid-February 1945 and was assigned to No. 408 [Goose] Squadron, 15 May 45.

Code letters EQ-S and nose art from Walt Disney.

Place into long-term storage at Medicine Hat until 1947. Scrapped 27 January 1948

Photo Sgt. Glen Lloyd – 408 Helicopter Sqn. Edmonton

Assigned to No. 405 Squadron in May 1945. Returned to Canada 17 June 45. Converted to Mk. 10MP as AG-965. Crashed at Alert, N.W.T. on 31 July 1950 killing eight man crew of W/C D. T. French. At 1,000 ft a parachute line caught on port side elevator and fouled the controls. All killed on impact with ground.

Greenwood, N. S. in June 1945, KB965, LQ-D,

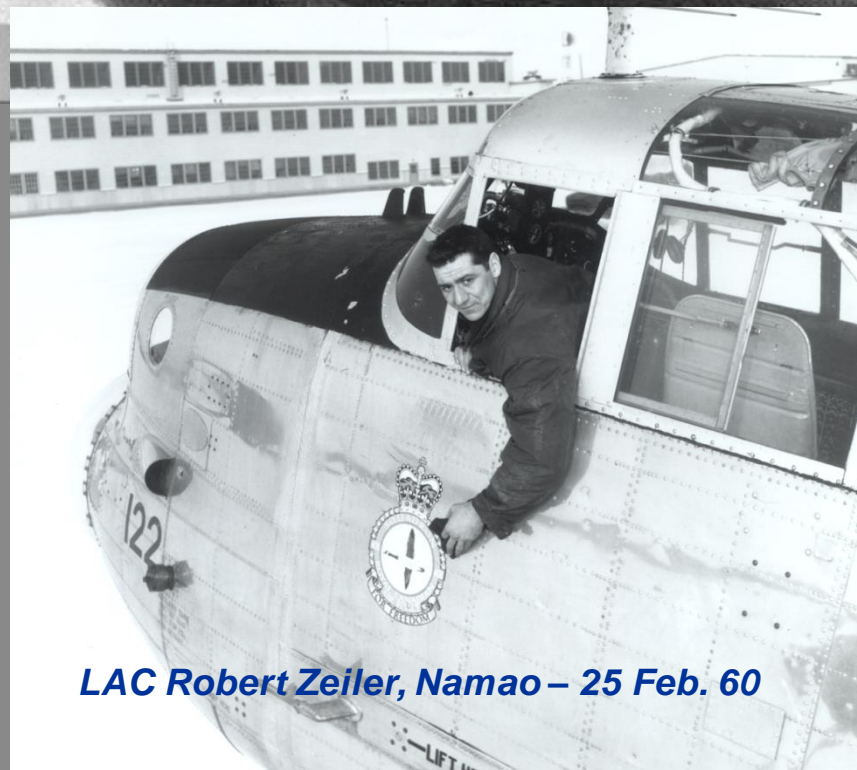
"Dumb Dora"



"Dumb Dora" by Chic Young 1926, taken over by Paul Fung in 1927 – 32.



Only FM series with Nose Art



LAC Robert Zeiler, Namao – 25 Feb. 60

FM122, LQ-L, *“The Lady Love”*
assigned to No. 405 in May 45,
return to Canada 17 June 45. Flown
to Pearce, Alberta, on 8 September
and placed into long-term storage
at Penhold until 1950.

Converted to Mk. 10P in June 1950
[MN-122] and retired 25 September
1962.

Scrapped 29 Sept. 62.



Flown to Pearce, Alberta, 8 September 45, long-term storage at North Calgary. Scrapped 15 April 1948

KB968, LQ-P "Passionate Peggy" assigned to No. 405 Squadron May 45, returned to Canada 17 June 45.

From the collection of Cpl. George Wright R76190, Calgary, Alberta. He was in charge of the ground crew on Lancaster LQ-J, PB627, until end of war. In May they were assigned new Canadian Mk. X's and the nose art was added before they left England.



PB627 - England

Air Museum of Canada - Calgary

KB976 built March 45, assigned to No. 405 Squadron in late May 45, coded LQ-K. Converted to Mk. 10 AR and flew with No. 408 Sqn., as MN976. Flew the last squadron flight, had retirement party at Downsview. 1 April 1964, sold to Lynn Garrison of the "Air Museum of Canada" - Calgary. 4 July 64 it was flown at International Airshow and pilot Garrison and Ralph Langemann were charged with "flying without proper authority".



Photo – Dan Bragg

2 September 1945, Japan officially signs the terms of unconditional surrender.

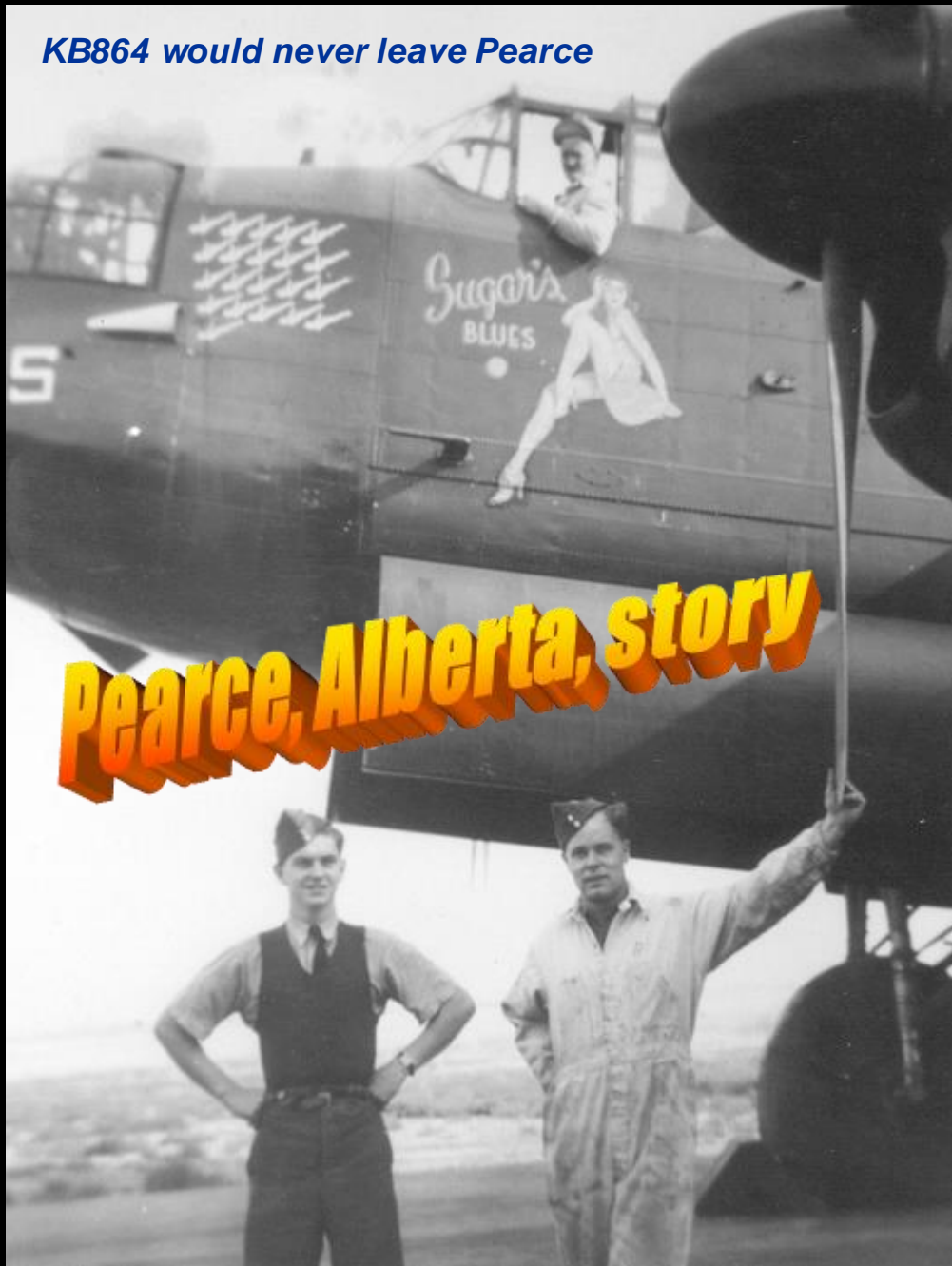
With the cessation of hostilities “Tiger Force” is disbanded on 5 September 1945. A total of 83 veteran Lancaster aircraft are ordered flown to Pearce, Alberta.



Photo – Finn Sinclair

The bombers leave Nova Scotia on 8 September and stop for fuel at RCAF Station Gimli, Manitoba. Next stop Pearce, Alberta.

KB864 would never leave Pearce



Ray Wise joined the RCAF in December 1942, and after training spent thirty months at No. 10 Repair Depot at Calgary.

On 5 September 1945, RCAF orders posted Ray and three other mechanics to Pearce, Alberta. [Ex-No. 2 Flying Instructors Training School – closed 20 Jan. 1945]

The N.C.O. in charge was Cpl. Edge, LAC Cook [cockpit], Wyers, [left] and Wise [hand on prop.]

The four lived in a rented house in Fort Macleod and traveled to the vacant base each day.

On 8 September 1945, 83 Lancaster Mk. X veteran aircraft arrived at Pearce, and most contained RCAF nose art.

Ray Wise collection



Wyers in nose
KB923



10 September 1945



KB923 assigned to
No. **420 Sqn.**,

as **PT-N** on 21 April
45. Returned to
Debert, N. S. then to
Pearce, Alberta.

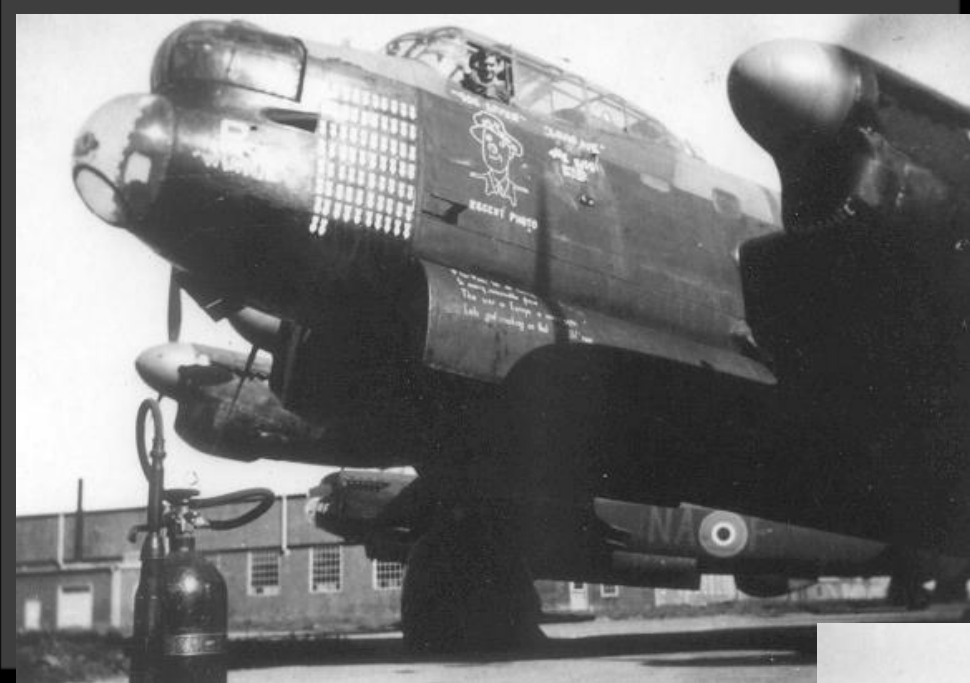
Used as Ground
Instruction 5
November 46.

SOC 9 Dec. 1948



"Battlin' Johnny Goat"





10 September 45, LAC Wise runs up the Merlin's on KB760 No. 428 Squadron [P for Panic]. The second most operations [72] flown by a Canadian Lancaster in WW II.

Background is KB891, NA-F, which was scrapped 16 January 1947 along with NA-P, KB760.

LAC Wyers, Cpl. Edge, and LAC Cook, stand in front of the most famous Canadian built Lancaster, KB732, "X-Terminator". The date is 10 September 45, and after shooting down two German fighters and completing [84] operations she will be flown to North Calgary, placed into long-term storage until 15 May 1948 and then broken up for scrap.



RCAF — 434 SQN.-X
1945



Cpl. Edge in No. 434 [Bluenose]
KB893, WL-X for "Xotic Angel"

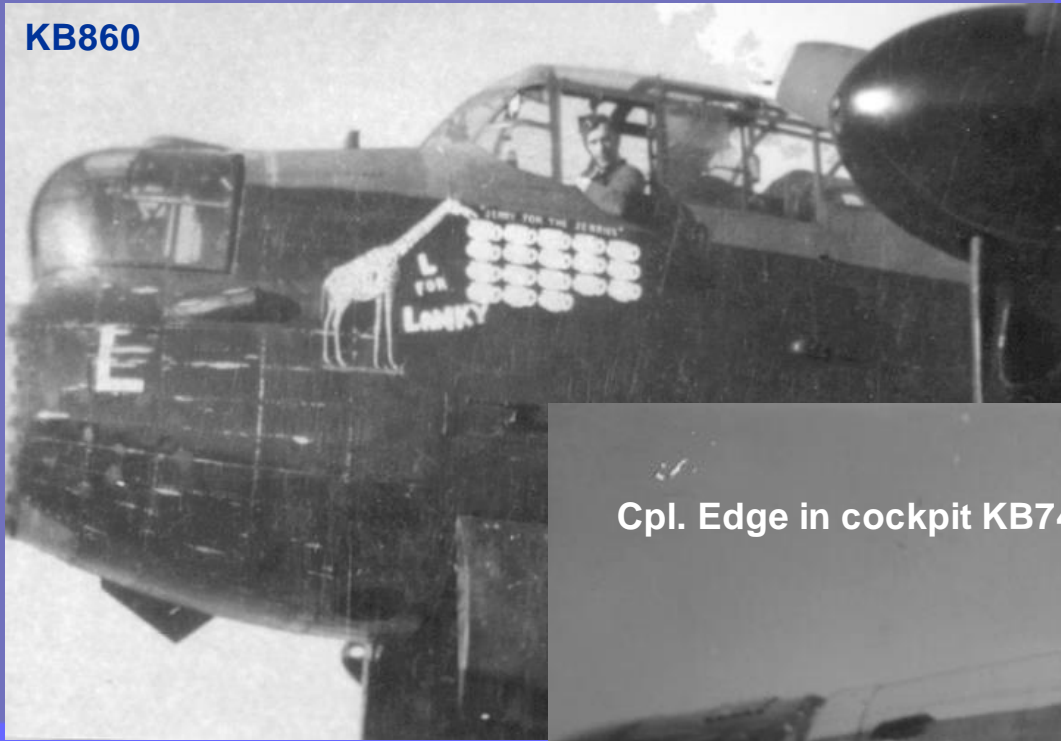
Replica painting by Simonsen



Converted to 10
M.P. and crashed at
Goose Bay, on 25
April 1952.

Four killed seven
survived

KB860



LAC Wyers in *KB860*, *VR-L* for “Lanky” from No. 419 Squadron.

Placed into long-term storage at Medicine Hat, then disposed on 27 January 1948.

Cpl. Edge in cockpit KB746



KB746, *VR-S*, No. 419 Sqn., arrived in England August 1944. Hit by flak on 29/30 Aug. 44, Mid-Upper Sgt. Jigursky jumped. Crew returned to base. Attacked by Me-262, 8 Aug. 45, pilot G. McMurtie, no damage. Completed [67] operations. Stored at Pearce, Alberta, scrapped 16 January 1947.



KB812, SE-F [Fox] No. 431 Squadron. England – June 1944, [39 Ops] , returned to Dartmouth, N. S., 5 June 1945. Arrived Pearce, Alberta, 8 Sept. and went into long-term storage at Claresholm. SOC 6 April 1950.

**Photos – Ray Wise
10 September 45.**

KB861, SE-Q No. 431 Squadron “Our Squaw” with nose art of Red Indian.

Assigned England January 1945, flew at least [13 Ops.]

Returned to Canada [Dartmouth] 7 June 45. SOC 24 August 1954.





Smoothing
THE PRODUCTION

“Simcoe Warrior II”
KB801 first assigned to No. 428 Squadron [NA-F] in Nov. 1944. Reassigned to No. 431 Squadron in December 44 and flew on the Hamburg raid 31 March 1945. Attacked by Me262's from Staffel III/JG.7 and rear gunner shot down one and claimed a second. The pilot F/O C. E. G. Heaven and crew returned to base and WO W. Kuchma received a DFC.

Stored long-term at Claresholm and converted to Mk. 10S at Greenwood. Used for naval fighter affiliation until 8 May 1956.

SE-S, KB801 flew 36 Ops



Flown from Dartmouth, N. S. to Pearce on 8 Sept. 45 and photo by Ray Wise – 10 September 1945.



Superman #1 comic art



Ray Wise – Pearce, 10 Sept. 45

Superman was first published in Action Comics in 1938, created by two teenagers in Cleveland, Ohio, in 1932. American born Jerry Siegel and Toronto born Joe Shuster sold the full rights to Detective Comics who published it in Action Comics. The reader response was so great the man of steel appeared in his own comic ["Superman #1"] in 1939.

KB847 was assigned to No. 431 Squadron in January 1945 with code SE-R. The nose art became Superman with name R for "Rocket". Return to Darmouth, N. S. on 7 June 1945, Pearce, and then into long-term storage at Claesholm. SOC 24 August 1950.

Ferry pilot aircraft



*Ray Wish photo of ferry pilot
aircraft Pearce – fall 45*

High River Graveyard - 1947-50



Bud Found photo – Ex-No. 5 EFTS, High River, November 1950

In January 1947, the Canadian Government decided to sell off long-term storage Lancaster aircraft. 16 Jan. – **17 sold**, 22 Jan. 24 – **24 sold**, and 13 May 47 – **7 sold**. High River farmer **Albert Hoving** purchased 44 for **\$17,000** and had them flown to High River base. He also obtained sixty Merlin engines in storage containers and tons of small parts. By the fall of 1950, the complete collection remained at the base, untouched.



England – May 45



Yarmouth – June 45



High River – November 1950

The Albert

CALGARY, ALBERTA, SATURDAY, APRIL 12, 1947

Buys His Old Bomber To Give To Its Crew

* * * * *

to dismantle her and send Alf Savage—he's now an income tax inspector at Victoria—who was my old navigator, his desk. Bruce Baird, my rear gunner who lives in Oids will get the rear turret. Neil McLean, now living in Uxbridge, Ont., who was wireless operator will get his wireless key and table. Dick Foss, my flight engineer who is now a student at McGill University in Montreal will get his panel and Pete Hines of Waterloo, Ont., who was my bombardier will get his panel, and I plan

to name the craft Wee-I-Orchid — which was subsequently shortened to Lady Orchid. Operations followed in which Mr. Jenkins painted the letter 'L' in the name, and other members of the crew drew the Lady Orchid in the cockpit. The only difference between Lady Godiva and Lady Orchid was Lady Orchid rode a bomb instead of a horse.

"I did 13 trips over Germany in it and then flew it back to Canada in June, 1945," Mr. Jenkins explained. "We never got into one

Orchid — which was subsequently shortened to Lady Orchid. Operations followed in which Mr. Jenkins painted the letter 'L' in the name, and other members of the crew drew the Lady Orchid in the cockpit. The only difference between Lady Godiva and Lady Orchid was Lady Orchid rode a bomb instead of a horse.



Still flies today

Pictured here is the nose of the Lancaster bomber, Lady Orchid, which Ronald Jenkins of Calgary has purchased to divide among members of her former R.C.A.F. crew in which he was the pilot.



Ray Wise – Pearce, Alberta.

KB895 "Lady Orchid"

The lady flew fully nude for 15 operations, then received two red Maple Leafs for the return to Canada.



Op. #13 - on Fri. 13th



On Friday 13 April 1945, F/L Ron Jenkins and crew flew operation No. 13 to Kiel, Germany. They took off at 20:20 hrs with one 4,000 lb and eight 1,000 bombs. The target area was covered in low cloud but the markers and red glow of the fires could be clearly seen. Twice Jenkins had to corkscrew and drive to avoid German night fighter attacks. Total time flown 6 hrs. and 5 minutes.



By 1949, the Malton A.V. Roe Canada Ltd. had modified over 70 Lancaster Mk. X's for post-war RCAF service. With work on the C-102 Jetliner and full production on the CF-100 jet fighter the plant could no longer modify the Lancaster bombers, so they sub-contracted to de Havilland Aircraft Canada. On 28 August 1950, FM213 and nine other new Lancaster aircraft were dismantled, and taken by road transport to de Havilland for modification.

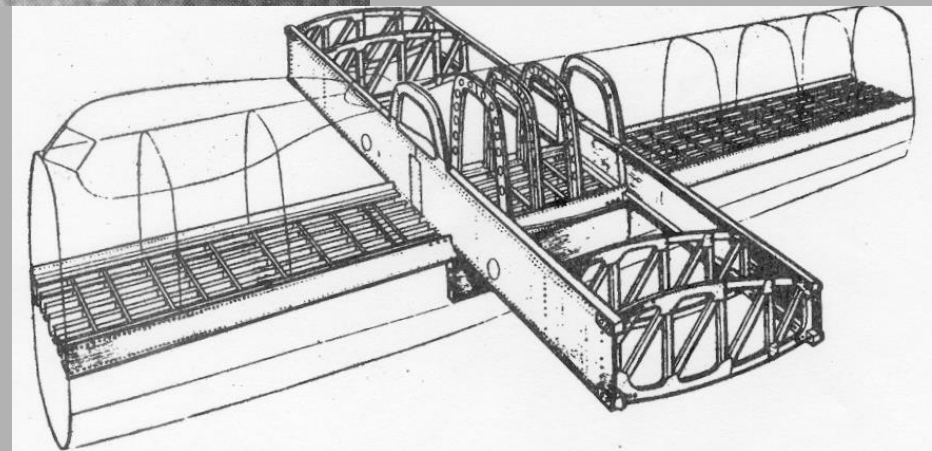


FM213 was converted to a 10P for Photo Reconnaissance and test flown 16 December 1951.

Assigned to No. 405 Squadron at Greenwood, N. S. it was being ferried to the new base when it was stalled, and ground-looped on landing at Trenton, 24 January 1952.

The Lancaster dropped fifty feet, bounced three times, the starboard tire blew and undercarriage collapsed, then ground-looped and ended up facing the opposite direction in a snow bank.

Upon inspection the aircraft was considered unsalvageable. It was dismantled and trucked back to de Havilland for spare parts. After further consideration it was found the aircraft could be flown again if they could find a new centre section. Bud Found called the farmer in Penhold, Alberta, and ask if he would sell **KB895, [Lady Orchid]**. The answer was – “YES”.



Lady Orchid - Penhold

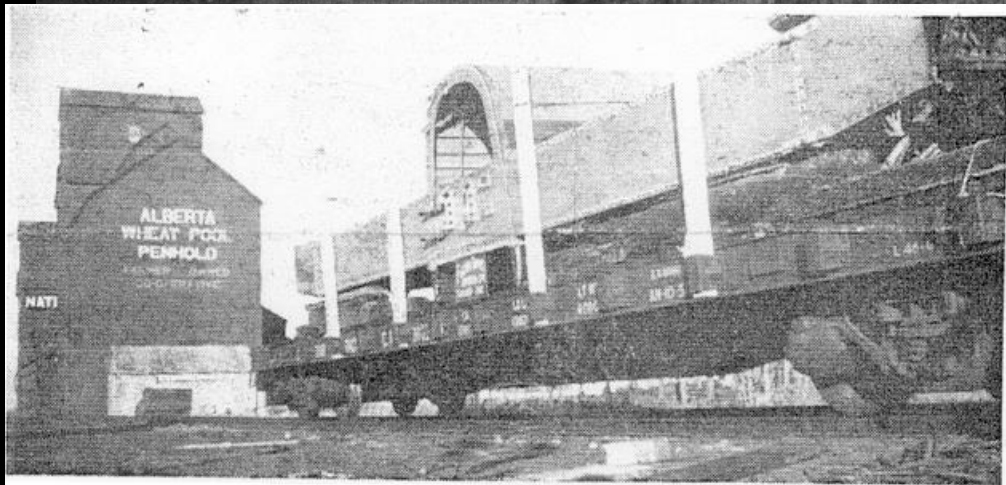
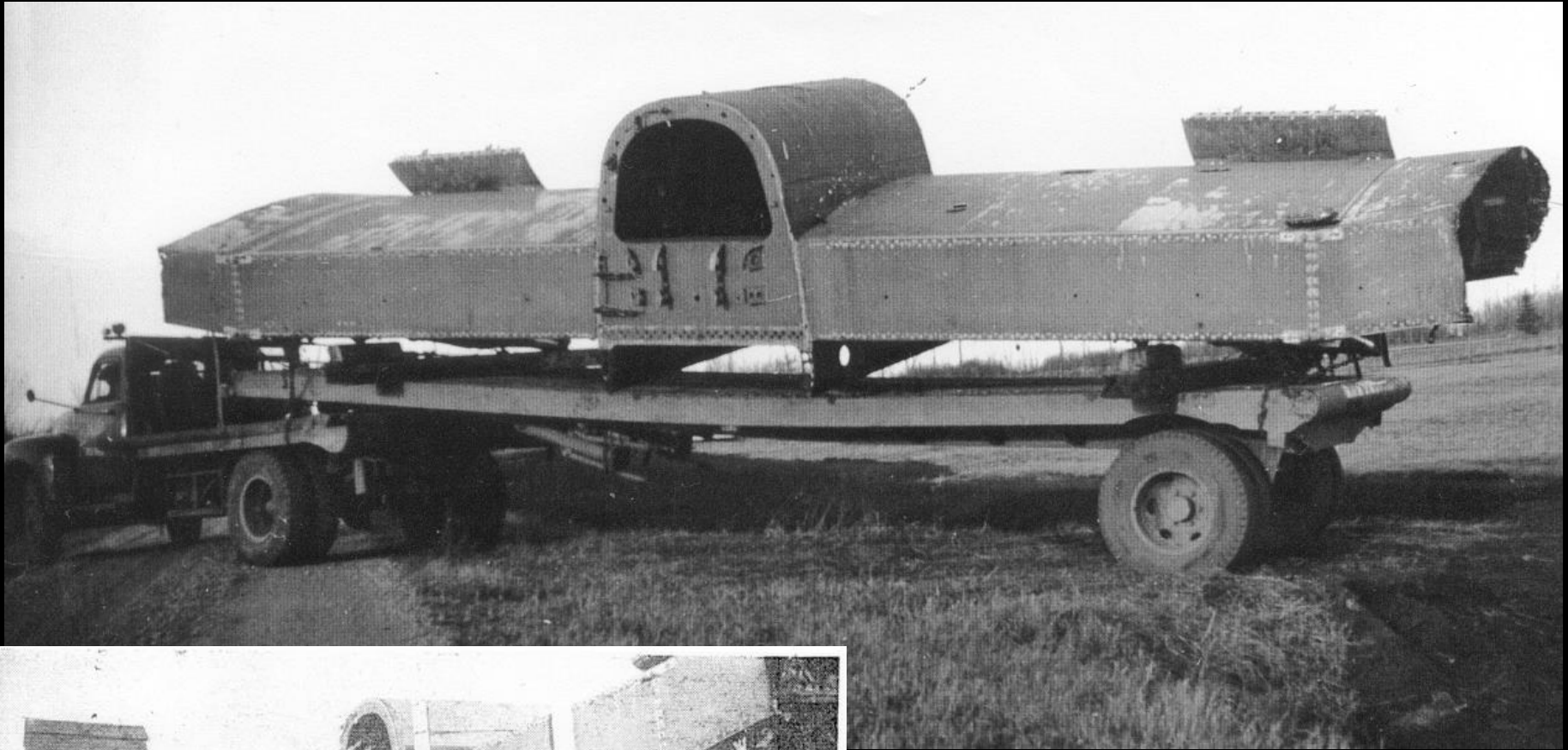


Under the supervision of Bud Found "lady Orchid" KB895, is removed from the cement columns at Penhold, Alberta, March 1952.



"Lady Orchid" being cut-up.

Bud Found - March 52



Centre section of KB895 trucked to Penhold railway station March 1952. The largest flatcar in Canadian was sent from New Brunswick to ship the centre section to Toronto.

The centre section was mated with FM213 and test flown by Bob Fowler on 26 August 1953.



In May of 1965, “The Air Museum of Canada” opened in building #9, at McCall Field. The President of the new formed Lancaster Memorial Trust Fund was Lynn Garrison. The committee was – Art Smith, Milt Harradence, Fred Wethrall, Tony Lansdown, Don Patterson, and Ron Jenkins.

Formed Harry Hayes Stampede breakfast. Associate Director of the Calgary Stampede, honorary president and director of the Calgary YMCA, member of the board of directors of the United Fund and a council member of the Chamber of Commerce. Chapter president of the Better Business Bureau, past president of the Calgary Tourist and Convention Center and member of the Mount Royal College of governors.

Past president of the Calgary Rotary Club, founder of the South Calgary Rotary Club, past president of the Petroleum Club, president to the Calgary and District community Foundation, a member of the Ranchmen’s Kanykeena and Glencoe Clubs. Director of the Calgary Flying Club and member of the CNIB board of directors.

Photo – Oct. 1943. Mrs. Anele Jenkins

Ron Jenkins log book 7 June 45

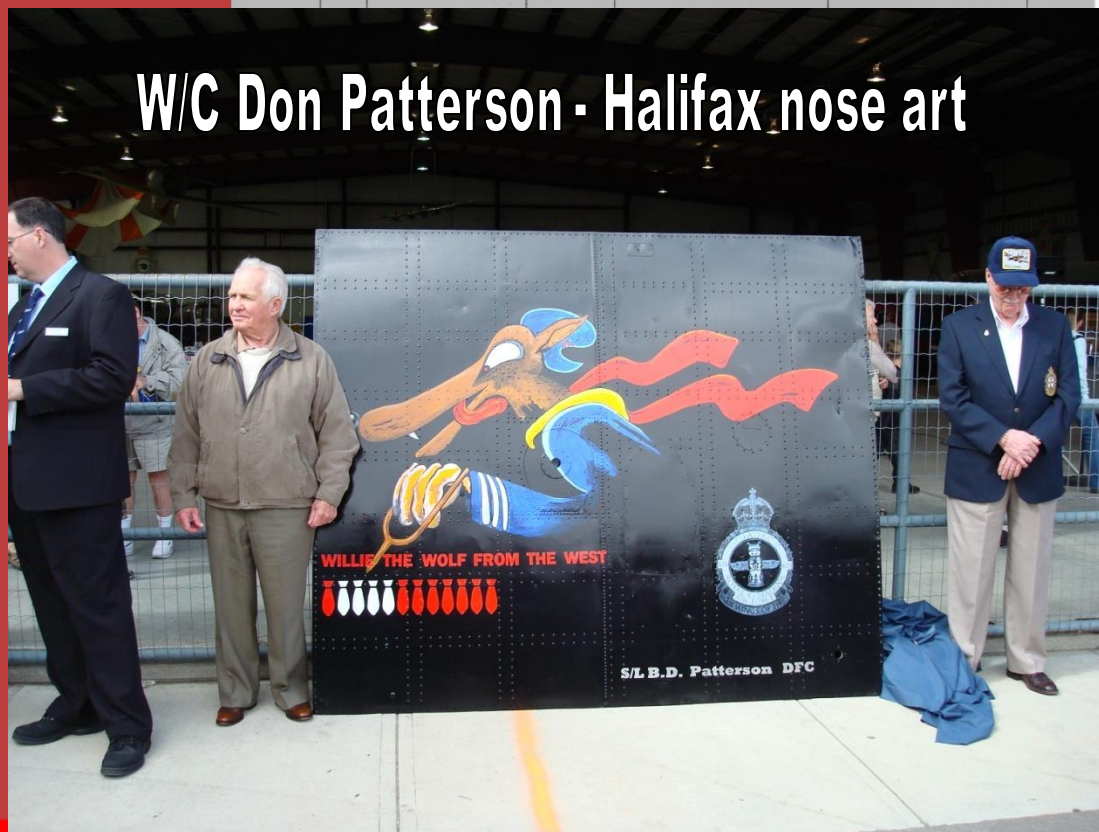
YEAR	AIRCRAFT		PILOT, OR 1ST PILOT	2ND PILOT, PUNL OF	AND REMARKS
MONTH	DATE	Type	No.		
TRANS ATLANTIC FLIGHT. SQUADRON MOVED TO					
JUNE	7	LANCASTER	WL-D	SELF.	F/O SAVAGE (NAVIGATOR) CROFT TO ST MAUGANS,
		XA			CORNWALL AWAITING WEATHER.
JUNE	12	LANCASTER	WL-D	SELF.	F/O HINES (BOMBARDIER) ST MAUGANS TO SANTA MARIA,
		XA			AZORES. BROKEN HYDRAULIC
JUNE	15	LANCASTER	WL-D	SELF.	P/O McLEAN (WIRELESS) SYSTEM. 3 ENGINES. TOUGH TRIP.
		XA			P/O FOSS (ENGINEER) SANTA MARIA TO LAGENS,
JUNE	16	LANCASTER	WL-D	SELF.	P/O ST GERMAIN (GUNNER) TIECIERRA, AZORES (RAF BASE)
		XA			LAGENS TO GANDER BAY
JUNE	17	LANCASTER	WL-D	SELF.	P/O BAIRD (GUNNER) NEWFOUNDLAND. 3 ENGINES.
		XA			GANDER TO DARTMOUTH, N.S.
					CANADA !!! AND 37 DAYS
					LEAVE. 3 ENGINES AGAIN.

Words - St. Germain

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 DWARFED NOW 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.

YEAR 1945		AIRCRAFT		PILOT, OR 1ST PILOT	2ND PILOT, PUPIL OR PASSENGER	DUTY (INCLUDING RESULTS AND REMARKS)
MONTH	DATE	Type	No.			
JULY	30	ANSON	11915	W/C PATTERSON	SELF.	TRIP FROM DARTMOUTH, N.S., TO CHARLOTTETOWN, P.E.I.
—						TOTALS BROUGHT FORWARD

Last entry in Jenkins log book



W/C Don Patterson - Halifax nose art



"Lady Orchid" pilot seat

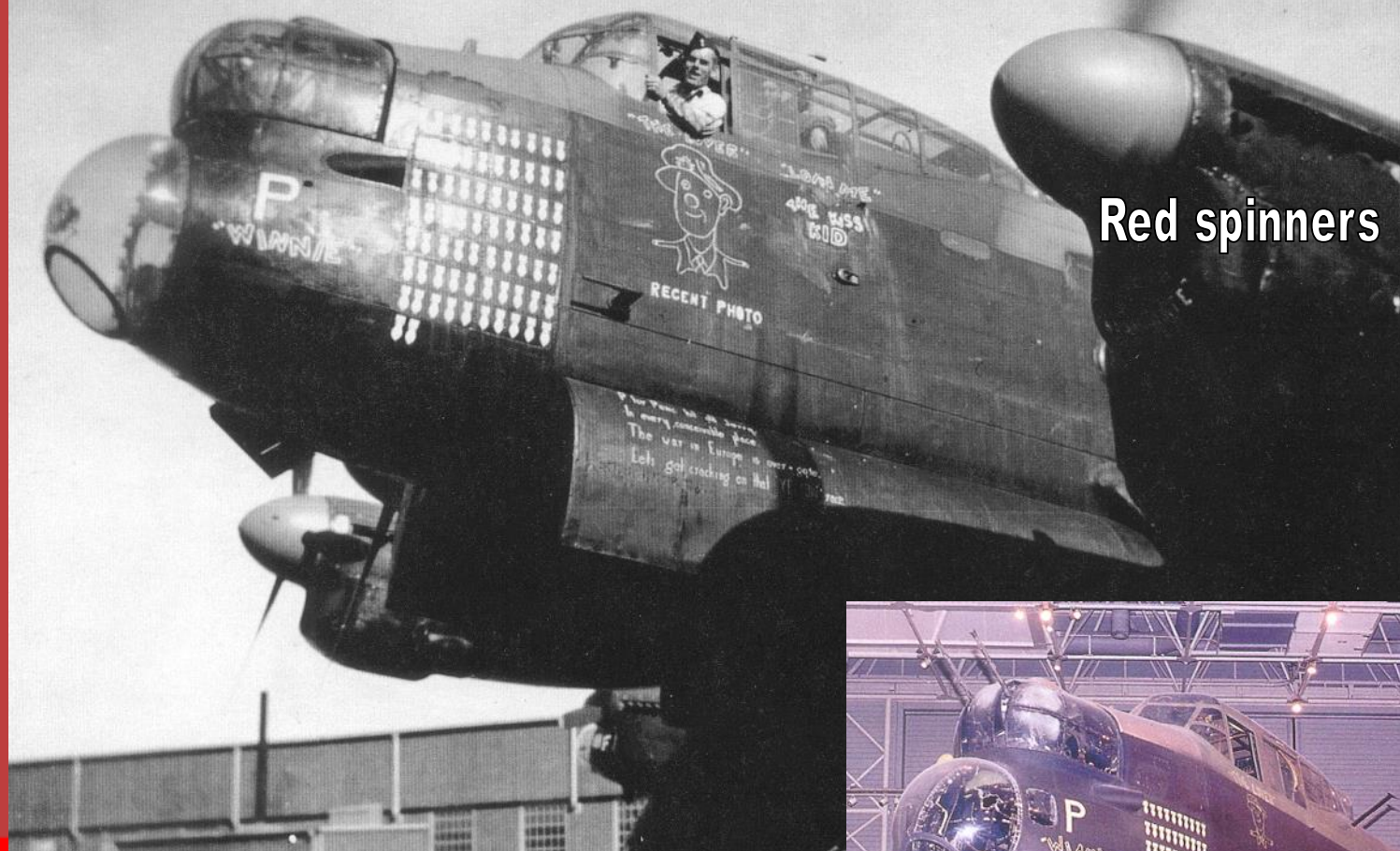
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GRAND TOTAL [Cols. (1) to (10)]

629 Hrs. 45 Mins.

TOTALS CARRIED FORWARD

KB760 at Pearce from Ray Wise collection



Red spinners

KB944 partly painted as KB760 in Ottawa today.



Ray Wise photo at Pearce, Alberta, 10 Sept. 45 – “King Of The Air” KB944. Macleod, Alberta, long-term storage until 1952



KW-K [K for King]



**Al Davies and his “Lady”
KW-L serial KB876.**

Calgary to Trenton - 1951

Fred Monteith [404 Squadron] Left Greenwood last day of April 1951 flying Dakotas, arrived No. 10 R.D. Calgary on 2 May. Next day departed for East in **KB937**, overnight stop Fort William [Thunder Bay] arrived Trenton 4 May. Next six weeks ferried KB966, 871, 657, 992, and 958, last arrived Trenton on 14 June 1951.

Postwar



**Scrapped – 2 June
1960**



Ray Wise – “Gallop’in’ Gus” KB937 PT-G No. 420 [Snowy Owl] Squadron



Thomas Shearer photo - England

KB972 first issued to No. 428 Squadron as NA-I, reassigned to No. 408 Sqn. as EQ-C given nose art "Cuddles". Returned to Pearce, 8 Sept. storage at Claresholm until 1951.



Born – 7 July 23

Died – 24 April 69

**Laverne Thomas
Adam Shearer,
Kitchener, Ont.**



**Fred Monteith – No. 10 R.D. 1951.
converted to Mk. 10MR at Greenwood,
burnt 30 - January 1952.**

KB919 returned to Greenwood 17 June 45. Became proto-type for Mk. 10 M.R. 29 October 1950. No. 2 [O.T.U.] Greenwood ["VC-DJD"] until 25 August 55.



EQ-J KB919

KB929 returned Canada 14 June 45. Converted to Mk. 10 M.R. issued to No. 2 [O.T.U.] as ["VC-AGB"] until 13 September 1955



EQ-L KB979

KB979 returned Canada 15 June 45. Flown to Pearce 8 Sept., into long-term storage at Medicine Hat, scrapped 27 January 1948.



EQ-O KB929

The scrapping begins



*"Linden Rose at
No. 14 SFTS,
Aylmer, Ontario,
1948*



KB721 – England, 54 operations

KB721, VR-B "**Linden Rose**" arrived in England 15 April 1944, delivered to [AAEE] Boscombe Downs for armourment inspection.

Arrived with No. 419 Sqn. In August 44. 23/24 Oct. 44 F/O Blaney and crew attacked by Fw190. Attacked by two night-fighters in November 44. Return to Canada to Yarmouth. Assigned to Aylmer, Ontario for class instruction [A448] until 1948.

Sold to Cameron Logan and hauled to Scotland, Ontario, scrapped 25 November 1948

Aylmer April 1954



On 14/15 January 1945, 573 Lancaster aircraft attacked Leuna synthetic-oil industry and three Canadian Mk. X's were lost. [KB799, KB806, and KB769 - "VR-I" in 419 Squadron]

The crew of F/L G.O. Tedford [KB769] were all killed.



KB878 [VR-I] replaced the lost Lancaster in 419 Squadron in mid-March 1945. The new Lanc. Received nose art lady and 14 bombs, but flew no active operations. Returned to Yarmouth and went to Camp Borden as class instructor [A538] on 8 October 1946. Arrived in Aylmer, Ontario, 27 April 1954 and was scrapped by Cameron Logan at Scotland, Ontario.

Vince Elmer collection – England May 45

Pearce, Alberta, Graveyard



Photo- Paul Szoke

Assigned to No. 428 Squadron mid-March 1945, as NA-V. Flew no operations.

April 45 re-issued to No. 420 as PT-V returned to Debert. Arrived Pearce 8 September 45 and went into long-term storage at Pearce. Still at Pearce in 1955.

"Viscious Virgin"



No. 420 Sqn. PT-V



Al Davies, 428 Sqn.

In 1931, Clyde McCoy released a jazz instrumental titled "Sugar Blues". The record went straight to #2 and sold over two million [Columbia] records, which caused a sensation in the record world. Re-released in 1936, [Decca Records] it sold over one million by 1946. American pilot Latumer was named by his crew Capt. "Overshoot" as he had crashed – KB766, and KB795, now he flew KB864 which he named after his number one tune. Wireless-Air/Gunner Sgt. Thomas Walton painted the Jan. 45 Vargas girl named – "Sugar's Blues".



Pearce- Sept. 1945



England – Jan. 45

Pearce- Summer 1955



1997

The sexy redhead
by Alberto Vargas
appeared in the
January 1945
issue of "Esquire."

She was painted
as nose art on five
RCAF Lancaster
Mk. X aircraft



1/45

**KB872 flew 20 operations
with No. 431 Sqn. As SE-N.**

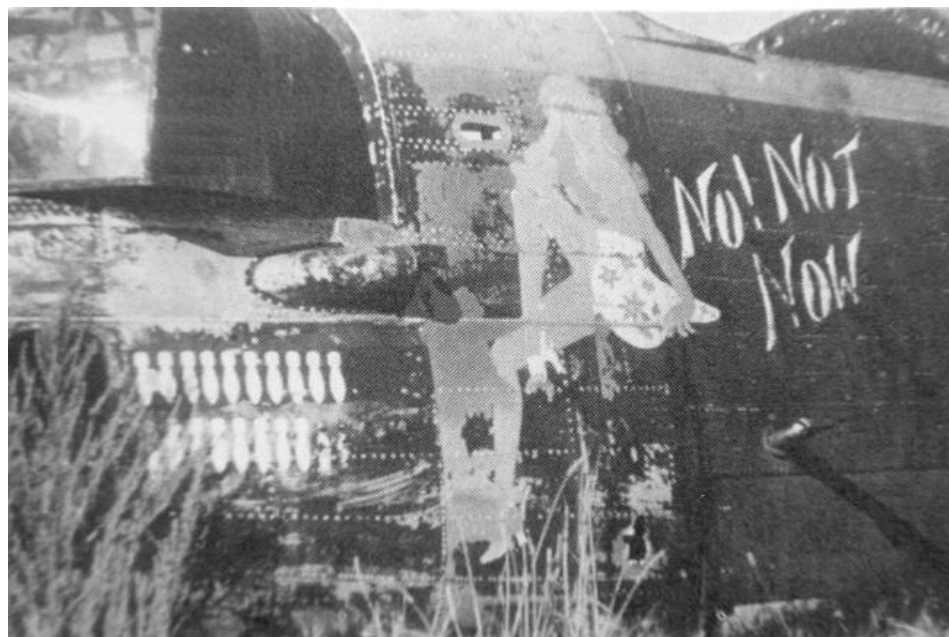
**Return to Dartmouth 7 June
1945. Pearce, Alberta, 8
Sept. and assigned to No. 2
Air Command until 22
January 1947. Scrapped at
Penhold, Summer 1953.**

No! Not Now



KB872, [SE-N] "No! Not Now" England

J.W. Madill photo at Penhold Summer - 1953



Twenty-four Lancaster X's being cut up



The End