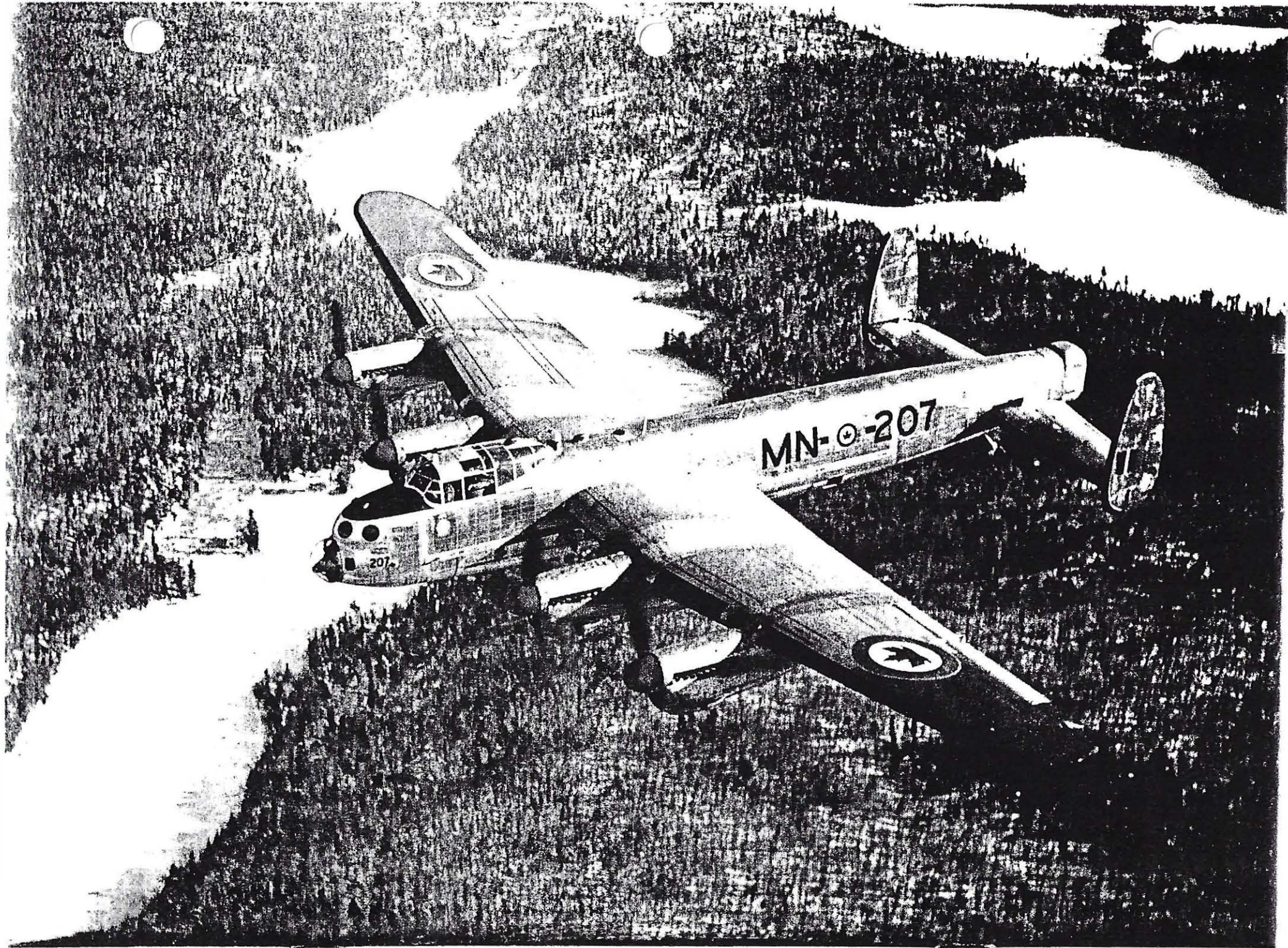


# AVIATION HERITAGE COMES FULL CIRCLE

18 MONTH EVENTS CALENDAR - JANUARY '92 TO JUNE '93

RL 821-1993





C-47A "DODGE" IN PHOTO RECONNAISSANCE ROLE. AIR SIGNAL SQ. PHOTO CORPS, NORTH FIELD, ALASKA



## SUNDAY

## MONDAY

## TUESDAY

## WEDNESDAY

## THURSDAY

## FRIDAY

## SATURDAY

1959 CF-105  
SPUD POTOCKI FLEW  
ARROW RL25201 WITH  
AN UNDERCARRIAGE  
MK1A BORROWED FROM  
RL25205 AS THE MK1 U/C  
WAS CONSIDERED TO BE  
UNSAFE.

1943  
THIRD AND FOURTH  
CANADIAN PRODUCED  
LANCASTERS KB702  
KB703 MODIFIED FOR  
GOVERNMENT TRANS-  
ATLANTIC SERVICE CGTAS.  
DESIGNATED TCA101 AND  
TCA102.

1943  
DELIVERIES OF LAN-  
CASTERS STARTED WITH  
PACKARD MERLINS 28  
AND 38. THESE ENGINES  
WERE DIRECTLY INTER-  
CHANGEABLE WITH  
ROLLS ROYCE VERSIONS.  
AIRCRAFT WITH R.R.  
WERE MK1 A/C. WITH  
PACKARD MERLINS-  
MKIII.

1940  
ROY CHADWICK CHOSE 3  
MEN TO DESIGN THE 4  
ENGINE MANCHESTER.  
ONE WAS JIM FLOYD WHO  
IN LATER YEARS WAS  
DESIGNER I/C OF THE  
AVRO JETLINER AND  
AGAIN LATER I/C OF THE  
AVRO ARROW.

1941  
PROTOTYPE LANCASTER  
FIRST FLEW. ORIGINALLY  
CALLED MANCHESTER MK  
III S/NO B.T308 TYPE  
AVRO 683. PILOTS. H.A.  
BROWN AND BILL THORN.

1951 C102 JETLINER  
ROUTE PLANNING FLIGHT  
CARRIED OUT. TORONTO  
CHICAGO - NEW YORK (LA  
GUARDIA) - TORONTO.  
1543 MILES IN 4 HRS 34  
MINS FLYING TIME. PILOT  
DON ROGERS.

1959 CF-105 ARROW  
RL25205 MADE FIRST  
AND ONLY TEST FLIGHT  
BY SPUD POTOCKI. HAD  
TO LAND WITH ONE EN-  
GINE SHUT DOWN DUE TO  
OIL PRESSURE WARNING.  
FLIGHT TIME 40  
MINUTES.

1941  
GUN TURRETS CHANGED  
OFTEN IN LANCASTER  
PRODUCTION. THE VEN-  
TRAL TURRET WAS  
FRAZER NASH RETRACT-  
ABLE FN21A, CHANGED  
TO NON-RETRACTABLE  
FN64 THEN REMOVED  
ENTIRELY.  
POSITION USED  
FOR H2S.

1951 C-102 JETLINER  
CONCERNS FOR AIRPORT  
SAFETY AT LA GUARDIA  
N.Y. AIRPORT. THE AIR-  
PORT AUTHORITIES  
VISUALIZED HEAT FROM  
THE JET ENGINES WOULD  
SCORCH OTHER AIR-  
CRAFT. TARMAC OR  
BUILDINGS.

1941  
MANY SATELLITE FACTO-  
RIES WERE BUILT TO  
PRODUCE LANCASTER  
PARTS. THE YEADON  
PLANT WAS BUILT  
UNDERGROUND,  
CAMOUFLAGED BY  
GRAZING COWS.

1945  
KB 855 WAS FIRST LAN-  
CASTER MK10 INSTALLED  
WITH MARTIN 250/CE  
TYPE 23A. ELECTRIC MID-  
UPPER TURRET. LOCATED  
8 FT FORWARD OF THE  
ORIGINAL F.N.50 TURRET.

1951 C-102 JETLINER  
IN A LETTER FROM A.T.  
COWLEY, DEPT. OF TRANS-  
PORT, TO J.R. BALDWIN,  
CHAIRMAN OF AIR TRANS-  
PORT BOARD, HE TELLS  
OF "ALL EMBRACING  
RESTRICTIONS" ON THE  
JETLINER FROM CARRY-  
ING PASSENGERS  
OR COMMERCIAL  
FREIGHT.

1959 CF-105 ARROW  
IN DESIGNING ARROW  
IT WAS NECESSARY TO  
MEET "G" SPECIFICA-  
TIONS. THAT IS TO  
MANOEUVRE THE AIR-  
CRAFT TO 2G WITHOUT  
LOSING SPEED OR  
ALTITUDE AT 50,000 FT.

1945  
A TOTAL OF 7377 LAN-  
CASTERS WERE BUILT.  
430 WERE BUILT IN  
CANADA.  
A TOTAL OF 3349 WERE  
LOST INCLUDING 105  
MK10 AIRCRAFT BUILT IN  
CANADA.

1945  
IN ADDITION TO PRODUCTION  
AIRCRAFT. PARTS  
FOR AN ADDITIONAL 622  
LANCASTERS WERE BUILT  
FOR SPARES  
REPLACEMENTS.

1944  
A LANCASTER REWORKED  
AT WOODFORD WITH  
STREAMLINED NOSE AND  
TAIL WAS REFERRED TO  
AS AVRO 691. REGISTERED  
AS G-AGJI AND CALLED  
LANCASTRIAN. IT WAS  
DELIVERED TO BOAC AT  
HURN FOR  
EQUIPMENT  
TESTS.

1951 C-102 JETLINER  
DURING FLIGHT TESTING  
WATER TANKS WERE IN-  
STALLED IN THE CABIN TO  
ALLOW THE AIRCRAFT TO  
BE FLOWN AT VARYING  
CONDITIONS OF CENTRE  
OF GRAVITY AND WEIGHT.

1951 C-102 JETLINER  
DEMONSTRATION FLIGHT  
TO TAMPA AND MIAMI  
FOR NATIONAL AIRLINES.  
CAPTAIN EDWARDS,  
TRANS CANADA AIRLINES  
ACTED AS CO-PILOT.

1952 C-102 JETLINER  
DISCUSSIONS TOOK  
PLACE BETWEEN AVRO  
AND HOWARD HUGHES  
AIRCRAFT ON USE OF  
JETLINER AS RESEARCH  
VEHICLE FOR M2 FIRE  
CONTROL SYSTEM FOR  
CF-100.

1952  
LANCASTER FM 213  
DAMAGED ON DELIVERY  
FLIGHT AT TRENTON RCAF  
BASE BY INEXPERIENCED  
CREW. RE-BUILT AT  
DE-HAVILLAND CANADA.

1951 C-102 JETLINER  
DEMONSTRATIONS TO  
NATIONAL AIRLINES, TED  
BAKER, PRESIDENT, IN  
MIAMI. NAL WERE PRE-  
PARED TO BUY 4 JET-  
LINERS WITH AN OPTION  
FOR 6 MORE. THEY WERE  
DISAPPOINTED AT THE  
CANCELLATION OF  
PROJECT.

1951 C-102 JETLINER  
DURING TRIPS TO MIAMI  
AND NEW YORK, JET-  
LINER BROKE ALL  
RECORDS FOR AIRSPEED,  
GROUNDSPEED, ALTITUDE  
AND RATE OF CLIMB.

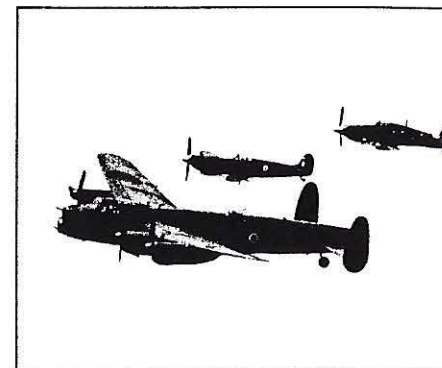
1941  
PROTOTYPE LANCASTER  
BT308 FLOWN TO  
BOSCOMBE DOWN FOR  
SERVICE TRIALS. TAKE-  
OFF WEIGHT 38000 LBS.

1991  
GEORGE PATRICK BROPHY  
WHO SURVIVED THE  
CRASH OF LANC KB726,  
JUNE 13, 1940 ON RAID  
TO CAMBRAI, DIED IN  
ONTARIO, CANADA. HE  
WILL BE REMEMBERED  
AS THE MAN THAT ANDY  
MYNARSKI V.C.  
TRIED TO SAVE.

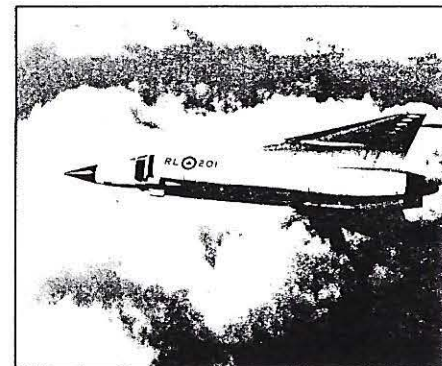
1988  
WHEN ASKED, PAT  
BROPHY SAID THAT HE  
THOUGHT OF ANDY  
MYNARSKI EVERY NIGHT.  
"THERE IS NO GREATER  
LOVE, THAN THAT A MAN  
WOULD LAY DOWN HIS  
LIFE FOR HIS FRIEND."

1957 CF-105 ARROW  
IN PREPARATION FOR 1ST  
FLIGHT A/C WEIGHT, AND  
C OF G HAD TO BE ESTAB-  
LISHED. THE WEIGHT  
WAS 62 LBS FROM  
ORIGINAL COMPUTED  
WEIGHT, C OF G WAS  
WITHIN 0.25% OF  
ESTIMATED  
POSITION.

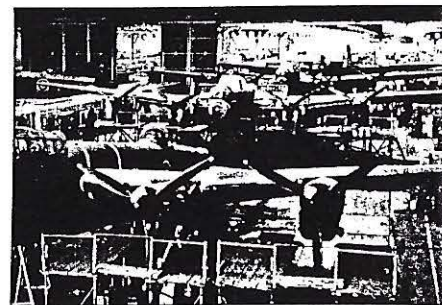
1948 C-102 JETLINER  
THE EXTRA LONG WING  
FILLETS INSTALLED  
PROVIDED BETTER  
CONTROL OF AIR UP-  
WASH FROM THE  
FUSELAGE. THESE  
FILLETS REDUCED STALL  
SPEEDS BY 7 M.P.H.



FM 213 in flight showing Mustang

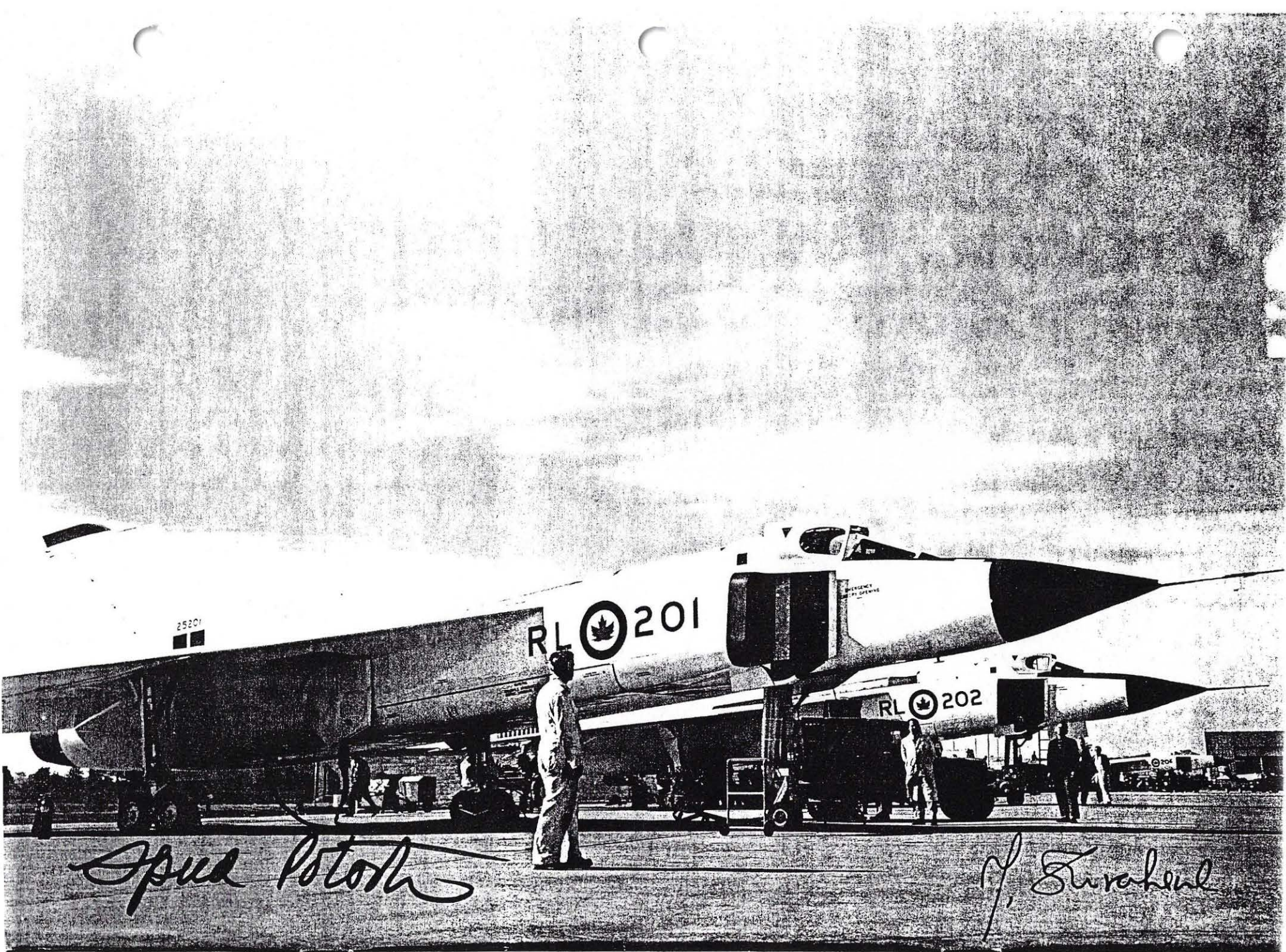


Arrow 61500 ft high



Proposed 100 ft high



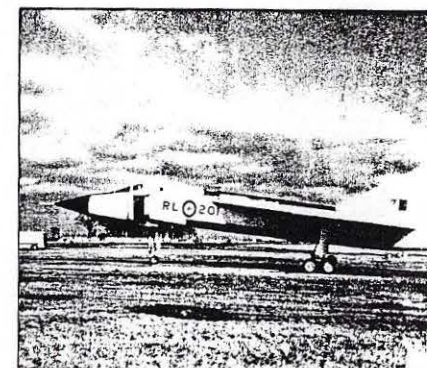




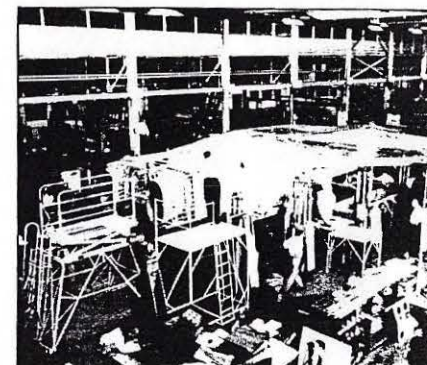
# FEBRUARY 1958

LINE UP OF AIRCRAFT FOR THE MONTH

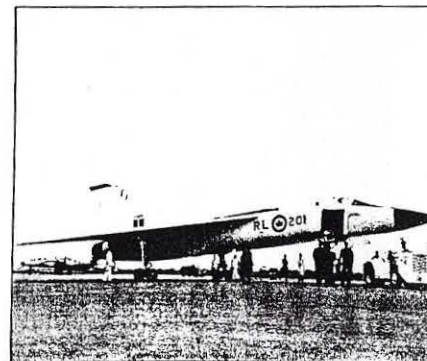
SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
						1958 CF-105 ARROW DURING HIGH SPEED TAXI TESTS IT WAS FOUND THAT THE NOSE U/C DOOR CAUSED THE A/C TO VEER IN CROSS WINDS. THE SYSTEM WAS MODIFIED TO CLOSE DOOR WITH U/C EXTENDED. 1
1959 CF-105 ARROW ARROW RL25204. PETER COPE HAD TO LAND AT RCAF BASE TRENTON. ONLY LANDING OF AN ARROW AWAY FROM MALTON. T.C.A. VISCOUNT AIRLINER HAD BLOCKED RUNWAY AT MALTON. 2	1959 CF-105 ARROW WHO TOOK RL25204 BACK TO MALTON FROM TREN- TON? PETER COPE DID NOT. SPUD POTOCKI DID NOT REMEMBER. WAS THIS THE PHANTOM ARROW? COMPANY RECORDS SHOW IT WAS POTOCKI. 3	1956 CF-105 ARROW RCAF EVALUATION TRIALS TOOK PLACE WITH WOODEN MOCK-UPS. A FRONT COCKPIT WAS MOUNTED ON A TRUCK AT THE CORRECT HEIGHT AND ANGLE FOR PILOT VISION TESTS. 4	1951 CF-102 JETLINER BECAUSE OF C.D. HOWE'S PRESSURE CONCERNING CF-100 PRODUCTION, FRED SMYE, AVRO GENERAL MANAGER, ORDERED STOPPAGE OF PROMOTION OF JETLINER AS A COMMERCIAL TRANSPORT. 5	1946 JIM FLOYD LEAVES U.K. TO COME TO MALTON TO BECOME ASSISTANT TO CHIEF DESIGNER EDGAR ATKIN. AVRO CANADA. 6	1959 CF-105 ARROW AT NO TIME DID TWO ARROWS FLY AT THE SAME TIME. AVRO ARTISTS PAINTED A FAKE PICTURE OF THAT EVENT. ON SEVERAL DAYS TWO ARROWS FLEW BUT AT DIFFERENT TIMES. 7	1956 CF-105 ARROW STRENGTH OF THE AIR- CRAFT WAS ENHANCED BY THE INNER WING STRUCTURE PASSING THROUGH THE FUSELAGE WITHOUT A BREAK, BUT JOINED AT THE CENTRE LINE. 8
1958 CF-105 ARROW DURING HIGH SPEED TAXI TESTS, BRAKES WERE A PROBLEM. HEAT GENER- ATED WAS ENOUGH TO BLOW THE TIRES. ZURAKOWSKI HAD TO EXIT THE COCKPIT QUICKLY OCCASIONALLY AND WAIT FOR 4 BANGS. 9	1956 CF-105 ARROW IN THE DESIGN OF THE TAILLESS DELTA A/C MUCH INFORMATION WAS ALREADY AVAILABLE FROM AVRO ENGLAND AFTER TEST FLIGHTS ON THE AVRO 707 RESEARCH AIRCRAFT. 10	1946 JIM FLOYD REPORTED FOR DUTY AT AVRO CANADA AS ASSISTANT CHIEF DESIGNER. A FEW WEEKS LATER BECAME CHIEF DESIGN ENGINEER I/C OF C102 JETLINER PROJECT. 11	1956 CF-105 ARROW DURING THE DESIGN OF THE ARROW, WING ANHEDRAL WAS NOT FOR AERODYNAMIC PUR- POSES. IT WAS USED TO REDUCE THE LENGTH OF THE LANDING GEAR. 12	1956 CF-105 ARROW SELECTION OF MATERIALS USED TO BUILD THE ARROW NEEDED GREAT CARE. SOME WERE FOUND TO BE AFFECTED BY TEMPERATURES THAT EXCEEDED 250°F AT SPEED OF MACH 2.0. 13	1944 IT WAS REPORTED THAT VALENTINE CARDS WERE DROPPED TO EVA BRAUN — ALONG WITH SOME COOKIES. 14	1959 CF-105 ARROW A PAIR OF PRODUCTION IROQUOIS ENGINES S/N 115 AND 116 WERE READY FOR ARROW MK2 RL25206. NEVER INSTALLED BEFORE BLACK FRIDAY. 15
1958/59 CF-105 ARROW RODS OF VARYING LENGTHS WERE ATTACHED TO THE REAR FUSELAGE TO REGISTER TAIL CONE CLEARANCE ON RUNWAY DURING TAKE-OFF AND LANDING. 16	1959 CF-105 ARROW THIS AIRCRAFT WAS IN ADVANCE OF ITS DAY WITH AFCS. (AUTOMATIC FLIGHT CONTROL SYSTEM) FLY BY WIRE. PROBLEMS WITH THIS SYSTEM CAUSED RL25202 ACCIDENT 11 NOV 1958. 17	1959 CF-105 ARROW RCAF PILOT F/LT NORM RONAASON NEARLY WAS 2ND RCAF PILOT TO FLY ARROW. HE TAXIED AN ARROW OUT, BUT CANCELLED DUE TO MECHANICAL DEFECT. HE NEVER HAD ANOTHER CHANCE. 18	1959 CF-105 ARROW THE ONLY PASSENGER EVER TO FLY WAS D.E. (RED) DARRAH. HE FLEW IN RL25203 WITH SPUD POTOCKI TO FINE TUNE THE "FLY BY WIRE" SYSTEM. 19	1959 CF-105 ARROW <b>BLACK FRIDAY</b> 11 AM PRIME MINISTER MR. DIEFENBAKER KILLS ARROW AND IROQUOIS PROJECTS. 20	1959 CF-105 ARROW IN AN INTERVIEW REPORTED IN SATURDAY NIGHT MAGAZINE MR. DIEFENBAKER SAID OF ARROW, "EXQUISITE IN APPEARANCE, MAGNI- FICENT IN DESIGN — BUT IT WOULDN'T FLY." 21	1942 AIR MARSHALL ARTHUR HARRIS APPOINTED C. IN C. BOMBER COMMAND — THEREAFTER KNOWN AS BOMBER HARRIS. 22
1945 CAPTAIN SWALES WAS MASTER BOMBER ON RAID AT PFORZHEIM AWARDED V.C. FOR GALLANTRY — SAVES CREW BUT CRASHES WITH AIRCRAFT. 23	1947 A MODIFIED LINCOLN/ LANCASTRIAN CHRISTENED "ARIES II" TO REPLACE LANCASTER "ARIES" AT SHAWBURY. CEREMONY CARRIED OUT BY LADY CONINHAM, WIFE OF C IN C FLYING TRAINING COMMAND. 24	1948 C-102 JETLINER T.C.A.'S COMMITTEE IN A REPORT STATED THAT THE AIRCRAFT WAS NOT SUITABLE FOR THEIR ROUTES FOR SEVERAL REASONS. FUEL RESERVES GIVEN AS A MAJOR CAUSE. 25	1944 KB 742 LANCASTER MK10 WAS FIRST LANC' TO LAND AT RCAF TRENTON. SNOWED OUT OF MALTON DURING ACCEPTANCE FLIGHT. 26	1941 THE CONTROL SYSTEM USED FOR LANCASTER WAS "PUSH PULL" RODS COMPARED WITH CABLES USED ON MANCHESTER. THIS TYPE OF CONTROL PROVED SUCCESSFUL AND WAS USED ON AVRO JETLINER. 27	1944 FLIGHT REFUELLING LTD. RECEIVED CONTRACT TO DEVELOP IN-FLIGHT REFUELLING EQUIPMENT FOR LANCASTERS, FOL- LOWED BY CONTRACT TO CONVERT 600 AIRCRAFT TO TANKERS AND RECEIVERS FOR TIGER FORCE. 28	1944 THE SYSTEM AVAILABLE AT THE TIME WAS DEVE- LOPED BY ALAN COBHAM IN THE LATE 1930'S TO INCREASE THE RANGE OF THE SHORT EMPIRE FLYING BOATS. 29



On taxi test showing nose door open.

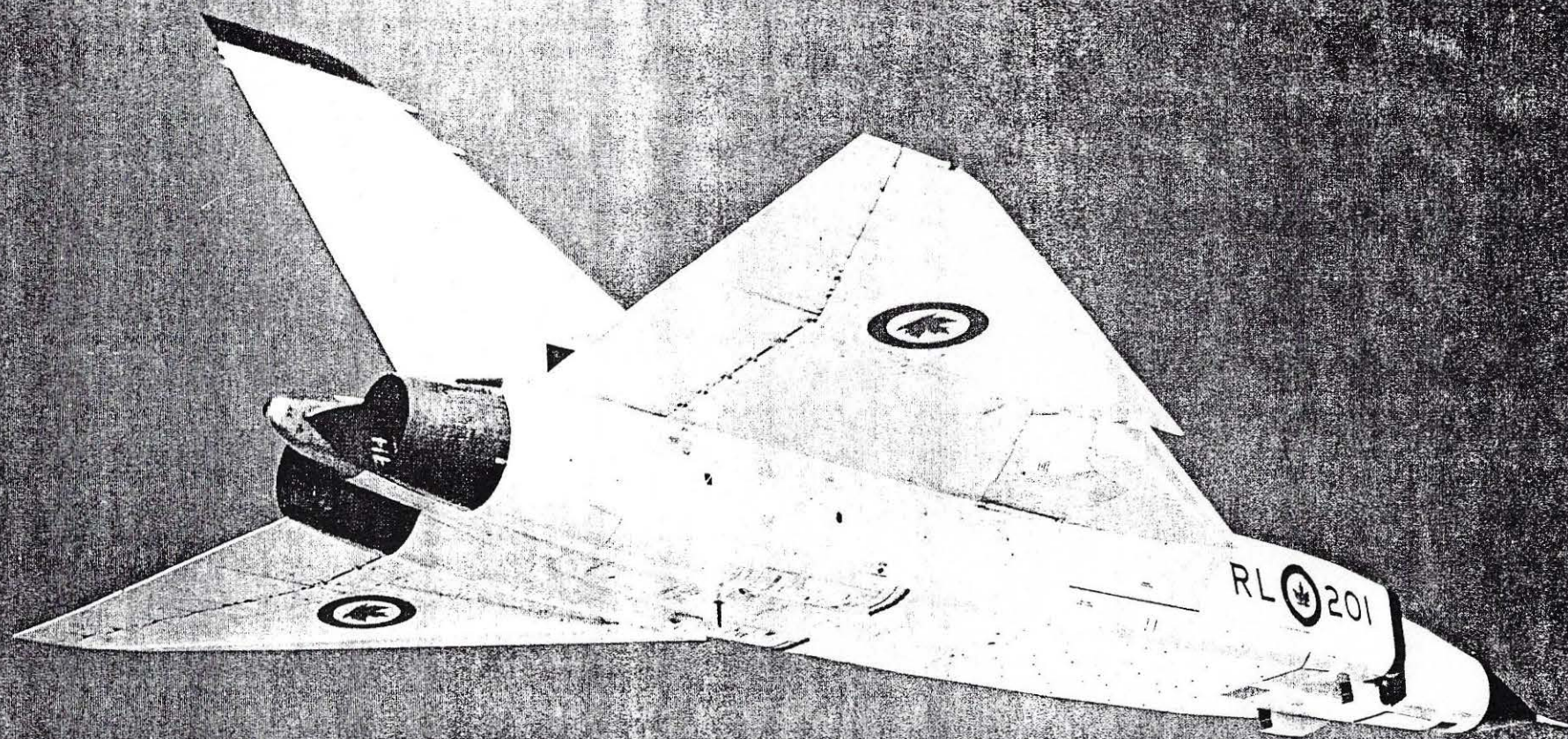


Showing wing structure at centre point.



An Arrow's unique tail fin shape is a design.





*Spec Plot*  
*J. Surahel*



# MARCH 1972

FIRST FLIGHT OF AVRO ARROW, PORTLAND, JUNE 1943

## SUNDAY MONDAY TUESDAY WEDNESDAY THURSDAY FRIDAY SATURDAY

1944  
TWO LANCASTERS WERE CONVERTED TO TANKERS AND TWO TO RECEIVERS. AT WAR'S END PROJECT WAS CANCELLED, BUT WITH CIVIL REGISTRATIONS, ASSISTED WITH DON BENNETT'S B.S.A.A. PROJECT (MAY 28).

1948 C-102 JETLINER  
CONCERNING T.C.A.'S REPORT 25TH FEBRUARY 1948 AND CONTROVERSY OVER FUEL RESERVES. ON A FLIGHT CONSUMING 9,400 LB T.C.A. REQUIRED RESERVES OF 20,400 LB.

1942  
FIRST OPERATIONAL USE OF LANCASTERS, NO 97 AND 44 SDOONS LAID MINES OFF HELIGOLAND. PILOT ROD RODNEY, LANC L7570 HAD WING TIPS "DEPART" AFTER TAKE-OFF. CRASH LANDED WITH MINES ON BOARD.

1959 CF-105 ARROW  
AFTER PROJECT CANCELLED IROQUOIS TEST BOEING B47 WAS FLOWN BACK TO TUCSON, ARIZONA, CUT-UP AS SCRAP.

1946 C-102 JETLINER  
MR. FRED SMYE, AVRO SENT A LETTER TO T.C.A. AND BROCHURE DETAILING 30-SEAT TRANSPORT FOR T.C.A. WITH TWIN ROLLS ROYCE AJ65 JET ENGINES.

1951 C-102 JETLINER  
U.S. MILITARY AT WRIGHT PATTERSON AIR BASE EVALUATED A/C FOR 6 DAYS, FOR USE AS PILOT AND BOMBARDIER TRAINER. THIS PRODUCED FAVOURABLE REPORT. GENERAL OMAR BRADLEY PRESENT.

1943  
AVRO ISSUES DRAWINGS TO PRODUCE TYPE 464, SKIP BOMB AIRCRAFT.

1947 C-102 JETLINER  
ON 6 MARCH WALTER DEISHER, AVRO, IN A LETTER TO SYMINGTON T.C.A., RECONFIRMED CONTRACTUAL AGREEMENT. PRICED THE JETLINER AT \$325,000 EACH BASED ON 100 A/C, NOT INCLUDING ENGINES.

1951 C-102 JETLINER  
DEMONSTRATION FLIGHTS TOOK PLACE AT INDIANAPOLIS FOR THE ALLISON CORP. THEN ON TO WASHINGTON FOR U.S. MILITARY. ONE OF THOSE PRESENT WAS EDDIE RICKENBACHER.

1950 C-102 JETLINER  
CF-100 CANUCK A/C FLEW TO OTTAWA FOR OFFICIAL DEMONSTRATION FOR GOVERNMENT OFFICIALS. GOVERNOR GENERAL LORD ALEXANDER AND PRINCE BERNARD OF THE NETHERLANDS. FLIGHT TIME 36 MINS.

1950 C-102 JETLINER  
THE ENGINE FIRE WARNING SYSTEM WAS TEMPORALMENT. ON A COLD DAY AND SHORT TAXI AND TAKE-OFF WITH STEEP CLIMB, ALL 4 ENGINES HAD BELLS RINGING AND LIGHTS FLASHING.

1947 C-102 JETLINER  
IN REPLY TO WALTER DEISHER'S LETTER OF MARCH 6, SYMINGTON T.C.A. COPIED TO C.D. HOWE, MADE IT CLEAR THAT T.C.A. WISHED TO BE RELEASED FROM ITS PURCHASE COMMITMENTS.

1947 C-102 JETLINER  
FOLLOWING SYMINGTON'S LETTER, C.D. HOWE TOLD SMYE AND DEISHER (AVRO) THAT ALL WORK ON THE JETLINER SHOULD BE STOPPED AS T.C.A. WAS NOT PREPARED TO PURCHASE THE AIRCRAFT.

1945  
FIRST USE OF 22,000 LB GRAND SLAM BOMB WHEN VIADUCT AT BIELEFELD WAS DESTROYED BY 617 SQDN.

1947 C-102 JETLINER  
C.D. HOWE AS HEAD OF DEPARTMENT OF RECONSTRUCTION AND SUPPLY ARRANGED THE ALLOCATION OF 1.5 MILLION DOLLARS TO ALLOW PROJECT TO CONTINUE AT A SLOWER PACE.

1943  
THE THIRD AVRO YORK PRODUCED IN SECRECY WAS LV633. THE PERSONAL TRANSPORT OF PRIME MINISTER WINSTON CHURCHILL. IT WAS NAMED "ASCALON".

1941  
THE TAIL PLANE ON AVRO MANCHESTER'S WAS INCREASED TO 33 FT SPAN; FROM THE 21ST AIRCRAFT. WITH LARGER TIP AREA OF FINS AND RUDDERS TO COMPENSATE REMOVAL OF CENTRE FIN.

1942  
LANCASTER R5539 LOST ITS PORT WING AND CRASHED WHILE DIVE TESTING AT 450 MPH. ROY CHADWICK IDENTIFIED PROBLEM AS FAILURE OF A LINE OF RIVETS AT THE FRONT SPAR FLANGE.

1959 CF-105 ARROW  
FOLLOWING CANCELLATION ORDERS, ALL AIRCRAFT IN ASSEMBLY WERE DESTROYED. FINALLY ON DEATH ROW ALL OF THE COMPLETED AND FLYING AIRCRAFT WERE CUT UP AND DESTROYED.

1942  
A VISIT TO THE LANCASTER PRODUCTION AT YEADON BY H.M. KING GEORGE VI AND QUEEN ELIZABETH HAD TWO PRODUCTION AIRCRAFT NAMED "GEORGE AND ELIZABETH".

1943  
617 SQDN. FORMED AT SCAMPTON WITH WING COMMANDER GUY GIBSON AS C.O. TO PREPARE FOR THE DAMS RAID.

1959 CF-105 ARROW  
FOLLOWING CANCELLATION OF PROJECT, GENERAL ELECTRIC OFFERED TO PURCHASE ALL AIRCRAFT AND SPARES, BUT WERE TURNED DOWN BY CANADIAN GOVERNMENT.

1945  
ABOUT 30 LANCASTERS WERE MODIFIED TO B1 (SPECIAL) CONFIGURATION TO DROP THE 22,000 LB GRAND SLAM BOMB. 41 BOMBS WERE DROPPED ON TARGETS LIKE SUBMARINE PENS.

1990 CF-105 ARROW  
THE FIRST ANNUAL DINNER OF THE AEROSPACE HERITAGE FOUNDATION OF CANADA HELD. ONE PURPOSE OF THE FOUNDATION IS TO BUILD A FULL SCALE MUSEUM QUALITY REPLICA OF THE AVRO ARROW.

1958 CF-105 ARROW  
FIRST FLIGHT OF AVRO ARROW RL25201 BY JAN ZURAKOWSKI AT MALTON, ONTARIO, CANADA AT 0951. FLIGHT TIME 35 MINUTES — ONLY MINOR SNAGS.

1958 CF-105 ARROW  
FOR THE FIRST TEST FLIGHT 18 CAMERA STATIONS WERE LOCATED AROUND MALTON AND IN CHASE PLANES. PILOT J. WOODMAN R.C.A.F. IN F86 SABRE HAD A MOVIE CAMERA ON HIS HELMET.

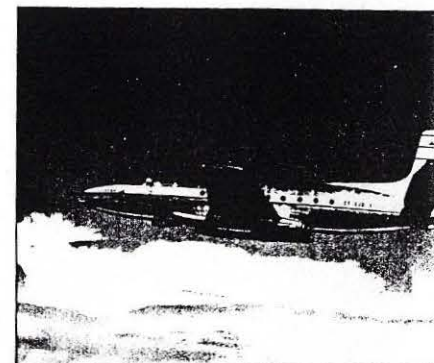
1943  
WING COMMANDER GUY GIBSON C.O. 617 SQDN. WAS GIVEN "MOST SECRET" WRITTEN ORDERS OUTLINING A GENERAL PLAN OF ATTACK ON UNNAMED GERMAN DAMS.

1946 C-102 JETLINER  
JIM FLOYD AND MEMBERS OF THE PROJECT OFFICE FLEW TO T.C.A. WINNIPEG TO PRESENT PROPOSALS TO CHIEF ENGINEER JACK DYMENT FOR EITHER A TURBO-PROP OR TURBO-JET AIRCRAFT.

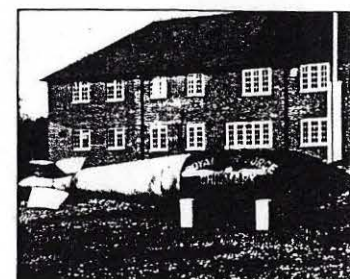
1958 CF-105 ARROW  
SONIC BOOMS WERE A NEW EXPERIENCE TO CANADIANS AND MANY COMPLAINTS WERE MADE. THE TEST FLIGHT CORRIDOR WAS MOVED TO A LESS POPULATED AREA.

1958 CF-105 ARROW  
SINGLE ENGINED FLYING DID NOT CAUSE ANY SWING IN FLIGHT EVEN WITH AFTER-BURNER SELECTED. AFCS CONTROLLED THE AIRCRAFT.

1950 C-102 JETLINER  
DES MURPHY, D.O.T. PILOT CARRIED OUT SEVERAL TEST FLIGHTS. ON ONE TEST CLIMBING WITH ONE ENGINE "CUT" AND LOTS OF RUDDER CONTROL, THE RUDDER PEDAL SNAPPED OFF. THE CO-PILOT TOOK OVER.



C-102 Jetliner on demonstration flight.

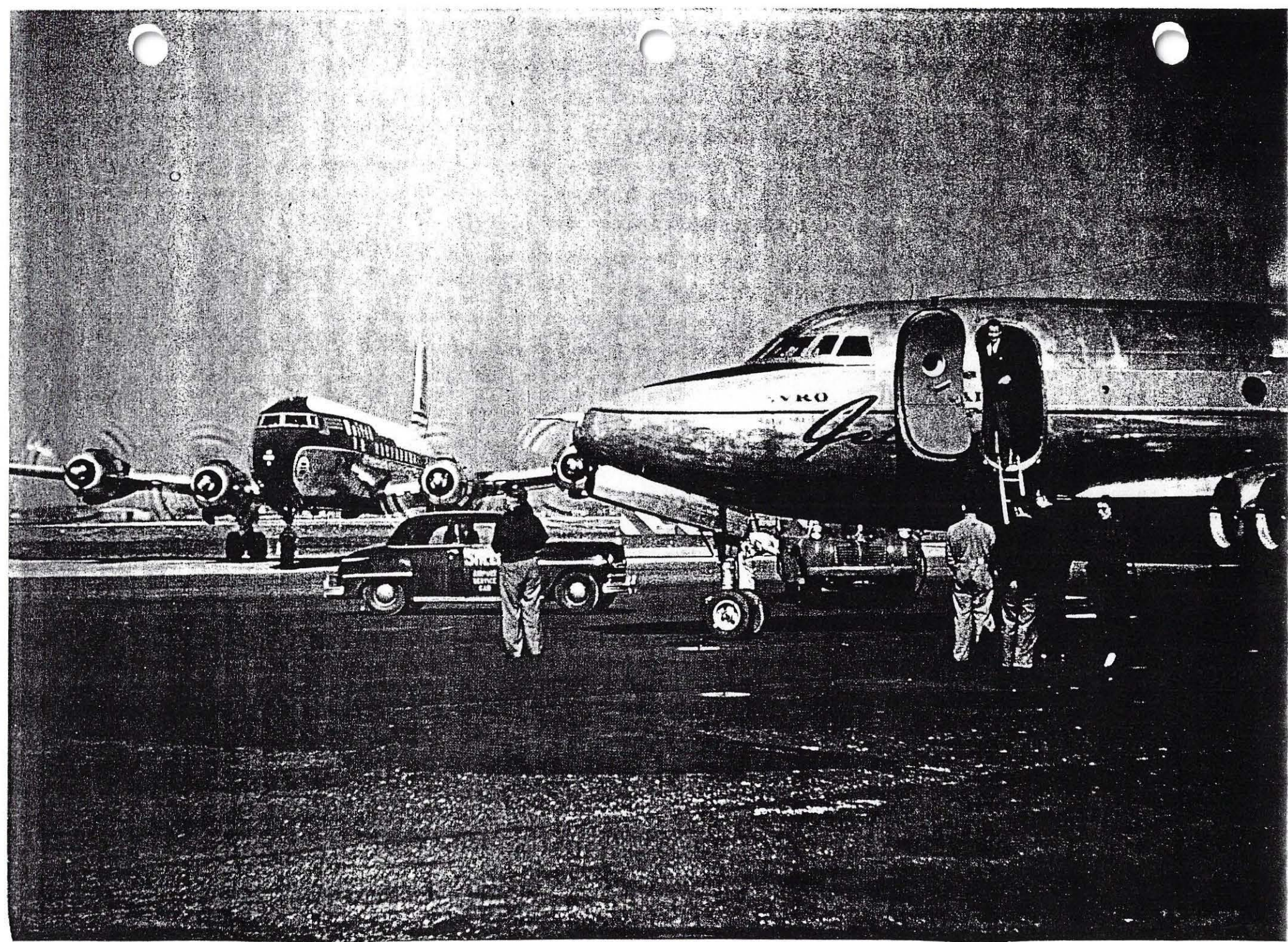


22,000 lb bomb.



Avro photo of 1943.







# April '92

MODERN JETLINER WITH PISTON 1500 H.P. ENGINE

SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
			1941 75,000 TEA BAGS IN- SCRIBED "HOLLAND WILL ARISE" DROPPED OVER DUTCH TOWNS.	1953 THE RCAF ISSUED SPECIFICATION AIR-7-3 WHICH BECAME BASIS FOR "DESIGN STUDIES OF A PROTOTYPE SUPER- SONIC ALL WEATHER AIRCRAFT."	1958 CF-105 ARROW ON THIRD TEST FLIGHT AIRCRAFT RL25201 EX- CEEDED MACH 1 FOR FIRST TIME. MACH 1-1 BY JAN ZURAKOWSKI, FLIGHT TIME 1 HR 5 MINS.	1953 CF-105 ARROW THE LINEAGE OF THE ARROW WAS FROM CF-100, THROUGH CF-103, SWEEP WING VERSION, C105 ROCKET PROPELLED DESIGN, DELTA C-104, TO CF-105 ARROW.
1950 C-102 JETLINER DES MURPHY D.O.T. TEST PILOT IN HIS FINAL REPORT STATED THAT THE AIRCRAFT WAS A VERY DOCILE AEROPLANE, WITH NO VICES.	1914 AFTER EASTER ALLIOTT V. ROE INTERVIEWED A YOUNG MAN, ROY DOB- SON, AS A DRAUGHTS- MAN. HE FORGOT TO MENTION THAT HE DIDN'T KNOW MECHANICAL DRAWING. ASSIGNED TO WORK FOR ROY CHADWICK.	1952 C-102 JETLINER AIRCRAFT FLOWN TO DENVER BY DON ROGERS, SID HOWARD, BILL WILDFONG AS FLIGHT ENGINEER, JOHN THORNE AS INSPECTOR, IN PRE- PARATION TO MEET HOWARD HUGHES. JIM FLOYD AND MARIO PESANDO ALSO ON BOARD.	1952 C-102 JETLINER A/C FLEW TO HUGHES PRIVATE AIRPORT AT CULVER CITY. THE A/C TO BE MODIFIED AS TEST PLATFORM FOR THE CF-100 MG2 FIRE CON- TROL SYSTEM. THE VISIT LASTED 6 MONTHS.	1946 C-102 JETLINER A LETTER FROM T.C.A. PRESIDENT, MR. SYMING- TON, TO FRED SMYE, G.M. AVRO CANADA, WAS LETTER OF INTENT TO BUY JETLINER TO AVRO BROCHURE ISSUE NO 2 WITH SPECIFIC CONDITIONS.	1952 C-102 JETLINER HOWARD HUGHES IN PILOT'S SEAT, WITH DON ROGERS IN CO-PILOT'S SEAT MADE 9 LANDINGS AND TAKE-OFFS ON 9000 FT. CULVER CITY GRASS STRIP. AFTER ONE DEMONSTRATION.	1952 C-102 JETLINER WHILE THE A/C WAS AT CULVER CITY, HOWARD HUGHES USED IT AS HIS PERSONAL TRANSPORT, AND IT NEVER WAS USED FOR DEVELOPMENT OF THE MG2 FIRE CONTROL SYSTEM.
1951 C-102 JETLINER IN A FLIGHT TO 500 MPH THE PHENOMENON OF "TUCK" OCCURRED. THIS WAS DUE TO THE MAXIMUM THICKNESS OF FIN AND STABILIZER BEING AT THE SAME CHORD, CAUSING A SHOCK WAVE.	1943 LANCASTER MK10 KB705 FLOWN TO ENGLAND TO BE USED FOR INTER- CHANGEABILITY TESTS. THESE CONFIRMED THAT THE CANADIAN PRODUCT MATED WITHIN TOLERANCES ALLOWED.	1951 C-102 JETLINER ICING TRIALS WERE CAR- RIED OUT WITH A/C FIT- TED WITH GOODYEAR DE-ICER BOOTS, SIMILAR TO THOSE FITTED ON PROPELLER BLADES.	1950 C-102 JETLINER AUTHORITY WAS GIVEN TO CARRY NON-PAYING PASSENGERS. SIGN REQUIRED AT ENTRANCE TO SHOW THAT THE AIRCRAFT IS NOT CERTIFICATED TO CARRY PASSENGERS.	1951 C-102 JETLINER DURING DE-ICER TRIALS, HOLES WERE BURNED IN THE EXPERIMENTAL BOOTS DUE TO TESTING WITH VARIOUS ELEC- TRICAL CURRENTS. PYROTECHNIC DISPLAY AT NIGHT EXCITING.	1942 S/L NETTLETON AWARDED VICTORIA CROSS FOR RAID ON AUGBURG. 7 OUT OF 12 LANCASTERS LOST.	1950 C-102 JETLINER THE A/C FLEW TO NEW YORK IDLEWILD AIRPORT WITH GORDON MCGREGOR T.C.A. PRESI- DENT AS FIRST NON- PAYING PASSENGER. 15,000 AIRMAIL LETTERS MARKED "WORLD'S FIRST JETMAIL" TAKEN.
1950 C-102 JETLINER DEMONSTRATION FOR U.S. PRESS. ARRIVAL IN N.Y. OF JETLINER REPORTED IN OVER 500 NEWSPAPERS.	1950 C-102 JETLINER DISPLAYED AT THE S.A.E. AIRSHOW IN NEW YORK.	1945 CREW OF LANC' NA-K 428 SQDN. IN DINGHY IN NORTH SEA 12 DAYS. TAIL GUNNER EARL CASEY HAD BROKEN LEG AND SHOULDER. CREWS SUR- VIVING DITCHING IN THE SEA JOIN THE "GOLDFISH CLUB".	1958 CF-105 ARROW F/LT J. WOODMAN RCAF FLEW RL25201 ON 8TH TEST FLIGHT. THE ONLY RCAF PILOT TO FLY AR- ROW. HE FLEW 3 AIR- CRAFT FOR A TOTAL OF 6 FLIGHTS AND 6 HRS 45 MINS. FLIGHT TIME.	1958 CF-105 ARROW SPUD POTOCKI FLEW RL25201 ON 9TH TEST FLIGHT. THE LAST FLIGHT OF PHASE 1 TESTS.	1944 KB700 RHUR EXPRESS FINALLY ASSIGNED TO 419 "MOOSE SQUADRON" HERE IT DID 49 OPERATIONS.	1945 ATTACK ON "EAGLES NEST" AT BERCHTES- GARDEN BY LANCASTERS. HITLER NOT AT HOME.
1950 C-102 JETLINER TCA OFFICIALS INCLUDING GENERAL MANAGER, AND TEST PILOT FLEW IN A/C. A MEETING FOLLOWED TO DETERMINE A TEST PRO- GRAM FOR THE A/C PER THE SMYE-MCGREGOR AGREEMENT.	1944 W.O. NORM JACKSON V.C. CLIMBED OUT ONTO THE WING OF LANCASTER TO EXTINGUISH ENGINE FIRE AT 20,000 FT.	1945 OPERATION "MANNA" DELIVERED FOOD TO STARVING DUTCH POPULATION.	1943 FIRST SUCCESSFUL DROP OF SKIP BOMB.	1991 ON THE ANNIVERSARY OF ROY CHADWICK'S BIRTH A PORTRAIT OF THE LANCASTER DESIGNER WAS UNVEILED BY G/C LEONARD CHESHIRE V.C. AT EAST KIRKBY. DAUGHTERS MARGARET AND ROSEMARY PRESENT.		



Victoria Cross

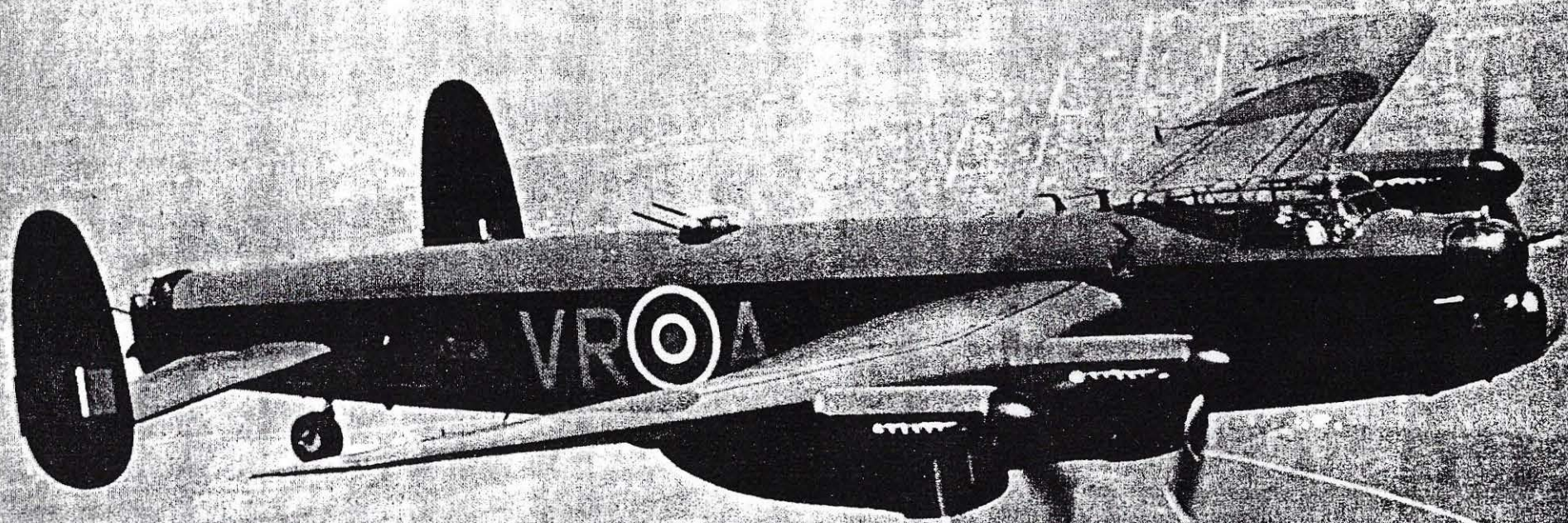


Loading up Royal "Air Mail"



Mayor of Toronto with up to 1000  
Don Roscoe Photo of 1000  
TCA 1000 photo of 1000







# May 1992

SUNDAY MONDAY TUESDAY WEDNESDAY THURSDAY FRIDAY SATURDAY

1943  
EARLY FLIGHT TESTING BY 617 SQDN. DONE AT RECULVER RESERVOIR. AT NIGHT COLCHESTER RESERVOIR. TWO CONVERGING LIGHTS CONFIRMED THE HEIGHT OF 60 FT. REQUIRED.

1945  
FIRST "EXODUS" FLIGHT REPATRIATING EX. P.O.W.'s IN 26 DAYS 74,000 P.O.W.'s FLOWN HOME FROM BRUSSELS AND JUVINCOURT. EACH LANC. CARRIED 25 PASSENGERS.

1958 CF-105 ARROW  
TEST FLYING WAS MADE EASIER BY USE OF GROUND/FLIGHT TELEMETRY. GROUND ENGINEERS COULD MONITOR EVENTS AS THEY OCCURRED AND INSTRUCT PILOTS WITH RESPECT TO NEXT TEST

1940  
LORD BEAVERBROOK M.O.A.P. VETOED ADDITIONAL ENGINES FOR 4 ENGINED MANCHESTER. ERNEST HIVES, MANAGING DIRECTOR OF R.R. THREATENED TO DIVERT 4 ENGINES FROM BEAUFIGHTER PRODUCTION.

1947  
SIR ROY DOBSON SUBMITTED THE TENDER FOR AVRO TYPE 698 OF CHADWICK'S DESIGN AND ENGINEERING. THIS AIRCRAFT BECAME THE DELTA BOMBER AVRO VULCAN.

1948 C-102 JETLINER  
PRESIDENT OF T.C.A., G. MCGREGOR HAD INDICATED THAT THE AIRLINE WOULD NOT WANT TO BE FIRST IN N. AMERICA TO OPERATE A JET TRANSPORT.

1953 C-102 JETLINER  
ONE USE FOR THE AIRCRAFT WAS AS A PHOTO-SHIP TO OBSERVE AND FILM TESTS OF CF-100 ROCKET FIRING AND EJECTOR SEAT TESTS.

1943  
A.T.A. PILOTS ALSO FLEW LANCs. ON FERRY FLIGHTS. MISS LETTICE CURTIS FLEW ED817/G FROM FARNBOROUGH TO SCAMPTON. SHE DIDN'T KNOW IT WAS SPECIALLY MODIFIED FOR DAM BUSTING.

1945  
MANY LANCASTERS LASTED ONLY A FEW HOURS OF FLYING. AT LEAST 28 LANCASTERS PASSED 100 OPS. SOME PASSED 1000 FLYING HOURS. THE MYNARSKI MEMORIAL LANCASTER C-GVRA FLEW 200 HRS IN 1989/90 ACROSS CANADA AND U.S.A.

1943  
FINAL LIVE TEST DROP OF WALLIS BARNES SKIP BOMB PROVED TO BE EXACTLY AS PREDICTED BOTH TECHNICALLY AND TACTICALLY.

1941  
2ND LANCASTER DG595 TEST FLOWN. CHADWICK IRATE AT M.O.A.P. OFFICIAL WHO INDICATED THAT BRITISH COMPANIES INSPECT A B17 TO SEE HOW BOMBERS SHOULD BE MADE.

1943  
"OPERATION CHASTISE" APPROVED BY C. OF STAFF, AVM COCHRANE INFORMED GUY GIBSON THAT THE ATTACK MUST TAKE PLACE ON MAY 16. ONLY THEN DID CREWS KNOW THEIR TARGET.

1975  
KB976 FLEW FROM MALTON TO STRATHALLEN COLLECTION IN SCOTLAND. NOW G-BCOH. WAS THIS TO BE THE LAST TRANS-ATLANTIC FLIGHT BY A LANC? TOMMY THOMPSON AND DICK RICHARDSON, FLIGHT ENGINEERS.

1943  
617 SQDN. ATTACKS MOEHNE AND EDER DAMS WITH WALLACE BARNES SKIP BOMBS. BOTH BREACHED. CODES - "GONNER" MEANT A MISS "NIGGER" WAS SUCCESS.

1943  
THE SORPE DAM WAS ATTACKED BUT NOT BREACHED. 8 OF THE 19 ATTACKING LANCASTERS FAILED TO RETURN. 4 OTHERS WERE DAMAGED.

1944/45  
LANCASTERS ASSIGNED TO 101 SQDN. HAD EXTRA ANTENNAS FITTED AND CARRIED AN 8th CREWMAN. THIS UNIT OPERATED "AIRBORNE CIGAR" TO JAM GERMAN RADIO SIGNALS. ORIGINAL CODE NAME "CORONA".

1991  
IN THE HANGAR AT EAST KIRKBY STANDS LANCASTER NX611 OWNED BY MESSRS. JACK AND HAROLD PANTON. PURCHASED AND EXHIBITED AS A MEMORIAL TO THEIR BROTHER LOST IN W.W.II.

1941  
ENGINEERS AT A AND AEE BOSCOMBE DOWN WERE TOO BUSY TO EVALUATE LANC DG595. CHADWICK HAD A/C FLOWN TO WOODFORD FOR PRODUCTION CLEAN-UP AND REMOVAL OF UNNECESSARY ITEMS.

1945  
THE DUTCH PEOPLE HAVE FOND MEMORIES OF CANADIANS. EACH V.E. DAY A MEMORIAL SERVICE TAKES PLACE AT DRONTEN IN MEMORY OF LANC. ED357 LOST IN ZEIDER ZEE JUNE 11/12, 1943.

1950  
LANCASTERS DESIGNATED ASR MK3 WERE MODIFIED TO DROP AIR SEA LIFEBOATS BY 4 AUTOMATIC PARACHUTES 210 SQDN.

1940  
UNDER A SUNDAY PAPER CAPTION "THESE MEN ARE DANGEROUS" APPEARED THE NAME OF A. VERDON-ROE. IT FOLLOWED THE IMPRISONMENT OF O. MOSELY. A.V. ROE HAD MADE A SMALL DONATION TO A FUND 5 YEARS BEFORE.

1945  
TRAGEDY - LANCASTER RT230 CRASHED DURING "EXODUS" WITH 25 EX P.O.W.'s NO SURVIVORS.

1990  
PRINCE BERNHARD PRESIDENT OF "MANNA ASSOCIATION" PRESIDED OVER 45TH ANNIVERSARY OF "MANNA". 200 GUESTS WERE HOSTED BY "THE DUTCH FOOD AND FREEDOM FOUNDATION".

1989  
THE FIRST PUBLIC APPEARANCE AT AN AIR SHOW FOR "THE MYNARSKI MEMORIAL LANCASTER" IN SASKATOON. HUGE LINE UPS TO SEE INTO TAIL OF AIRCRAFT.

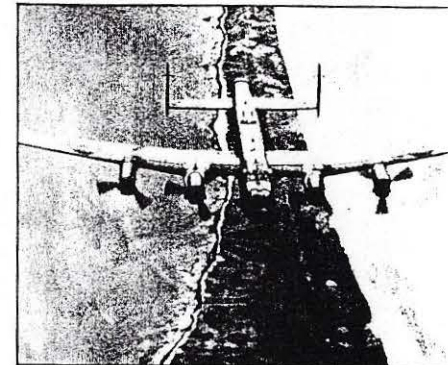
1940  
A LETTER FROM SIR A. VERDON-ROE TO ROY DOBSON PROMOTED THE TAIL-LESS AIRCRAFT. IT WAS IGNORED. LATER THE AVRO VULCAN DESIGNED BY CHADWICK USED THIS TYPE OF CONSTRUCTION.

1947  
USING A LANCASTER REFUELLING TANKER. A.V.M. BENNETT FLYING A TUDOR REFUELLED OVER AZORES TO FLY NON-STOP LONDON TO BERMUDA 3600 MILES. AIRCRAFT BSAA STAR PANTHER.

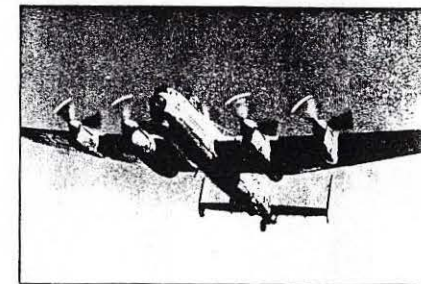
1959 CF-105 ARROW  
AFTER BLACK FRIDAY THE CANADIAN GOVERNMENT INSISTED THAT ALL REFERENCE TO THE ARROW BE DESTROYED. THE NOSE OF RL25206 IS IN THE SCIENCE MUSEUM OF OTTAWA.

1945  
THE LAST FLIGHT OF "EXODUS" TO REPATRIATE P.O.W.'S FROM PRISONER OF WAR CAMPS COMPLETED.

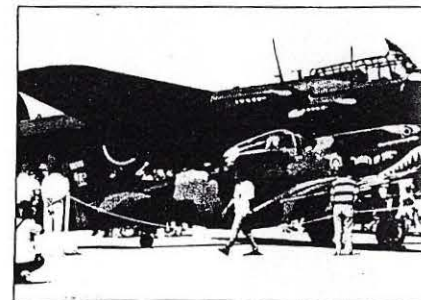
1959 CF-105 ARROW  
TOTAL FLYING HOURS ON ALL ARROWS 70.5 HRS. IN 66 FLIGHTS. 27 FLIGHTS EXCEEDED Mach 1.0



FM 213 in flight.

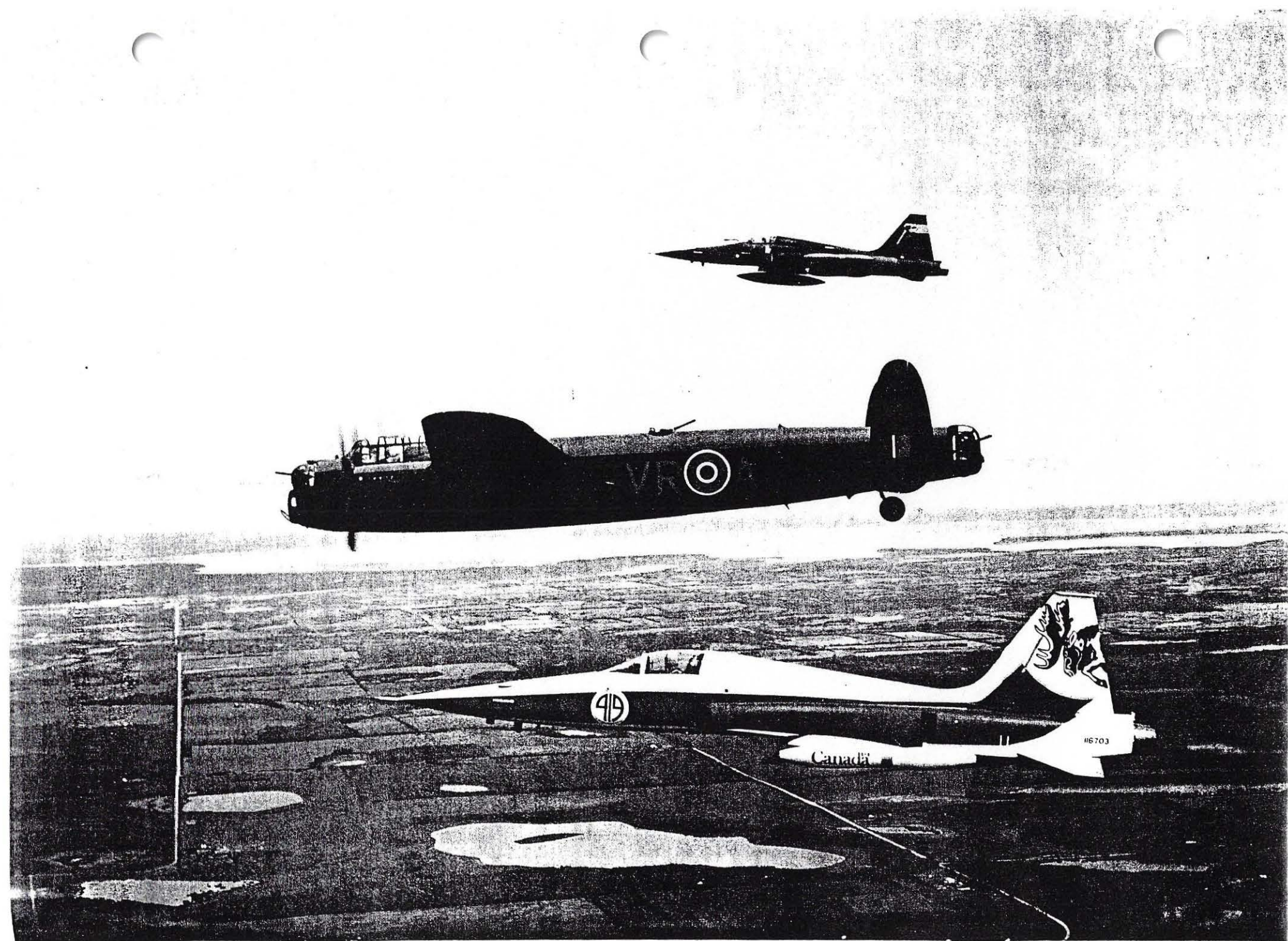


KB 976 in Maritime service. Later was a water bomber and now is in UK G-BCOH.



Crews see FM 213 at air show





116703

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# JUNE 1992

1992 LANCASTER VRA INFORMATION WITH 419 SQDN EXCHANGES PROVIDED BY THE VRA

SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
	1950 C-102 JETLINER IN DEVELOPMENT PLANNING SEATING ARRANGEMENTS VARIED FROM T.C.A.s SPECIFICATION OF 30 PASSENGERS TO 64 PASSENGERS AS A TROOP TRANSPORT.	1956 SPARTON AERO SURVEYS USED LANCASTERS MK10 FOR ARCTIC PHOTO SURVEY. FM 222, KB907 AND KB709 RECEIVED D.O.T. APPROVAL A79.	1990 MORE THAN 500 MEMBERS AND FAMILIES ATTENDED REUNIONS IN YORKSHIRE, U.K. A MEMORIAL WAS UNVEILED AT YORKSHIRE AIR MUSEUM AT LEVINGTON TO THOSE WHO SERVED IN 6 GROUP R.C.A.F.	1958 CF-105 ARROW ON TEST FLIGHT JAN ZURAKOWSKI HAD PROBLEMS WITH POLARITY REVERSAL OF AFCS. THE A/C WAS ALMOST UNCONTROLLABLE AND JAN HAD TO DISCONNECT AFCS AND REVERT TO MANUAL CONTROL.	1951 C-102 JETLINER THE REPORT ISSUED FOLLOWING EVALUATION AT WRIGHT PATTERSON ON MARCH 6, 1951 SAID IN ADDITION TO PILOT TRAINING THE AIRCRAFT HAD POTENTIAL AS A REFUELLING TANKER.	1950 C-102 JETLINER TO AUGMENT ENGINE THRUST ON A HOT DAY PROVISION WAS MADE TO INJECT WATER-METHANOL INTO ENGINE COMPRESSOR TO INCREASE MASS AIR FLOW.
1945 THE FAMOUS LANCSTER "ARIES" DID A NON-STOP FLIGHT FROM PRESTWICK TO MANITOBA OF 4000 MILES FOR NAVIGATION AND FUEL CONSUMPTION TEST.	1984 DURING RESTORATION IN HAMILTON LANC FM213 WAS DEDICATED TO ANDREW MYNARSKI V.C. AND BECAME KNOWN AS "THE MYNARSKI MEMORIAL LANCSTER".	1944 FIRST USE OF BARNES WALLACE "TALL BOY" 1200 LB BOMB WHEN THE SAUMER RAILWAY TUNNEL NEAR BORDEAU WAS BLOCKED.	1958 CF-105 ARROW ON RETRACTION OF MAIN U/C IT WAS ROTATED AND TWISTED TO FIT INTO THE WING. ON LOWERING THE REVERSE APPLIED, TO ENSURE THAT THE MAIN WHEEL BOGIES WERE IN LINE FOR LANDING.	1958 CF-105 ARROW TEST FLIGHT NO 11. THE L.H. U/C OF RL25201 DID NOT COMPLETE CYCLE. THE A/C FINISHED ON BELLY, OFF RUNWAY WITH ALL 3 U/C SNAPPED OFF. PHOTO'S SHOW LH BOGIE WAS TURNED OUT OF LINE.	1944 LANCSTER MK10 KB726 419 SQDN. ASSIGNED TO BOMB CAMBRAI WAS SHOT DOWN BY JU 88. PAT BROPHY TRAPPED IN TAIL TURRET SURVIVED THE CRASH.	1944 ANDY MYNARSKI DIED OF HIS BURNS SUFFERED IN HIS ATTEMPTS TO SAVE HIS FRIEND PAT BROPHY THE TAIL GUNNER. ANDY IS BURIED AT MEHARICOURT IN FRANCE.
1981 SURVIVORS OF V.R.A. CREW AND ANDY MYNARSKI'S SISTER MEET AT ANDY'S GRAVE AT MEHARICOURT.	1991 A WEDDING UNDER THE WING OF THE LANC IN HAMILTON. EILEEN FELSELL, LANCSTER RESTORATION CREW MEMBER MARRIED TERRY HOBBS, U.S. NATIONAL GUARD PILOT OF A 10 WARTHOG.	1990 VERA LYNN SINGS AT HAMILTON INTERNATIONAL AIR SHOW TO CELEBRATE 50TH ANNIVERSARY OF "BATTLE OF BRITAIN". LANCSTER, SPITFIRE, HURRICANE AND MOSQUITO FLY IN FORMATION.	1950 C-102 JETLINER IN EARLY DAYS, CABIN PRESSURIZATION WAS OF CONCERN FOR PASSENGER COMFORT. IT WAS SET TO AUTOMATICALLY CONTROL CABIN PRESSURE TO SEA LEVEL CONDITIONS UP TO 21500 FT.	1942-54 LANCASTERS THAT SURVIVED 500 HRS FLYING, OR ACCIDENT WENT TO REPAIR STATIONS LIKE R.A.F. LANGAR, AND WERE DISMANTLED. ON REASSEMBLY ANY SECTION WAS USED AND ONLY NOSE SECTION RETAINED ITS IDENTITY.	1943 LANCSTER BI ED930 WAS FLOWN TO AUSTRALIA VIA CANADA ON A FUND RAISING TOUR. IT STAYED IN AUSTRALIA AS THE PATERN FOR AUSTRALIAN PRODUCTION WHICH NEVER HAPPENED.	1945 KB 954 WAS FIRST LANCSTER MK10 TO BE CONVERTED TO (M.R.) AIR SEA RESCUE, MARITIME RECONNAISSANCE ROLL.
1943 54 LANCASTERS OF 5TH GROUP ATTACKED FRIEDRICHSHAVEN USING H <sub>2</sub> S. BOMBING FORMER ZEPPELIN WORKS THERE. THEY CONTINUED ON TO NORTH AFRICA.	1943 GUY GIBSON INVESTED WITH V.C. ROY CHADWICK WITH C.B.E. AT BUCKINGHAM PALACE BY H.M. QUEEN ELIZABETH FOR THEIR DAM BUSTER ROLES.	1949 AFTER 1 YEAR BERLIN AIRLIFT LANCASTERS AND LANCASTRIANS INVOLVED IN DELIVERING 1.8 MILLION TONS OF SUPPLIES.	1949 C-102 JETLINER FIRST ENGINE RUNS WITH DERWENT 5 ENGINES. AFTER HIGH POWER RUNS NOISES LIKE CHAMPAGNE BOTTLES BEING OPENED PROVED TO BE SKIN DISTORTIONS OF THE NACELLE DUE TO INSUFFICIENT COOLING.	1989 THE MYNARSKI MEMORIAL LANCSTER FLIES AT COLD LAKE, ALBERTA FOR 419 SQDN. COLOUR CELEBRATIONS. FLIES IN FORMATION WITH F5 AND F18 FIGHTERS.	1989 ART DeBREYNE ORIGINAL PILOT OF VRA KB 726 AGAIN FLIES LANCSTER AT 419 SQDN. CELEBRATIONS.	1943 THE LANCASTERS THAT HAD FLOWN ONTO NORTH AFRICA RETURNED TO U.K. BASE BOMBING SPEZIA NAVAL BASE EN ROUTE.
1990 LANCSTER V.R.A. FM213 FLIES IN FORMATION WITH CANADIAN SNOW-BIRD DEMONSTRATION TEAM. 431 SQDN. FLEW MK10 LANCASTERS FROM OCT. 1944.	1943 LANCSTER BT308 TESTED WITH WHITTLE JET ENGINE MOUNTED IN TAIL. AIRCRAFT WAS ORIGINAL PROTOTYPE LANCSTER.	1944 FREQUENTLY OUR OWN AIRCRAFT WERE HIT BY OUR OWN BOMBS. LANC ND340 GTS HAD A BOMB GO THROUGH ITS REAR FUSELAGE. ANOTHER HAD ITS TAIL TURRET KNOCKED OFF. BOTH RETURNED SAFELY.				

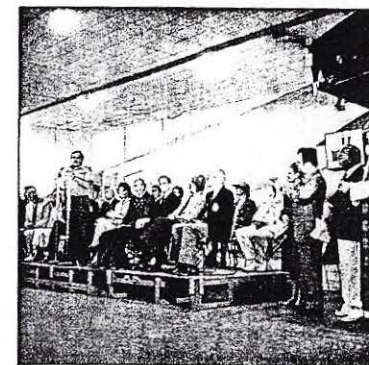


Photo group of 419 SQDN crew members at Meharicourt, France.

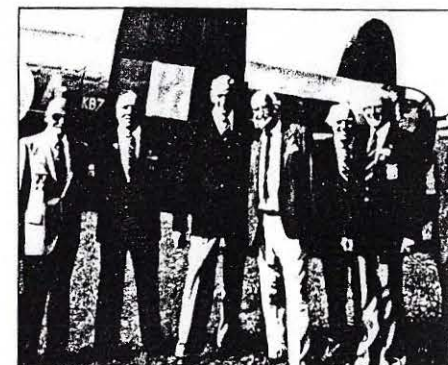
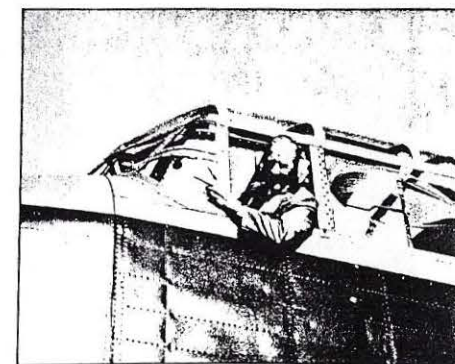
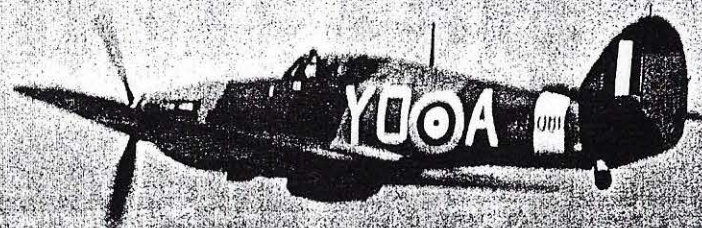
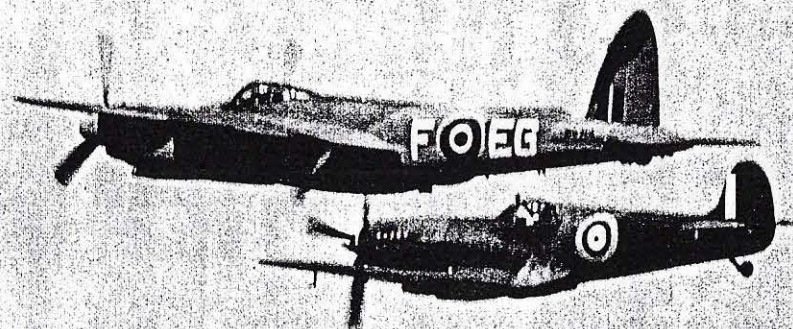
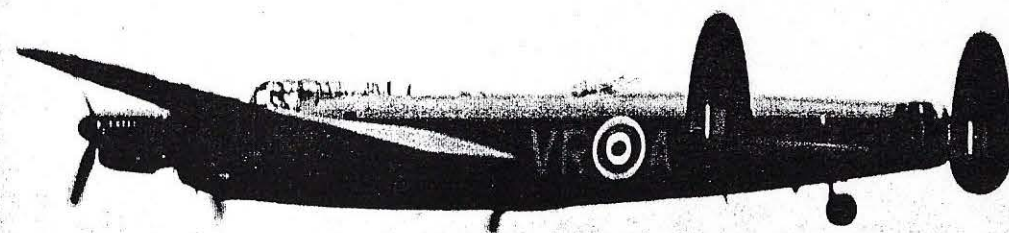


Photo group of 419 SQDN crew members at Meharicourt, France.



Art DeBreyne in the cockpit of a Lancaster bomber.





U.S. AIR FORCE

LANCASTER, BOMBERS, SPITFIRE AND MOSQUITO IN FORMATION. PHOTO COURTESY ARMY AIRCRAFT

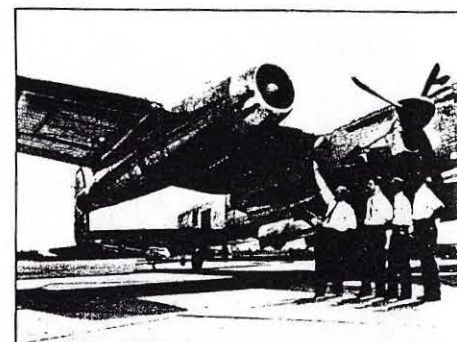


# July '92

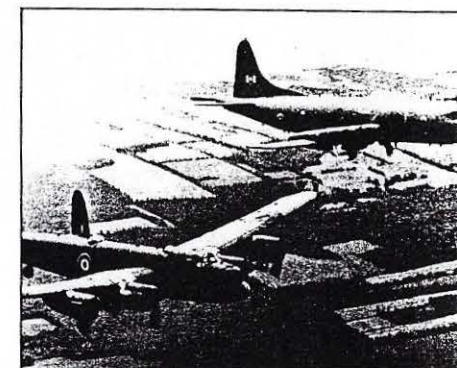
LANCASTER, HURRICANE, SPITFIRE AND MOSQUITO IN FORMATION, 1940 C.F.

FROM THE LANCASTER

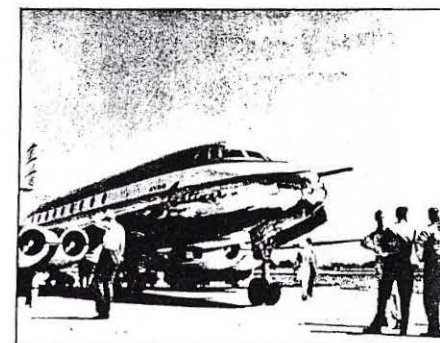
SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
			1943 12 LANCASTERS HAD BEEN LOST IN TRAINING. THEORY WAS FABRIC WAS TORN OFF ELEVATORS. LATER MODELS HAD METAL COVERED ELEVATORS.	1957 PHOTOGRAPHIC SURVEY OF CANADA COMPLETED BY LANCASTER MK10(P) R.C.A.F. AIRCRAFT.	1956 CF-105 ARROW THE AFTER BURNER OF THE IROQUOIS JET ENGINE OPERATED FOR THE FIRST TIME.	1969 ANOTHER USE OF LANCASTERS. KB976, CF-105 WAS MODIFIED AS A WATER BOMBER FOR FIRE FIGHTING BY NORTH WESTERN LEASE LTD.
			1	2	3	4
1942 FIRST FLIGHT OF AVRO 685 YORK BY SAM BROWN. S/NO LV626. DELIVERED TO BOSCOMBE DOWN AS AN UNFINISHED FREIGHTER.	1942 DUE TO LACK OF ENGINES, LANCASTERS WERE FERRIED TO MAINTENANCE UNITS FOR STORAGE, AND ENGINES REMOVED TO BE RE-INSTALLED ON THE NEXT PRODUCTION A/C AT WOODFORD.	1943/45 ALL 10TH PRODUCTION LANCASTERS WERE TEST FLOWN TO A DIVING SPEED OF 375 MPH.	1989 WHEN ASKED AT AIR SHOWS WITH FM213 VRA LANCASTER, "DID THIS A/C SEE WAR TIME SERVICE?" WE COULD SAY THAT THE CENTRE SECTION WAS IN 434 SQDN. AS PART OF KB895 IN 1945.	1989 WHEN TRAVELLING WITH THE "MYNARSKI MEMORIAL LANCASTER" IN THE U.S.A. MANY AMERICANS ASKED "WHAT B MODEL IS THIS?" ANSWER "38 BEST BRITISH BOMBER".	1957 CF-105 ARROW TO ASSIST IN THE TESTING OF THE IROQUOIS ENGINE, THE U.S. AIR FORCE LOANED ORENDA A B47 A/C COMPLETE WITH SERVICING EQUIPMENT AND TRAINING OF PERSONNEL TO SERVICE THE A/C.	1957 TO BE ABLE TO FLY THE B47 MIKE COOPER-SLIPPER-AVRO TEST PILOT WENT TO THE STRATEGIC AIR COMMAND FOR TRAINING AND WAS TRAINED AS A S.A.C. COMMANDER.
5	6	7	8	9	10	11
1948 DURING BERLIN CRISIS AN UNMARKED LANCASTER WAS SEEN OFF FRENCH COAST. BELIEVED FLOWN BY RUSSIANS.	1959 DON ROGERS MADE THE FIRST FLIGHT ON LANCASTER MK10 FM209 WITH ORENDA ENGINES IN OUTBD. PODS. TESTS UP TO 30000 FT. PERFORMED.	1940 PROTOTYPE MANCHESTER L7246 AGAIN SENT TO BOSCOMBE DOWN FOR FINAL HANDLING AND PERFORMANCE TESTS. WING SPAN INCREASED TO 90 FT. TAIL PLANE TO 33 FT.	1945 C-102 JETLINER ORIGINAL CONCEPT OF A/C WAS A LOW TAIL PLANE WITH R.R. AJ65 ENGINES UNDERSLUNG ON WING. THIS CHANGED TO MID HEIGHT TAIL PLANE.	1953 CF-105 ARROW THE DEPARTMENT OF DEFENCE PRODUCTION AUTHORIZED THE DESIGN STUDY OF AN AIRCRAFT TO MEET SPEC. AIR7-3. THE STUDY HAD PROJECT NO. CF-105 WHICH WAS THE REAL START OF ARROW PROJECT.	1954 CF-105 ARROW THE ORIGINAL DESIGN CONCEPT FOR THE ENGINES WAS TO BE R.R. RB 106. THIS CHANGED TO CURTIS-WRIGHT J67 AND FINALLY IN 1955 TO P. AND W. J 75's AS AN INTERIM MEASURE.	1956 CF-105 ARROW TO REDUCE TIME AND COST IT WAS DECIDED TO GO AHEAD WITHOUT PRE-PRODUCTION AIRCRAFT. ARROWS BUILT WERE MADE WITH PRODUCTION TYPE TOOLING FROM THE OUTSET.
12	13	14	15	16	17	18
1950 C-102 JETLINER JIM FLOYD WITH GIL DUNKIN VISITED ROLLS ROYCE U.K. TO DISCUSS THE RR NENE INSTALLATION FOR THE 2ND A/C. THEY ALSO VISITED THE NENE POWERED VICKERS VIKING.	1947 C-102 JETLINER AS THE AJ65 ENGINES WERE NOT AVAILABLE THE DESIGN AGAIN CHANGED. IT WOULD NOW BE 2 PAIRS OF RR DERWENT ENGINES UNDERSLUNG ON THE WING, NOT CUTTING THE SPAR.	1990 LANCASTER VRA FLIES TO CFB SUMMERSIDE FOR AIR SHOW. FLIES IN FORMATION WITH 405 SQDN. AURORA OVER PRINCE EDWARD ISLAND. THE SQDN. ORIGINAL AND CURRENT AIRCRAFT.	1943 FIRST REGULAR TRANS-ATLANTIC FLIGHT MAIL SERVICE, STARTED WITH CGTAS BY T.C.A. LANC CF-CMS. THIS WAS S/NO R5727 THE ORIGINAL TOOL AND PATTERN A/C FOR MALTON PRODUCTION.	1949 C-102 JETLINER WITH ONLY A SHORT RUNWAY AVAILABLE AND WITHOUT ANTI-SKID BRAKING SYSTEM, MANY TYRES BURST DURING HIGH SPEED TAXI TESTS.	1990 THE MYNARSKI MEMORIAL LANCASTER VRA RETURNS TO MARITIMES COURTESY OF THE IRVING OIL COMPANY. A SIX DAY JOURNEY VIEWED BY THOUSANDS OF LANCASTER ENTHUSIASTS.	1939 PROTOTYPE AVRO MANCHESTER L7246 FIRST FLEW FOR 17 MINUTES WITH G.C.-H.A. BROWN AT CONTROLS WITH BILL THORN CO-PILOT.
19	20	21	22	23	24	25
1956 FM209 LANCASTER DESTROYED BY FIRE AT MALTON. MOST OF 500 HRS FLOWN TESTING ORENDA ENGINES DONE BY MIKE COOPER-SLIPPER. ORENDA ENGINES TO BE USED ON CF-100 FIGHTER.	1944 LANCASTER S/NO PD328 MODIFIED WITH LANCASTRIAN NOSE AND LINCOLN U/C TO BECOME "ARIES" FOR INVESTIGATION INTO LONG RANGE NAVIGATION FLIGHTS.	1989 THE LANCASTER VRA MAKES A HIT AT THE OSHKOSH AIR SHOW AND WINS AWARD FOR BEST VINTAGE AIRCRAFT.	1940 SIR WILFRED FREEMAN, MINISTRY OF AIRCRAFT PRODUCTION, SAID THAT HE HAD DECIDED AVRO WERE TO TURN OVER TO HALIFAX PRODUCTION. DOBSON AND CHADWICK NOT TOO PLEASED.	1940 DOBSON AND CHADWICK WENT TO M.A.P. WITH DETAILS OF THE LANCASTER. CAPT. R.N. LIPTROTT AGREED TO ALLOW TWO PROTOTYPE AIRCRAFT TO BE COMPLETED BY JULY 1941.	1940 ROY DOBSON INFORMED STUART DAVIES I/C EXPERIMENTAL SHOP TO BEGIN IMMEDIATELY ON PROTOTYPE LANCASTERS, TO BE COMPLETED BY 31 MAY 1941. DAVIES PROMISED 1ST A/C TO BE READY BY DECEMBER 31ST. 1940.	
26	27	28	29	30	31	



FM 209 with Orenda engine.

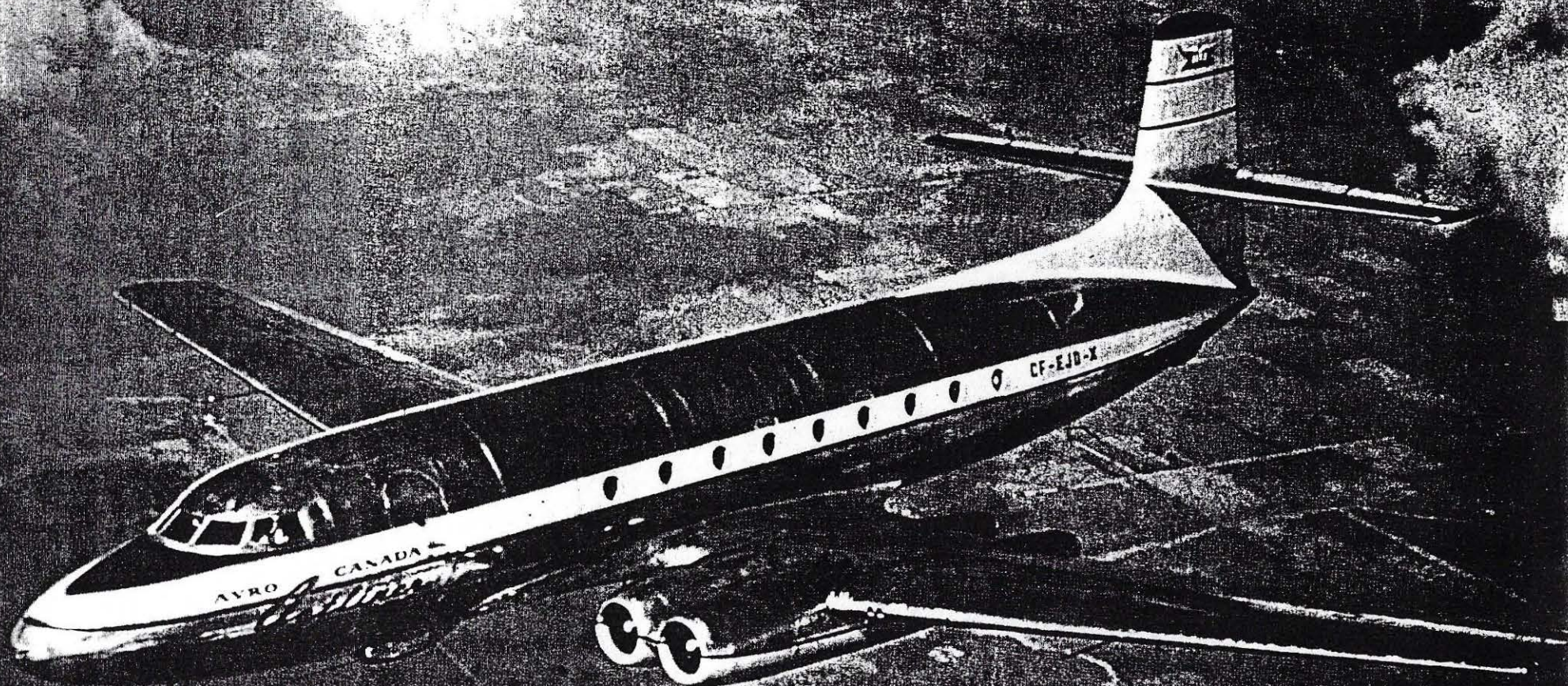


FM 213 in formation with Aurora aircraft of 405 Squadron.



Looking after wheels when tyres burst





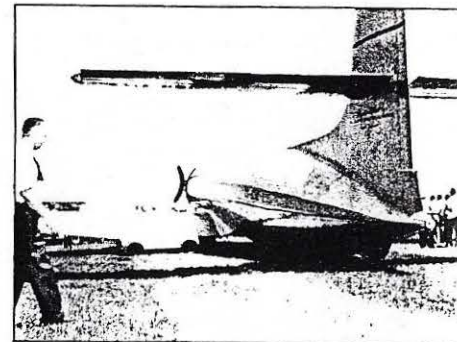


# AUGUST '92

SUNDAY MONDAY TUESDAY WEDNESDAY THURSDAY FRIDAY SATURDAY

1943  
KB700 TEST FLEW AT  
MALTON. VICTORY AIR-  
CRAFT. 1ST CANADIAN  
PRODUCTION LANCASTER  
MK10, TO BE KNOWN AS  
RHUR EXPRESS. PILOT  
ERNIE TAYLOR.

1



C-102 Jetliner after belly landing.

1944  
LANCASTER MK10 KB775  
WAS THE FIRST CANADI-  
AN BUILT A/C FITTED  
WITH PACKARD MERLIN  
224, 1640 H.P. PREVIOUS  
LANCASTERS MK10 HAD  
MERLIN 38, 1390 H.P.

2

1944  
THE HEROISM OF S/L  
BAZELGETTE WAS SEEN  
BY NAVIGATOR OF LAN-  
CASTER FZ-T 635 SODN,  
CHUCK GODFREY WHILE  
STILL SUSPENDED IN HIS  
PARACHUTE.

3

1944  
S/L BAZELGETTE (CANADI-  
AN BORN) WON V.C. ON  
RAID AT TROSSY ST. MAX-  
IMUM. KILLED IN ACTION  
WITH 635 SODN PATH-  
FINDER FORCE. HE  
STAYED WITH HIS PLANE  
TO MISS VILLAGE OF  
SENANTES.

4

1949 C-102 JETLINER  
FINAL ENGINE RUNS  
CARRIED OUT PRIOR TO  
CERTIFYING FOR TEST  
FLIGHT.

5

1943  
KB700 HANDED OVER TO  
RCAF AT MALTON.  
MASTER OF CEREMONIES  
WAS LORNE GREENE —  
A/C ONLY FLEW TO  
DORVAL, MONTREAL.

6

1989  
LANCASTER C-GVRA AT-  
TENDED ABBOTSFORD AIR  
SHOW. IT WAS A GREAT  
HIT, ESPECIALLY WITH  
RUSSIAN PARTICIPANTS.  
THE PHOTO OF MAR-  
SHALL SKOMOROKHOV IN  
THE COCKPIT WAS WELL  
PUBLICIZED.

7

1949 C-102 JETLINER  
A HIGH SPEED T/O RUN  
TO ALLOW A/C TO "FLY"  
FOR A FEW FEET AND  
RETURN TO RUNWAY  
CARRIED OUT. THE NOSE  
WHEEL LIFTED BUT JIM-  
MY ORRELL APPLIED  
BRAKES AND BLEW ALL 4  
TIRES. RUNWAY TOO  
SHORT.

8

1929 LANCASTER VRA  
FLYING INTO CF8 COMAX  
B.C. PILOT REPORTED  
"BRAKE LEVER CONTROL  
CABLE BROKEN". LUCKILY  
A/C HAD DUAL BRAKE  
CONTROLS. LANDING  
UNEVENTFUL.

9

1949 C-102 JETLINER  
FIRST FLIGHT. JIMMY OR-  
RELL CAPTAIN. DON  
ROGERS, BILL BAKER,  
CREW. A/C REGISTRATION  
CF-EJD-X. FLIGHT TIME 1  
HR. 5 MINS. PILOTS  
REPORT — "A PIECE OF  
CAKE".

10

1952 CF-100  
JATO-JET ASSISTED TAKE-  
OFF TEST FLIGHTS CON-  
DUCTED BY PETER COPE  
DURING THIS PERIOD.  
AIRCRAFT S/N 18105.  
QUITE SPECTACULAR AND  
EFFECTIVE.

11

1946  
FIRST FLIGHT OF LAN-  
CASTER VH742 WITH RR  
NENE JET ENGINES IN  
OUTBOARD POSITIONS.

12

1989  
MYNARSKI MEMORIAL  
LANCASTER V.R.A.  
HONOURED BY VISIT TO  
"THE MUSEUM OF  
FLIGHT" AT SEATTLE  
WASHINGTON.

13

1989  
PETER HYDE A MEMBER  
OF ORIGINAL RESTORA-  
TION CREW OF LAN-  
CASTER FM213 ACTED AS  
CREWMAN AT SEATTLE.  
HIS FATHER LOST IN  
LANC. 10 DAYS BEFORE  
HE WAS BORN. WHAT A  
SPECIAL EVENT.

14

1942  
FORMATION OF PATH-  
FINDER FORCE (PFF) NO  
83 LANCASTER SODN.  
GROUP CAPTAIN DON  
BENNETT AS C.O.

15



Roy Chadwick with model Tutor

1949 C-102 JETLINER  
2ND TEST FLIGHT ENDED  
WITH A/C HAVING TO BEL-  
LY LAND WITH NOSE  
WHEEL EXTENDED. MAIN  
U/C UPLOCKS FAILED TO  
RELEASE. THE AIRPORT  
MANAGER SUGGESTED  
PUTTING A/C INTO THE  
LAKE.

16

1949 C-102 JETLINER  
BILL BAKER FLIGHT  
ENGINEER ON 2ND TEST  
FLIGHT DISCOVERED HE  
HAD BROKEN HIS RIBS IN  
EFFORTS TO RELEASE THE  
U/C UPLOCKS AND BROKE  
THE 500 LB PROOF LOAD  
CABLE THAT HELD THEM.

17

1953 C-105 ARROW  
WORK COMMENCES ON  
1200 SQ. FT. DELTA WING  
AIRCRAFT POWERED BY  
TWO ROLLS ROYCE RB  
106 ENGINES.

18

1948  
LANCASTRIAN STARTED  
TEST FLYING WITH ROLLS  
ROYCE AVON JET  
ENGINES IN OUTBOARD  
PODS.

19

1952/53  
DURING THIS PERIOD  
LANCASTER PA474 WAS  
LOANED TO "MESSRS  
FLIGHT REFUELLING"  
FOR TESTS TO BECOME A  
PILOT-LESS DRONE.

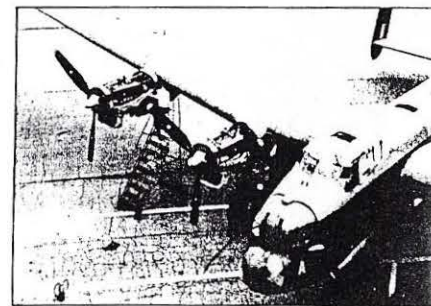
20

1958 C-105 ARROW  
"PHOTO" OF ARROW FLY-  
ING OVER NIAGARA FALLS  
ON COVER OF "READER'S  
DIGEST" FOR SEPTEMBER  
IS REPUTED TO BE A  
FAKE.

21

1947  
JIMMY ORRELL WHO  
LATER TEST FLEW THE  
AVRO JETLINER, TOSSED  
A COIN TO SEE WHO  
WOULD FLY TUDOR II.  
THORN WON. DOBSON  
WAS CALLED TO THE  
PHONE PRIOR TO TAKE-  
OFF. SEE  
AUG. 23, 24

22



LANCASTER ready for test to destroy  
defection from U.S. Navy

1947  
ROY CHADWICK  
WAS KILLED IN THE  
TEST FLIGHT OF THE NEW  
TUDOR II AT WOODFORD.

23

1947  
THE ACCIDENT  
WAS CAUSED BY THE AIL-  
ERON CONTROL BEING  
CROSSED IN ERROR. PILOT  
S. THORN ALSO KILLED.

24

1942  
LANCASTER R5727 MADE  
FIRST EAST, WEST  
CROSSING OF ATLANTIC  
TO BECOME MASTER  
TOOL AND PATTERN FOR  
LANCASTER MK10  
PRODUCTION IN CANADA.  
CLYDE PANGBORN, PILOT.

25

1953  
BOB FOWLER TEST FLEW  
FM213 FOLLOWING  
MAJOR REPAIRS. IT NOW  
HAD A CENTRE SECTION  
FROM KB895 SALVAGED  
FROM A FARM NEAR  
PENHOLD, ALBERTA.

26

1958 C-105 ARROW  
JAN ZURAKOWSKI FLEW  
RL25202 AROUND OTTA-  
WA FOR TELEMETRY  
CHECK UP TO MACH 1.5.  
NEXT DAY A SIMILAR  
FLIGHT WAS MADE TO  
MACH 1.7. SAME DAY  
SPUD POTOCKI FLEW TO  
MACH 1.72 FOR  
AFCS TESTS.

27

1943  
AFTER THE CEREMONIOUS  
DEPARTURE FROM MAL-  
TON, KB700 FLEW TO  
DORVAL FOR COMPLE-  
TION. THEN THE BRITISH  
MINISTRY OF AIRCRAFT  
PRODUCTION DEMANDED  
A FULL FORMAL TEST  
FLIGHT.

28

1943  
DURING FORMAL TEST  
FLIGHT AT DORVAL BY  
ERNIE TAYLOR, KB700  
HAD ENGINE FAILURE  
AND REQUIRED A  
REPLACEMENT ENGINE.

29

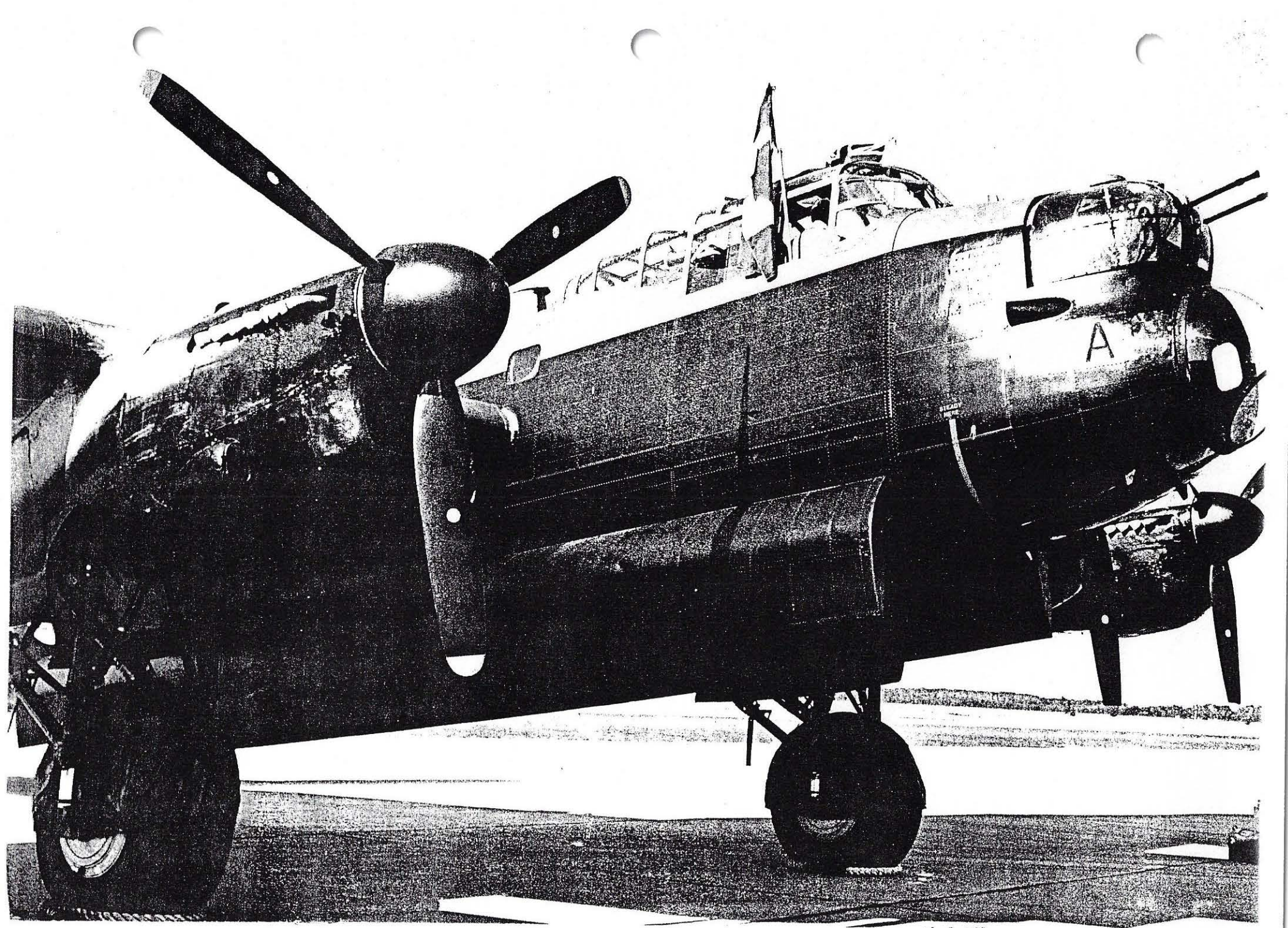
1943  
KB700 WAS FINALLY  
PASSED ON TEST FLIGHT  
TO SATISFY  
BRITISH M.O.A.P.

30

1945  
FM 213 LANCASTER MK10  
TEST FLOWN AT VICTORY  
AIRCRAFT, MALTON.  
BY DON ROGERS.

31



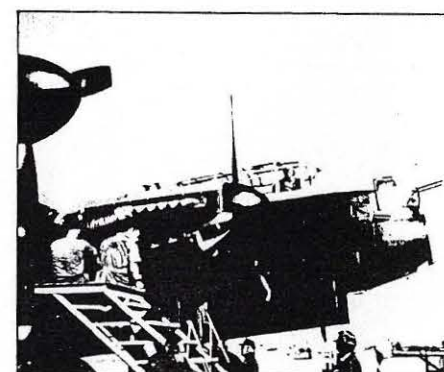




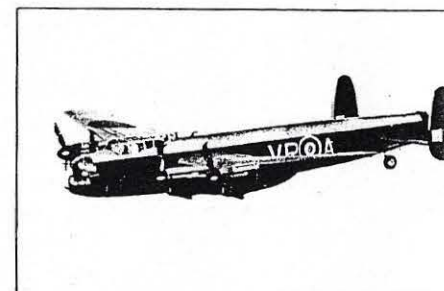
# SEPTEMBER 1972

LANCASTER JAMES VIA PHOTOGRAPHY AND REPRODUCTION

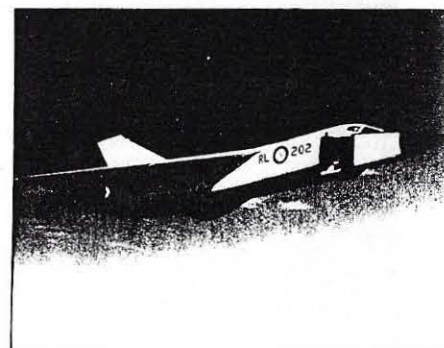
SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
		1953/54 C-102 JETLINER AIRCRAFT DEMONSTRATED AT CANADIAN NATIONAL EXHIBITION AIRSHOW. SOMETIMES THE AIRCRAFT DID NOT FLY FOR MONTHS YET WAS ALWAYS READY FOR FLIGHT WHEN NEEDED.	1990 THE MYNARSKI MEMORIAL LANCASTER V.R.A. ASKED TO "FILL IN" AT CANADIAN NATIONAL EXHIBITION AIR SHOW TO REPLACE AIRCRAFT ASSIGNED TO MIDDLE EAST "DESERT STORM".	1939 BRITAIN DECLARES WAR ON GERMANY. ROLLS ROYCE MERLIN ENGINES NOW HAD FIGHTER PLANES AS TOP PRIORITY. ALTERNATIVE MEANS OF POWER HAD TO BE CONSIDERED FOR BOMBERS.	1960 LANCASTER MKII D5794 427 SQDN. RECOVERED FROM ZUIDER ZEE WITH CREW LOST DURING WAR.	1945 419 SQDN. 6 GROUP DISBANDED ENDING WARTIME SERVICE.
1958 C-105 ARROW RL25202 WAS SCHEDULED TO GIVE FLIGHT DEMONSTRATIONS AT CANADIAN NATIONAL EXHIBITION AIR SHOW. CANCELLED DUE TO POOR WEATHER.	1958/9 C-105 ARROW THE PAINT SCHEMES ON THE AIRCRAFT VARIED. DAYGLO WAS APPLIED TO ASSIST OBSERVERS TO SEE THE AREAS UNDER TEST.	1936 CONTRACT PLACED FOR TWO PROTOTYPE AVRO 679 MANCHESTER BOMBERS.	1958 C-105 ARROW FIRST TAXI TESTS CARRIED OUT ON RL25203 AND CHECKS OF THE AFCS TOOK PLACE.	1988 FM213 LANCASTER HIGH SPEED TAXI TESTS CARRIED OUT AFTER RESTORATION. TEST PILOT TONY BANFIELD. DID THE MAIN WHEELS LEAVE THE RUNWAY? PERHAPS FOR 1 SECOND.	1988 A GREAT DAY FOR FM213 RESTORATION CREW. FIRST TEST FLIGHT OF 1 HR MADE BY CREW TONY BANFIELD, BOB HILL, NORM ETHERIDGE, TIM MOLS. AFTER 6 YEARS OF DEDICATION.	1944 ON OPERATION "PARAVANE" 4 AIRCRAFT FROM NO. 9 AND 617 SQDNS. FAILED TO FIND YAGODNIK IN RUSSIA. FOR TIRPITZ RAID. PD211 WS-M AND WF938 WS-H WERE TWO OF THESE.
1988 LANCASTER C-GVRA HAD SECOND TEST FLIGHT. COMPLETE ELECTRICAL AND HYDRAULIC FAILURE. EMERGENCY SYSTEM FOR LANDING GEAR WORKED PERFECTLY.	1958 C-105 ARROW JAN ZURAKOWSKI FLEW RL25202 TO MACH 1.86, THE HIGHEST SPEED BEFORE HIS RETIREMENT.	1943 KB 700 "RHUR EXPRESS" EVENTUALLY ARRIVES IN ENGLAND. DELAYS DUE TO POLITICAL INTERFERENCE THAT WOULD NOT ALLOW COMPLETION OF WORK AT MALTON.	1990 MYNARSKI MEMORIAL LANCASTER FLIES OVER OTTAWA CAPITAL WITH F18 FIGHTERS BEFORE GOVERNOR GENERAL AND PRIME MINISTER TO CELEBRATE 50TH ANNIVERSARY OF "BATTLE OF BRITAIN".	1955 LAST CANADIAN PRODUCED LANCASTER MK10 FM 229 SCRAPPED AT 405 SQDN. GREENWOOD, NOVA SCOTIA.	1989 LANCASTER C-GVRA HAD ENGINE PROBLEMS AT CFB GREENWOOD. WAS THERE 6 WEEKS WITH "MURPHY'S LAW" PROBLEMS. SUPERIOR SUPPORT FROM BASE.	1944 GUY GIBSON HERO OF DAMS RAID WAS KILLED IN ACTION FLYING MOSQUITO AS MASTER BOMBER ON RAID AGAINST RHEYDT. CRASHED IN HOLLAND.
1949 C-102 JETLINER AFTER 5 WEEKS OF REPAIR FOLLOWING BELLY LANDING, AIRCRAFT MADE ITS THIRD TEST FLIGHT.	1941 THE LANCASTER MKII DEVELOPED, TO BE POWERED BY HERCULES VI RADIAL ENGINES, 1650 HP AS SUPPLIED FOR BEAU-FIGHTERS. PROTOTYPES S/NO DT810 AND DT812.	1958 C-105 ARROW FIRST FLIGHT OF ARROW RL25203 BY JAN ZURAKOWSKI. HE TOOK IT TO MACH 1.2. JAN'S FINAL TEST FLIGHT.	1988 LANCASTER C-GVRA DID 3 TEST FLIGHTS THIS DAY. THE INAUGURAL BALL A GREAT SUCCESS. THE GOVERNOR GENERAL OF ONTARIO LINCOLN ALEXANDER REPRESENTED H.M. THE QUEEN.	1988 INAUGURAL FIRST FLIGHT OF MYNARSKI MEMORIAL LANCASTER C-GVRA AT HAMILTON. 20,000 PEOPLE IN ATTENDANCE. CREW: STEW BRICKENDON, BOB HILL, NORM ETHERIDGE, GEORGE SOBERING.	1952 CF-100 AT C.N. AIR SHOW S/L RD SCHULTZ FLYING S/NO 18110 EXCEEDED ALLOWABLE STRESS ON WINGS AT 500 KNTS AND IN CLIMB. BENT THE WINGS AND HAD TO GO TO MALTON FOR REPAIRS.	1958 C-105 ARROW ON RL25203 AN AVRO DESIGNED AUTO-OBSERVER WAS INSTALLED TO RECORD AIR-SPEED, RPM'S, TEMPERATURES, PRESSURES AND FUEL SYSTEM.
1958 C-105 ARROW PHENOMENON CALLED IN-TAKE BUZZ CAUSED ROUNDEL ON NOSE OF AIRCRAFT TO DISTORT, CAUSED BY INTERACTION OF AIRFLOW OVER THE ENGINE INTAKES.	1958 C-105 ARROW JAN ZURAKOWSKI RETIRED FROM TEST FLYING.	1952 C-102 JETLINER HOWARD HUGHES RELINQUISHES A/C AND DON ROBERTS FLIES A/C BACK TO TORONTO VIA DENVER AND CHICAGO.	1986 CFB GREENWOOD ASSISTED THE LANCASTER SUPPORT CLUB TO RESTORE LANCASTER FM213 BY GIVING 4 ENGINES FROM LANC KB839 WHICH IS ON DISPLAY AT THE BASE.			



Tony Banfield in cockpit ready for test flight.



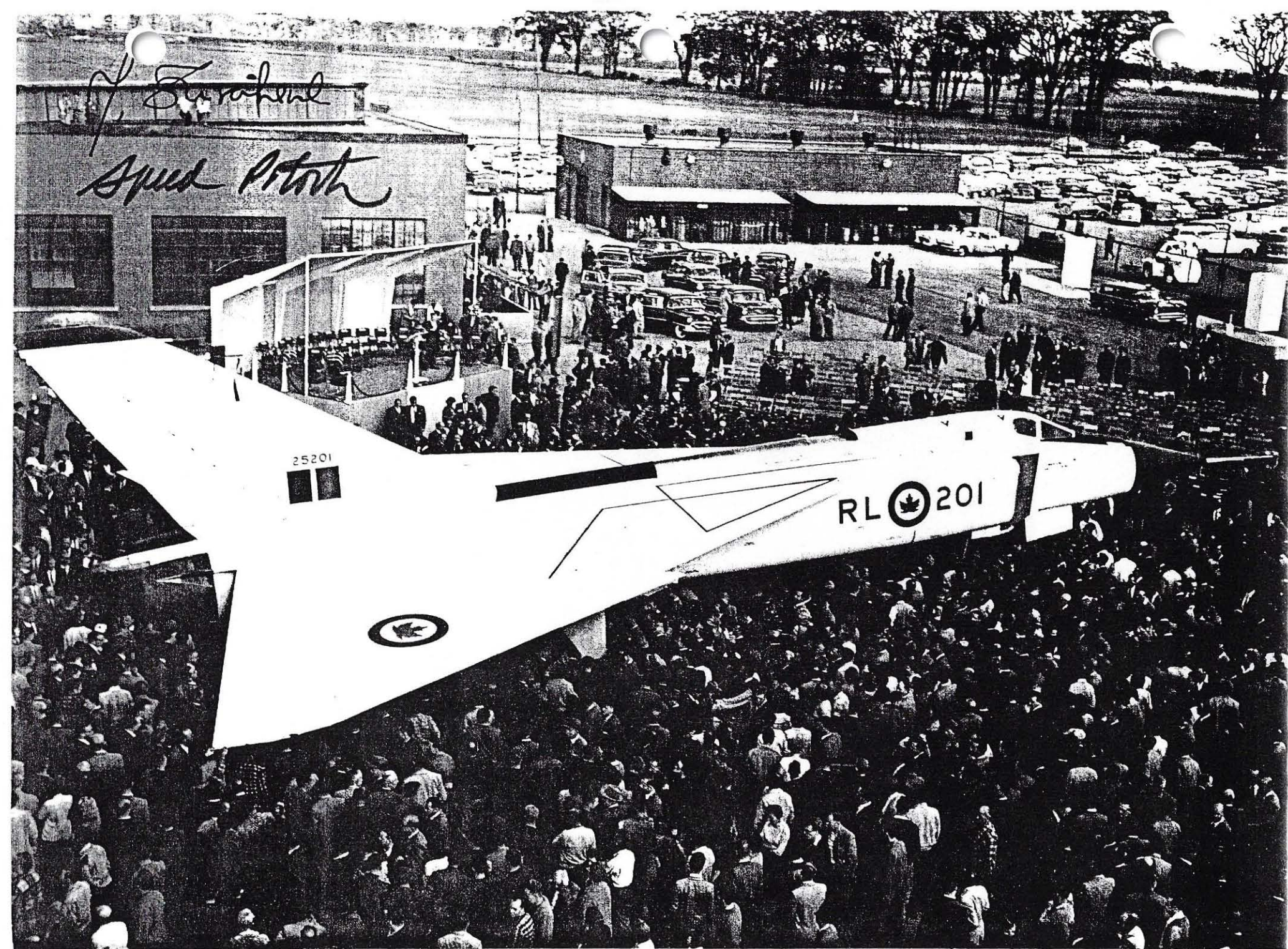
LANCASTER VF01A on ground test flight.



Lancaster on ground test flight.



*St. Catharines  
Speed Pit*

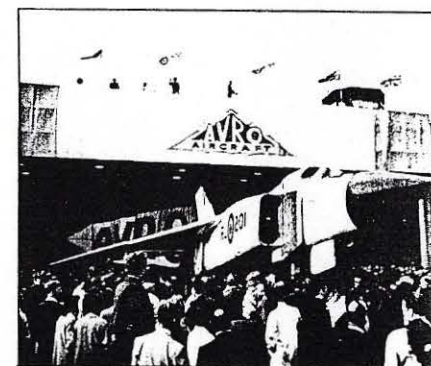




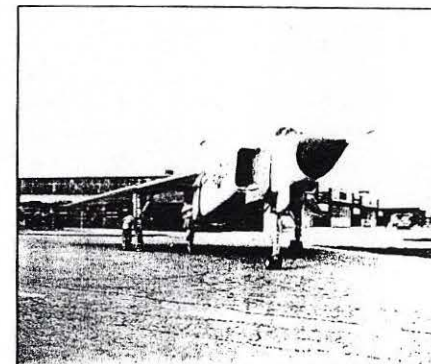
# OCTOBER '72

1000 HOURS: AVRO AIRCRAFT LTD. TORONTO, ONT. CANADA

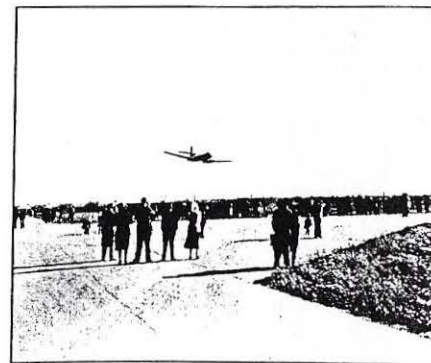
SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
				1956 CF-105 ARROW DURING CONSTRUCTION ONE WOODEN AND ONE METAL MOCK-UP ARROW WERE MADE TO FACILITATE TESTS. IN ADDITION ONE ARMAMENT BAY MOCK-UP WAS MADE IN METAL.	1958 C-105 ARROW MARTIN BAKER EJECTION SEATS WERE TESTED FROM STATIC TEST AIRCRAFT. FIRST TESTS WITH DUMMY SHOWED ITS LEGS FOULED THE INSTRUMENT PANEL.	1957 C-105 ARROW PREPARATIONS WERE MADE FOR OFFICIAL ROLL OUT OF ARROW AT AVRO CANADA LTD ON 4 OCTOBER 1957. GEORGE R. PEARKES, V.C. MINISTER OF NATIONAL DEFENCE TO UNVEIL THE ARROW.
1949 C-102 JETLINER "OFFICIAL FLIGHT" DATE DEMONSTRATIONS FOR GOVERNMENT, MILITARY AND PRESS. C.D. HOWE MAKES COMPLIMENTARY STATEMENT FOR CANADIAN ACHIEVEMENT.	1958 C-105 ARROW SPUD POTOCKI FLEW RL25201 FOR THE FIRST TIME SINCE ITS ACCIDENT. FLIGHT TIME 1 HR 20 MINS.	1959 C-105 ARROW PETER COPE TOOK RL25203 ON TEST FLIGHT TO MACH 1.7 AT 50000 FT. TO TEST NEW 1A ENGINE TAIL CONES. THESE TAIL CONES WERE LONGER THAN ORIGINALS.	1957 C-105 ARROW IT TOOK ONLY 28 MONTHS FROM RELEASE OF FIRST DRAWINGS IN JUNE 1955 TO ROLL OUT OCTOBER 1957.	1958 JIM FLOYD, V.P. ENGINEERING, AVRO AIRCRAFT LTD. CANADA GAVE THE 14TH ROYAL AERONAUTICAL SOCIETY BRITISH COMMONWEALTH LECTURE IN LONDON ENGLAND. "THE CANADIAN APPROACH TO ALL-WEATHER INTERCEPTOR DEVELOPMENT".	1940 ROY CHADWICK ORDERED THE HYDRAULIC SYSTEM COUPLINGS TO BE CHANGED FROM ERMETO COUPLINGS TO STANDARD A.G.S. COUPLINGS WITH OLIVES TO STOP PERSISTENT LEAKS ON ALL MANCHESTERS.	1947 FIRST FLIGHT OF LANCASTER N.G. 465 WITH RR DART TURBO-PROP MOUNTED IN NOSE.
4	5	6	7	8	9	10
1946 THE LONDON GAZETTE ANNOUNCED THE AWARD OF THE VICTORIA CROSS TO ANDREW MYNARSKI.	1955 CF-100 THE FIRST CF-100 MK5 WAS FLOWN WITH WING TIP EXTENSIONS OF 44 INCHES AND 500 LB OF WEIGHT SAVINGS CARRIED OUT.	1951 CF-100 S/L HARTMAN OF CENTRAL EXPERIMENTAL AND PROVING ESTABLISHMENT (CEPE) MADE PRE-ACCEPTANCE FLIGHT OF S/N 18104. THIS WAS FIRST DELIVERY OF CF-100 TO THE RCAF.	1952 CF-100 WITH SO MANY TEST AIRCRAFT AVRO HAD ITS OWN "SQUADRON" OF CF-100's IN TEST FLIGHT.	1956 C-105 ARROW DURING DESIGN AND WIND TUNNEL TEST AT CORNELL LAB IN BUFFALO IT WAS FOUND THAT A NOTCH IN THE L/EDGE OF THE WING, WITH A FORWARD EXTENSION WITH DROOP, REDUCED PITCH UP.	1956 LAST LANCASTER RETIRED FROM R.A.F. SERVICE. RF-325 SCRAPPED.	1951 CF-100 OFFICIAL HAND-OVER OF S/N 18104 TO THE RCAF. VIP'S PRESENT, C.D. HOWE, MINISTER OF DEFENCE PRODUCTION, AND BROOKE CLAXTON, DEFENCE MINISTER. THIS WAS ONLY A PUBLIC RELATIONS EXERCISE.
11	12	13	14	15	16	17
1949 C-102 JETLINER TOMMY THOMPSON FLIGHT ENGINEER AND SENIOR OPERATIONS CREWMAN MADE HIS FIRST FLIGHT IN JETLINER. MEMORABILIA HE RETAINS FROM AVRO/ VICTORY AIRCRAFT INCLUDES JETLINER TOILET DOOR.	1958 C-105 ARROW EJECTION FROM ARROW WAS AUTOMATIC AND TOOK APPROX. 8 SECONDS ON TEST. CONSIDERATION WAS MADE FOR PILOT TO EJECT BOTH CREWMEN, WHICH WOULD REDUCE ESCAPE TIME CONSIDERABLY.	1941 THE LANCASTER MKII AIRCRAFT DID NOT HAVE THE SAME SERVICE CEILING AS STANDARD LANCS. FUEL CONSUMPTION WAS HIGHER AND SOME A/C WERE LOST THROUGH RUNNING OUT OF FUEL.	1944 LANCASTER MKIII ED860 RETIRED FROM BOMBING MISSIONS AFTER 130 TRIPS, AND DOWNING 2 ENEMY FIGHTERS.	1949 C-102 JETLINER GALA CELEBRATION DAY FOR AVRO EMPLOYEES AND FAMILIES TO SEE THE JETLINER IN FLIGHT.	1959 C-105 ARROW OPERATIONAL TESTS ON WOODEN MOCK-UP TOOK PLACE TO DEMONSTRATE THAT AN ENGINE COULD BE CHANGED IN 30 MINUTES.	1949 C-102 JETLINER MIKE COOPER-SLIPPER CHECKED OUT AS CAPTAIN FOR FLIGHT BY DON ROGERS AND JIMMY ORRELL. MIKE WAS PREVIOUSLY A FIGHTER PILOT IN THE BATTLE OF BRITAIN.
18	19	20	21	22	23	24
1944/45 THE AVRO CANADA PLANT IN MALTON PRODUCED ONE MODEL OF EACH AVRO LINCOLN FM300 AND AVRO YORK FM400.	1945 FIRST FLIGHT OF THE ONLY LINCOLN FM300 BUILT IN MALTON — PILOT ERNIE TAYLOR.	1958 C-105 ARROW SPUD POTOCKI TOOK RL25204 ON FIRST FLIGHT. HAD U/C WARNING PROBLEM BUT FLEW 1.1 HOURS TO USE UP FUEL BEFORE LANDING.	1944 ATTACK ON TIRPITZ BY 37 LANCS AT TROMSO. SHIP COVERED BY SMOKE 30 SECONDS BEFORE 32 "TALL BOYS" DROPPED — NO HITS. 1 LANC CRASHED IN SWEDEN.	1949 C-102 JETLINER JIMMY ORRELL RETURNS TO AVRO IN U.K. AFTER COMPLETING 16 TEST FLIGHTS AND 21 TEST FLYING HRS.	1941 LANCASTER MKI FIRST PRODUCTION MODEL IS READY FOR 1ST FLIGHT. S/N 7527 FLOWN AT WOODFORD BY TEST PILOT, SAM BROWN FLOWN ON 31 OCTOBER 1941.	1959 C-105 ARROW PROBLEM AVERTED. EAGLE EYED SPOTTER PILOT SAW HYDRAULIC FLUID COMING FROM ARROW RL25203. SUGGESTED IMMEDIATE LOWERING OF U/C BEFORE IT WAS TOO LATE AND ALL FLUID GONE.
25	26	27	28	29	30	31



First Arrow rolling out.

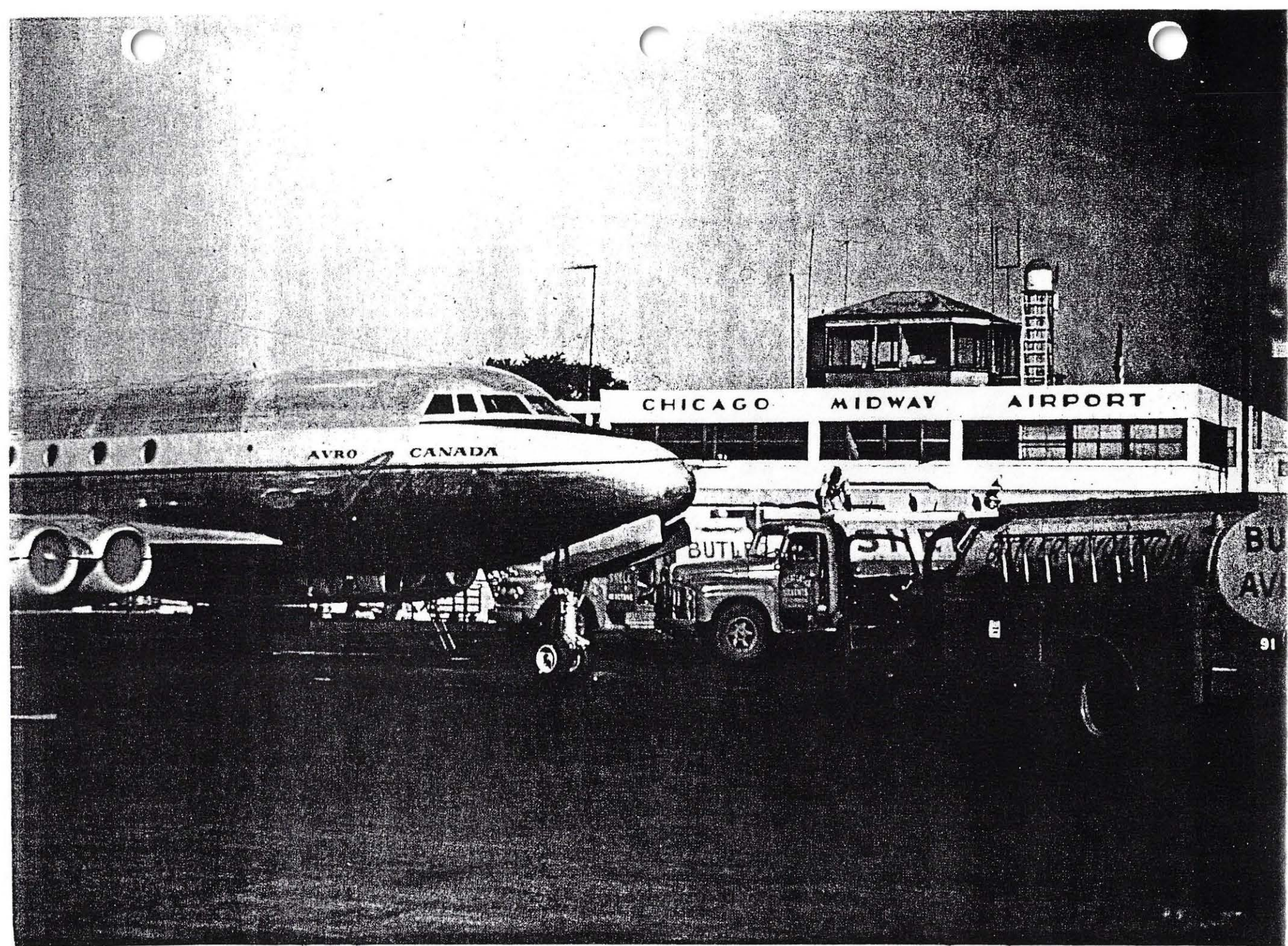


Arrow ready to commence testing



C-102 Jetliner on Gala Day display





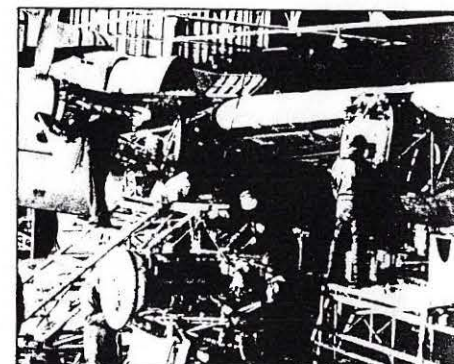


# NOVEMBER/DEC 1942

SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
<p><b>1949 C-102 JETLINER</b> FIRST PERFORMANCE TEST TO 30000 FT.</p>	<p><b>1940</b> FIRST AVRO MANCHESTER BOMBERS DELIVERED TO 207 SQDN. R.A.F.</p>	<p><b>1943</b> FLT REID AWARDED V.C. FOR RAID ON DUSSELDORF. FLEW MOST OF THE MISSION SEVERELY WOUNDED AND AIRCRAFT BADLY DAMAGED. LANC BIII LM360.</p>	<p><b>1960's</b> JIM FLOYD THE DESIGNER IN CHARGE OF THE AVRO JETLINER, AND ARROW, ALSO WAS INVOLVED IN DESIGNS UNDER ROY CHADWICK FOR THE LANCASTER, AND AS CONSULTANT FOR THE ANGLO/FRENCH CONCORDE.</p>	<p><b>1944</b> KB729, CGTAS T.C.A. 103 CF-CMV MADE FASTEST ATLANTIC CROSSING 10 HRS. 15 MINS.</p>	<p><b>1940's</b> THE PHILOSOPHY OF ROY CHADWICK IN ALL OF HIS DESIGNS WAS THAT HIS AIRCRAFT SHOULD BE "SIMPLE TO PRODUCE AND EASY TO REPAIR". VERY EVIDENT IN THE CASE OF THE LANCASTER.</p>	<p><b>1958 C-105 ARROW</b> PETER COPE'S 4TH FLIGHT ON RL25203 TURNED VERY COLD WHEN THE AIR CONDITIONING WENT WILD. ICE AND SNOW CAME INTO THE COCKPIT, AND HE COULD NOT SHUT IT OFF.</p>
<p><b>1950's C-105 ARROW</b> AVRO INVESTIGATED FEASIBILITY OF ZERO LENGTH LAUNCHING (ZELL) OF ARROW. IT WOULD REQUIRE TWO ROCKET LAUNCHERS OF 132000 LB THRUST EACH AND ENGINE THRUST OF 44000 LB. TOTAL 308000 LB.</p>	<p><b>1950's C-105 ARROW</b> LAUNCHING (ZELL) WOULD BE ON INCLINED RAMP OF 20°. TAKE-OFF TIME: ZERO TO 108 KNOTS WOULD BE 2 SECONDS. FLIGHT CONTROL SPEED IN 3 SECONDS.</p>	<p><b>1950's C-105 ARROW</b> PLANNED DATA FOR DEVELOPED ARROW WITH IROQUOIS MK3 ENGINE WAS TAKE-OFF POWER 42,000 LB THRUST. MAX SPEED AT 40000 FT WAS 2000 MPH. COMBAT SPEED MACH 2.5 COMBAT CEILING 68000 FT.</p>	<p><b>1958 C-105 ARROW</b> SPUD POTOCKI PILOT RL25202 HAD AFCS PROBLEMS, AND HAD BRAKES LOCK ON LANDING, CAUSING U/C FAILURE, AND DAMAGE TO A/C. COLLAPSED U/C. A/C NOT REPAIRED BEFORE "BLACK FRIDAY".</p>	<p><b>1944</b> ATTACK ON TIRPITZ AT HAAK ISLAND NEAR TROMSO. LANCASTERS FROM 9 AND 617 SQDNS. SINK SHIP WITH DIRECT HITS FROM "TALL BOY" BOMBS.</p>	<p><b>1957 C-105 ARROW</b> ORENDA IROQUOIS ENGINE ATTACHED TO B47, TESTED WITH AIRCRAFT AT ALTITUDE. MIKE COOPER-SLIPPER CAPTAIN.</p>	<p><b>1951 C-102 JETLINER</b> C.D. HOWE SENT A LETTER TO MR. GORDON, PRESIDENT OF AVRO CANADA, CLOSING DOWN JETLINER PROJECT COMPLETELY, DESPITE U.S.A.F. PROCUREMENT DIVISIONS INTEREST IN 20 JETLINERS.</p>
<p><b>1958 CF-105</b> DURING FULL POWER ON IROQUOIS TEST ON B47. A LOUD BANG FROM THE ENGINE PRODUCED DUST IN THE COCKPIT. THE CHASE PLANE REPORTED SMOKE BUT NO FIRE. THE IROQUOIS CLOSED DOWN.</p>	<p><b>1959 CF-105</b> AT THE TIME OF CANCELLATION THE IROQUOIS ENGINE HAD MADE 31 HRS TEST RUNNING TIME ATTACHED TO B-47.</p>	<p><b>1957 C-105 ARROW</b> DURING TEST FLYING THE IROQUOIS ENGINE ON THE B-47 TEST PLANE ONE OF THE A/C ENGINES HAD TO BE RUN AT MAX POWER TO OFFSET THE ASSYMETRIC THRUST OF THE IROQUOIS.</p>	<p><b>1946</b> LANCASTRIAN VH 742 FITTED WITH R.R. NENES IN ITS OUTER PODS, FLEW FROM LONDON TO PARIS IN 50 MINUTES USING ONLY THE TURBO-JET ENGINES. A NEW RECORD. CPT. R.T. SHEPHERD WAS PILOT.</p>	<p><b>1950 C-102 JETLINER</b> THE AIRCRAFT FLOWN TO CHICAGO FOR DEMONSTRATION FLIGHT FOR EVALUATION BY UNITED AIRLINES. 24 SENIOR OFFICIALS FLEW AND WERE VERY IMPRESSED WITH AIRCRAFT.</p>	<p><b>1945</b> THIS PERIOD SAW "OPERATION DODGE" LANCASTERS REPATRIATING P.O.W.'S FROM ITALY.</p>	<p><b>1950 C-102 JETLINER</b> IN CHICAGO DUE TO A BOLT COMING LOOSE AND ADRIFT IN NO 3 FIREWALL IT GOT INTO THE COMPRESSOR OF THE ENGINE WHICH HAD TO BE SHUT DOWN.</p>
<p><b>1949 C-102 JETLINER</b> FLIGHT TEST TO PROBE HIGH SPEED END OF THE FLIGHT ENVELOPE. HIGH STICK FORCES AT MACH 0.73. HEADLINE IN NEWSPAPER, "JETLINER PASSES 500 M.P.H."</p>	<p><b>1956 C-102 JETLINER</b> DON ROGERS AND PETER COPE MADE LAST FLIGHT OF THE JETLINER. ROUTINE PERIODIC CHECK FLIGHT OF 35 MINUTES. INSPECTION DEPT. WANTED TO INSPECT AIRCRAFT FOR CORROSION.</p>	<p><b>1950 C-102 JETLINER</b> DON ROGERS FLEW AIRCRAFT BACK FROM CHICAGO TO TORONTO ON 3 ENGINES AT 22000 FT AT 370 MPH THIS INCLUDED TAKE-OFF ON 3 ENGINES.</p>	<p><b>1950 C-102 JETLINER</b> IN ALL FLIGHTS OF THE JETLINER PRIOR PLANNING FOR JET FUEL HAD TO TAKE PLACE. IN THAT PERIOD OF TIME THAT TYPE OF FUEL WAS NOT IN COMMON USE.</p>	<p><b>1941</b> LANCASTER DT810 WAS THE ONLY LANCASTER MKII PROTOTYPE TO FLY. A AND AEE AT BOSCOMBE DOWN DID NOT ACCEPT IT FOR TEST UNTIL SPRING 1942.</p>	<p><b>1945</b> TWO LANCASTERS B1(FE) WERE MODIFIED WITH 1200 IMP GALLONS IN SADDLE TANKS FOR POSSIBLE USE IN TIGER FORCE. S/NOS SW244 AND HK 541. FLYING CHARACTERISTICS WERE POOR. PROJECT SCRAPPED.</p>	<p><b>1939</b> AVRO MANCHESTER L7246 PROTOTYPE DELIVERED TO A AND AEE AT BOSCOMBE DOWN FOR EVALUATION ON 9TH FLIGHT.</p>
<p><b>1942</b> THE LANCASTER FUEL SYSTEM WAS INCREASED BY 444 IMP GALLONS FOR THE 7TH PRODUCTION A/C BY ENLARGING ONE TANK AND INSTALLING AN EXTRA TANK OUTBOARD.</p>	<p><b>1954 C-105 ARROW</b> N.A.E. QUESTION AVRO'S DRAG ESTIMATES, IF N.A.E. PROVEN CORRECT, A/C WOULD NOT FLY SUPERSONICALLY. D.N.D. CALL FOR A SLOW DOWN ON PRODUCTION UNTIL INDEPENDENT VERIFICATION.</p>					



Jim Floyd - Chief Designer Avro Arrow

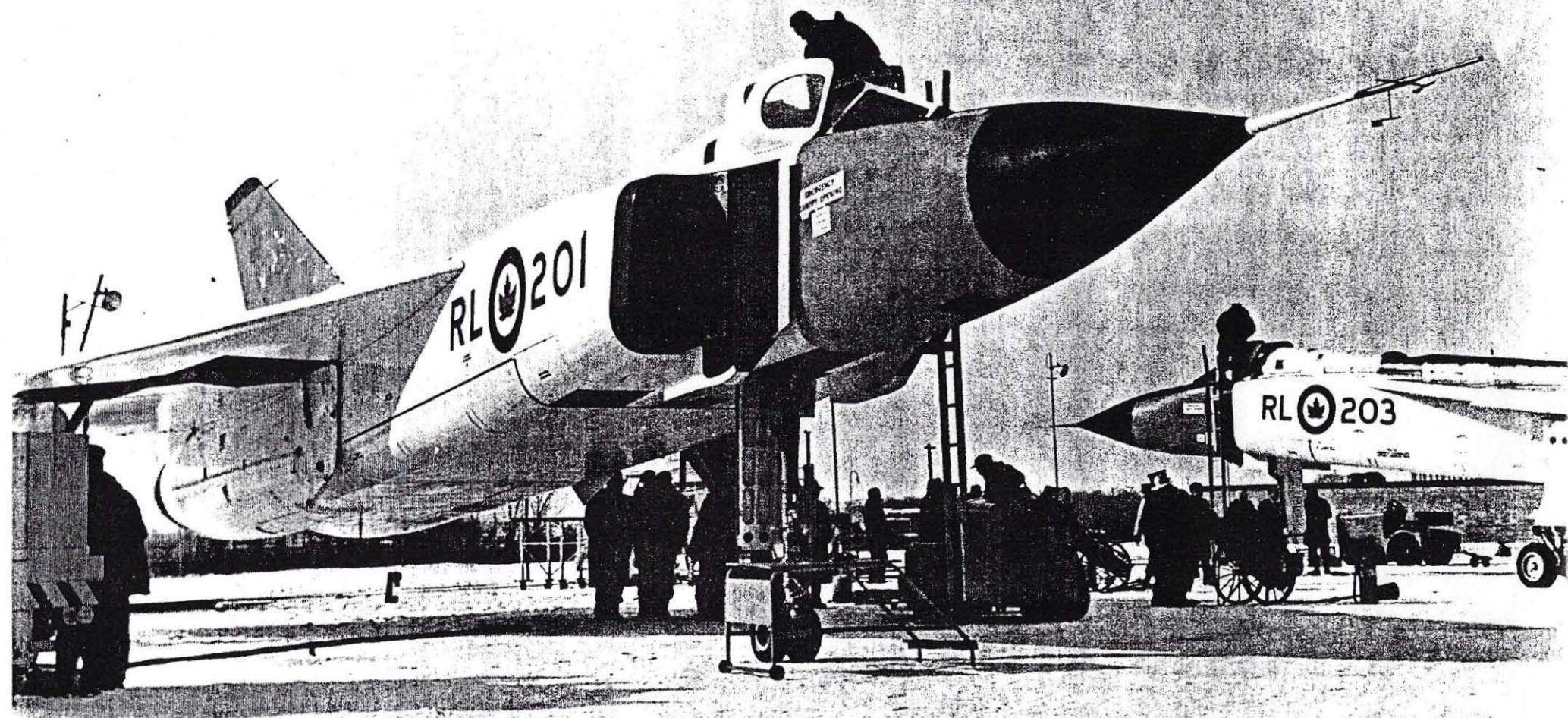


Lancaster L14713, a volunteer unit still in service



Photo of a pilot in the cockpit





December 1967

PHOTO BY JIM HARRIS FOR THE CANADIAN PRESS VIA AP/WIDEWORLD



# DECEMBER '92

2000 ARROW 701 AND 703 ON RAMP SHOWING WATER DAMAGE

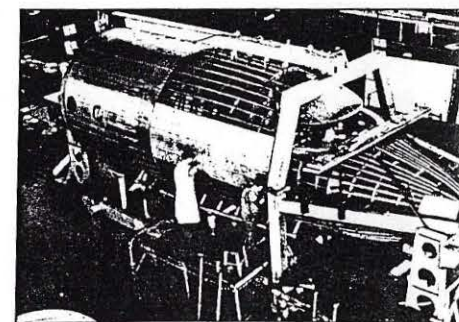
SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
		1945 A.V. ROE CANADA LTD. TOOK POSSESSION OF MALTON FACILITY ONCE KNOWN AS VICTORY AIRCRAFT.	1945 SIR ROY DOBSON (DOB-BIE) MANAGING DIRECTOR OF A.V. ROE IN ENGLAND A MEMBER COMPANY OF THE HAWKER SIDDELEY GROUP WAS INSTRUMENTAL IN FORMING AVRO CANADA LTD. TO BUILD THE C-102 AVRO JETLINER.	1942 THE AVRO MANCHESTER PRODUCTION WAS STOPPED AFTER 201 AIRCRAFT PRODUCED. THE LAST ONE FROM THE WOODFORD PLANT. AFTER THE LAST OPERATIONAL FLIGHT THEY WERE REDUCED TO PILOT TRAINING.	1957 C-105 ARROW THE FIRST ENGINE GROUND RUNNING TESTS CARRIED OUT ON ARROW RL25201, IN VERY COLD WEATHER.	1958 C-105 ARROW THE COMPUTER IN THE FLIGHT SIMULATOR SUGGESTED THAT THE ARROW WAS UNFLYABLE. JAN ZURAKOWSKI COULD ONLY OBTAIN A SHORT SURVIVAL TIME.
1958 C-105 ARROW AFTER FLYING THE AIRCRAFT, NEW INFORMATION WAS FED INTO THE FLIGHT SIMULATOR COMPUTER AND THEN IT WAS SATISFACTORY. NOW JAN CAN FLY THE ARROW.	1942 HORSE POWER OF ROLLS ROYCE VULTURE ENGINE WAS 1800. HORSE POWER OF ROLLS ROYCE MERLIN XX ENGINE WAS 1280, PACKARD MERLIN 224 WAS 1640, ALL AT 3000 RPM.	1944/45 SMALL ONTARIO TOWN LISTOWEL RAISED \$374,000 TO BUY KB899 LANCASTER MK10 CALLED "SPIRIT OF LISTOWEL" SERVED IN 425 AND 428 SQDN.	1954 C-105 ARROW NACA IN WASHINGTON USED TO RESOLVE CONCERNS ABOUT DRAG ESTIMATES BETWEEN AVRO AND N.A.E. NACA AGREED WITH AVRO'S FINDINGS, AND DND ISSUES REINSTATEMENT OF FAST PACE PRODUCTION.	1956 C-102 JETLINER MEMO FROM FRED SMYE GENERAL MANAGER AVRO TO JIM FLOYD GROUNDS THE JETLINER AND ORDERS ITS DESTRUCTION AS QUICKLY AND QUIETLY AS POSSIBLE.	1939 DUE TO ENGINE FAILURE PROTOTYPE MANCHESTER L7246 HAD WHEELS UP LANDING BUT PROVED ITS DAMAGE TOLERANCE CAPABILITY.	1945 C-102 JETLINER JIM BAIN SUPERINTENDENT OF ENGINEERING AND MAINTENANCE, T.C.A. INSISTED THAT THE JET TRANSPORT BE POWERED BY TWO ROLLS ROYCE AJ65 ENGINES NOT YET AVAILABLE.
1956 C-102 JETLINER THIS PERIOD OF TIME SAW AIRCRAFT DESTROYED IN HANGAR AT MALTON. FRONT FUSELAGE SECTION SENT TO OTTAWA FOR MUSEUM.	1941 419 SQUADRON FORMED AT MILDENHALL FIRST CO. W.C. "MOOSE" FULTON.	1953 LAST LANCASTER P.A. 427 WITHDRAWN FROM R.A.F. BOMBER COMMAND.	1954 C-105 ARROW THE INITIAL DESIGN OF THE IROQUOIS ENGINE STARTED ON SEPTEMBER 14 1953, AND COMPLETED 1 MAY 1954. THE FIRST LIGHT UP WAS ON 15th DECEMBER 1954. QUITE AN ACHIEVEMENT.	1958 C-105 ARROW THE FIRST PRE-PRODUCTION IROQUOIS ENGINE WAS DELIVERED TO AVRO. THE 2ND FOLLOWING ON 21ST DECEMBER 1958.	1952 CF-100 JAN ZURAKOWSKI FLEW S/NO 18112 TO 45,000 FT. AND DIVED TOWARDS MALTON AND EXCEEDED SPEED OF SOUND AND PRODUCED SONIC BOOM.	1959 C-105 ARROW DURING GROUND RUNNING TRIALS THERMIDEX, OIL RESISTING, TEMPERATURE SENSITIVE PAINT WAS APPLIED TO ENGINE BAY AREA. COLOUR CHANGES CLAIMED TO GIVE ACCURATE READINGS TO 15°C.
1957 CF-100 OFFICIAL BELGIAN ACCEPTANCE OF 53 CF-100 MK5 A/C AT NO 1 WING BEAUVECHAIN AND A LARGE CONSIGNMENT OF SPARES. ACHIEVED BY MUTUAL AID WASHINGTON.	1958 C-105 ARROW DURING TEST FLIGHT ON RL25201 THE STBD. U/C DOOR FAILED TO LOCK UP. DOWTY DISMANTLED THE OLEO AND FOUND A LOCKING RING DISPLACED AND JAMMED, AND CONSIDERED IT TO BE UNSAFE. (SEE JAN. 5)	1953 LANCASTER CF-GBA WAS CONVERTED FOR USE AS A FUEL TANKER FOR ARCTIC TRANSPORT. IT CRASHED AT MENIHEK WITH 3250 GALLONS OF FUEL. QUITE A FIRE.	1944 S/L PALMER LOST IN DAY-LIGHT RAID OVER COLOGNE. HE WAS AWARDED VICTORIA CROSS AND HAD COMPLETED 110 MISSIONS.	1941 NO 44 SQUADRON (RHODESIAN) AT WADDINGTON TOOK POSSESSION OF FIRST 3 LANCASTERS. S/NO L7537, L7538 AND L7541, THE FIRST UNIT TO BECOME OPERATIONAL WITH LANCASTERS.	1989/90 THE GREATEST REWARD TO RESTORATION CREW OF MYNARSKI MEMORIAL LANCASTER FM213, WAS THE WORDS OF APPRECIATION FROM LANCASTER VETERANS AND FAMILIES. "WE WILL REMEMBER THEM."	1991 IN CANADA THERE ARE 8 LANCASTER A/C LEFT. FM213 IS AIRWORTHY. THE OTHERS ON STATIC DISPLAY ARE FM104, FM136, FM159, FM212, KB839, KB882, KB944 IS AT THE NATIONAL AERONAUTICAL MUSEUM, OTTAWA.
1942 LANCASTER MK1 R5548 97 SQDN. OF-A AUTO-GRAPHED BY QUEEN ELIZABETH (SEE MARCH 20) WAS DESTROYED BY FIRE. WHEN ITS OWN PHOTOFLASHES WENT OFF INSIDE THE FUSELAGE.	1957 C-105 ARROW LOW SPEED TAXI TESTS COMMENCED UP TO SPEEDS OF 100 KNOTS. THREE TIMES OUT OF FIVE THE DRAG CHUTE FAILED TO DEPLOY.	1959 C-105 ARROW THE ARROW PROJECT WAS A BREEDING GROUND FOR MEN OF GREAT TECHNICAL MERIT. AFTER BLACK FRIDAY THESE MEN INFLUENCED PROJECTS THROUGHOUT THE WORLD, FROM GEMINI AND OTHER SPACE PROJECTS TO THE CONCORDE.	1944 LANCASTER MK10 TRANSPORT CF-CMU KB703 LOST WITHOUT TRACE OVER ATLANTIC. 7 HOURS OUT OF MONTREAL.	1945 BOMBER COMMAND LOST 58,000 AIRMEN OF WHOM 10,000 WERE CANADIANS.		



Sir Roy Dobson

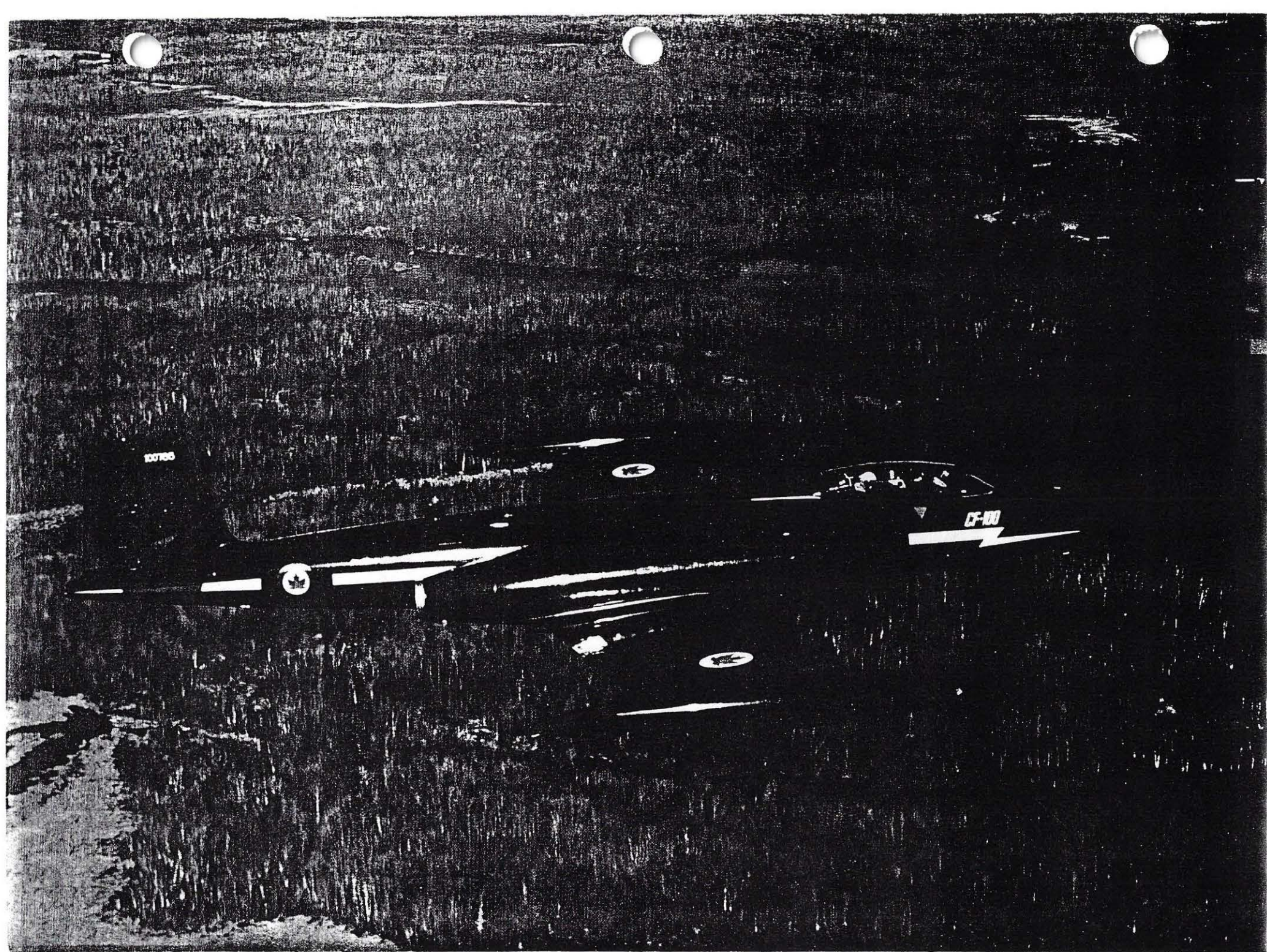


Rob Lindley, Chief Engineer, Jim Floyd V.P. of Engineering, Guest House, Chief Project Engineer, Arrow, Jim Chamberlain, Chief Technician



Skimming nose of Lancaster



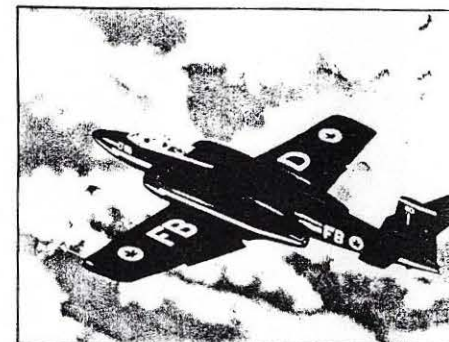




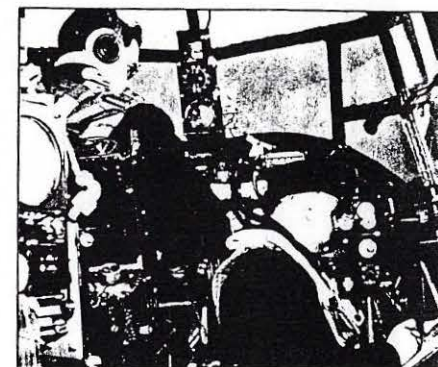
# JANUARY 1975

FIRST FLIGHT OF C-102 JETLINER 1 1975

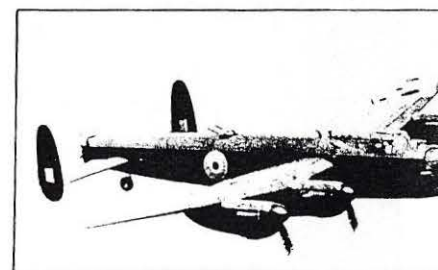
SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
					1991 50TH ANNIVERSARY OF THE AVRO LANCASTER.	1945 AFTER WATCHING KB700 THE RHUR EXPRESS CRASH F. PASSEMORE RAN 100 YDS FROM THE OFFICERS MESS TO HELP THE CREW, BUT THEY WERE ALL GONE. GOING BACK TO THE MESS THE CREW WERE ALL THERE "RELAXING". 2
1988 THE ORIGINAL RADIO PACKAGE FOR LAN- CASTERS WOULD NOT BE ACCEPTABLE IN MODERN HIGH DENSITY TRAFFIC. A MODERN PACKAGE WAS DONATED AND WAS IN- STALLED BY KITCHENER AERO INTO C-GVRA. 3	1988 TO RESTORE LANCASTER FM213 TO ITS ORIGINAL STATUS AS KB726 WAS IMPOSSIBLE. PROJECT ENGINEER NORM ETHERIDGE DECIDED TO MAKE THE A/C APPEAR EXTERNALLY TO BE A LANCASTER 4	1983-88 DURING RESTORATION OF FM213 NORM ETHERIDGE PROJECT ENGINEER HAD 3 LISTS OF TASKS TO DO 1) EASY-TIME AND MONEY 2) WAITING THE SUPPORT OF CONTRIBUTING COM- PANIES 3) HOW ON EARTH CAN I DO THIS!! 5	1983-88 WITH SO MANY UN- SKILLED VOLUNTEERS, TRAINING WAS A TASK FOR NORM ETHERIDGE. TO DEVELOP CONFIDENCE HE WOULD SUGGEST DIFFERENT WAYS TO DO A TASK. THEN SAY "YOU'LL MANAGE" AND WALK AWAY. IT ALWAYS WORKED 6	1983-88 IN THE OLD SAYING "IF YOU WANT A JOB DONE PROPERLY, DO IT YOUR- SELF". NORM ETHERIDGE TOOK IT UPON HIMSELF TO ENROLL INDUSTRY TO THE RESTORATION PROGRAM. 7	1943/45 DURING MANUFACTURING OF LANCASTER MK10 IN CANADA, FLIGHT ENGINEER TOMMY THOMPSON FLEW IN 222 OF THE AIRCRAFT FOR A TOTAL OF 558 FLIGHTS. MOST FLIGHTS ON ANY AIRCRAFT - ELEVEN. 8	1941 AT THE TIME OF THE LAN- CASTERS FIRST FLIGHT ROY CHADWICK TOLD HIS DAUGHTER MARGARET OF AVRO 684 DESIGN. A LAN- CASTER TYPE WITH A PRESSURIZED CABIN. NEVER DEVELOPED. 9
1939 A CARDINAL RULE OF ROY DOBSON WAS "NEVER PUT AN UNTRIED ENGINE INTO A NEW A/C DESIGN". RULE BROKEN WITH BAD RESULTS. RR VULTURE INTO MAN- CHESTER AND RR AJ 65 ENGINES FOR JETLINER. 10	1943/45 DURING MANUFACTURING OF 430 LANCASTERS AT MALTON TEST PILOTS WERE FOR AVRO. ERNIE TAYLOR (CHIEF) DON ROGERS AND BOB WINGFIELD. FERRY COM- MAND J. PARKINSON R.A.F. TEST PILOT F/LT EASTMAN. 11	1951 C102 JETLINER AN ARTICLE IN THE ROCHESTER "DEMOCRAT AND CHRONICLE" LAUD- ED THE EXPLOITS OF THE CANADIAN JETLINER SUGGESTING "IT SHOULD GIVE THE U.S. A HEALTHY KICK IN ITS PLACIDITY." 12	1944 KB 702 CGTAS CF-CMT FLEW DORVAL TO PRESTWICK IN 11 HRS 14 MINS. THE FIRST CANADIAN PLANE TO OPERATE ACROSS THE ATLANTIC IN CIVIL USE. 13	1987 DOWTY CANADA, DOWTY U.K. PLAYED AN IMPOR- TANT PART IN THE RESTORATION OF THE MYNARSKI LANCASTER. THEY ALSO PLAYED A VITAL ROLE IN C-102 JET- LINER AND CF-105 ARROW. 14	1956 CF-105 THE CHANGES IN WEAPONS SYSTEM HAD A MAJOR IMPACT ON DE- SIGN. THE SIZE OF THE NOSE HAD TO BE CHANGED TO ACCOMMO- DATE THE RADAR DISC FROM 24 INCHES TO 38 INCHES. 15	1956 CF-105 ARROW THE OBJECTIVE OF THE FIRE CONTROL SYSTEM, INTEGRATED WITH THE AFCS WAS TO MAKE IT COMPLETELY AUTOMATIC AND CONTROLLED FROM THE GROUND WITH MINIMUM PILOT INVOLVEMENT. 16
1950 CF-100 FIRST TAXI TRIALS AND GROUND HANDLING CARRIED OUT. 17	1953 CF-105 THE SPECIFICATION (AIR-7-3) REQUIRED THAT THE ARROW SHOULD HAVE A 200 NAUTICAL MILE RADIUS OF OPERA- TION WITH A 5 MINUTE COMBAT AT MACH 1.5. 18	1950 CF-100 1ST TEST FLIGHT OF PRO- TOTYPE CF-100 CANUCK S.NO 180101. AT MALTON POWERED BY R.R. AVON R.A 2 ENGINES. PILOT BILL WATERTON, CHIEF TEST PILOT FOR GLOSTER A/C. U.K. FLIGHT TIME 40 MINS. 19	1950's CF-105 A DESIGN CHANGE STUDY TO ARROW 2A WAS CARRI- ED OUT. TO INCREASE RADIUS OF OPERATION TO 650 NAUTICAL MILES. SUBSONIC WITH 5 MINS. COMBAT AT MACH 1.5 IT WOULD NEED FUEL TANK IN FIN. 20	1958 CF-105 THE FUEL CAPACITY OF THE ARROW WAS 2897 IMP. GAL. 2508 USEABLE. 21	1985 AN U/C SUPPORT BEAM WAS MANUFACTURED BY ROBERT MITCHELL OF MONTREAL TO REPLACE CRACKED UNIT ON LANC FM213. ON 1ST LANC. BT308 4 BEAMS WERE MADE FROM H.T. STEEL. 22	1940 AT THE TIME OF LAN- CASTER PRODUCTION THESE U/C SUPPORT BEAMS WERE THE LAR- GEST CASTINGS USED SO FAR IN A-CLASS I AIR- CRAFT STRUCTURE. 23
1951 CF-100 FOLLOWING CEPE REPORT 971 IT WAS DE- TERMINED THAT LIMITING OPERATIONAL MACH SHOULD BE 0.83 24	1985 ENGINES DONATED FOR RESTORATION OF FM213 WERE PACKARD MERLIN 224. ALSO 2 J75 ENGINES FROM ARROW PROJECT AND ONE RARE ORENDA IROQUOIS ENGINE BUILT FOR ARROW MK2. 25	1983/85 DURING RESTORATION OF FM213, 22 ENGINES WERE SENT TO J.R.S. ENTER- PRISES TO BE ABLE TO HAVE ENOUGH SERVICEA- BLE PARTS TO MAKE 5 AIRWORTHY ENGINES. 26	1951 C-102 JETLINER IT IS REPORTED THAT MR. A.T. COWLEY, D.O.T. INSISTED THAT A LARGE SIGN "EXPERIMENTAL" BE PAINTED ON THE EN- TRANCE DOOR, AND ALL PASSENGERS BE PROVID- ED WITH PARACHUTES. 27	1991 THE CHURCH OF ST. CLE- MENT DANES IS R.A.F. MEMORIAL CHURCH IN LONDON. IT HAS PLAQUES LISTING VIC- TORIA CROSS WINNERS AND R.A.F. BATTLES AND A MAGNIFICENT STAINED GLASS WINDOW TO THE FALLEN. 28	1944 THE PRESS WERE INVIT- ED TO R.A.F. BASE LUD- FORD MAGNA FOR PUBLICITY PICTURES. AS THIS BASE HOUSED SECRET 101 SODN. 16 AIRCRAFT AND CREWS FROM NEARBY WICKENBY WERE PARADED INSTEAD. 29	1943 THE FIRST USE OF H <sub>2</sub> S WAS FITTED TO HALIFAX ON RAID TO HAMBURG. IT WAS FOUND THAT IT NEEDED TO BE USED AT MUCH HIGHER ALTITUDE. NEW TYPE OF H <sub>2</sub> S WAS THEN FITTED TO LAN- CASTER FOR PATHFINDER FORCE 30
1952 CF-105 ARROW JIM FLOYD APPOINTED CHIEF ENGINEER OF AVRO PRODUCTION 31						



CF-100 prototype

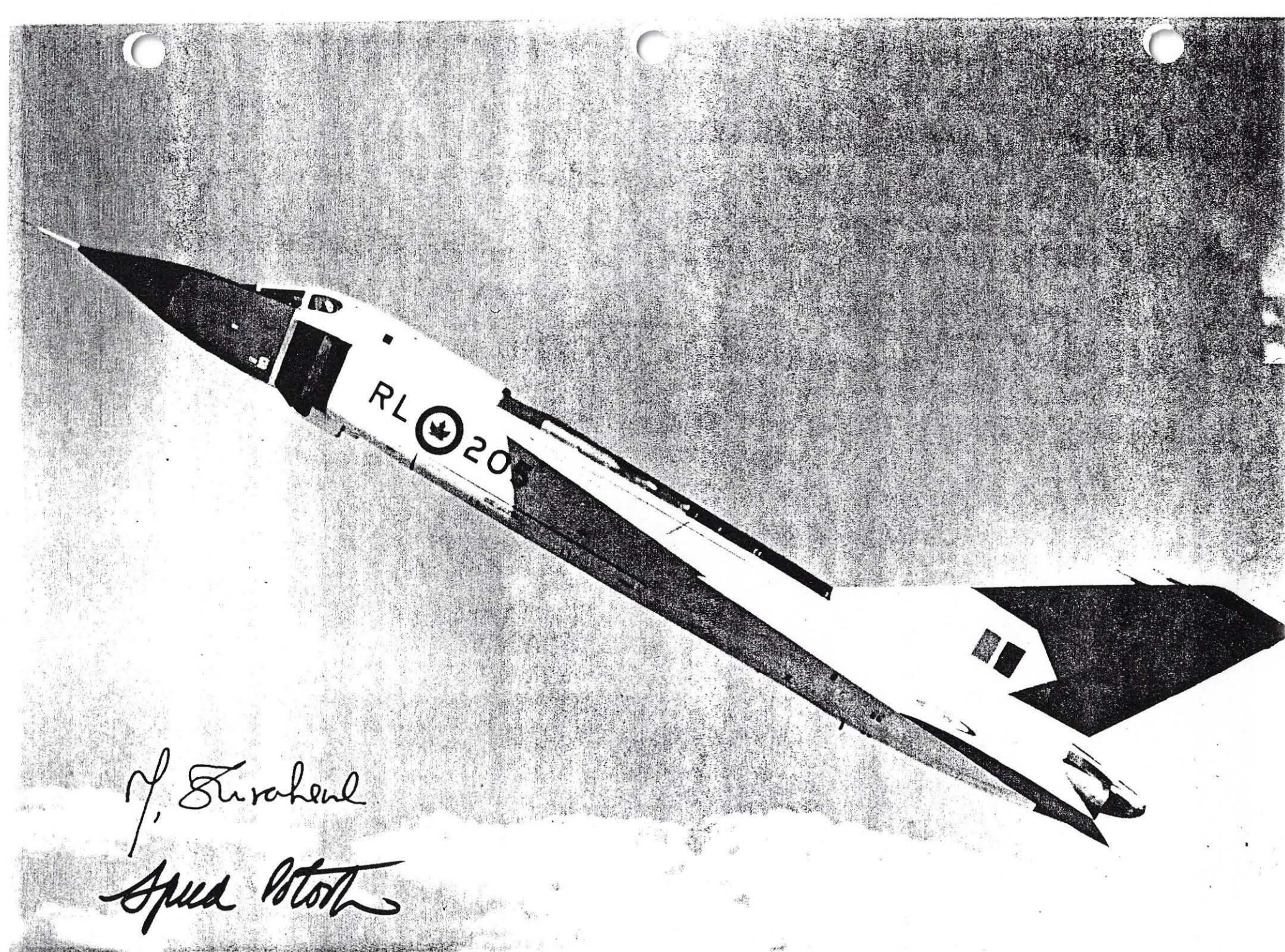


Engineer Jimmy Thompson and Don Rogers Pilot ready for flight.



CF-100 on taxi with H.T. Steel beams with 1100 lbs. load

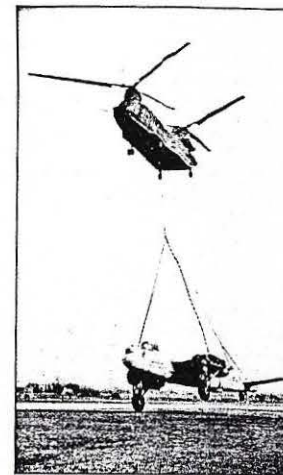




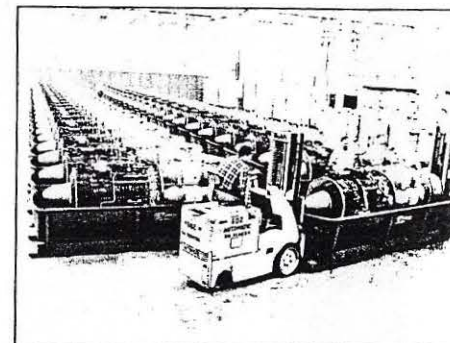


# FEBRUARY 1973

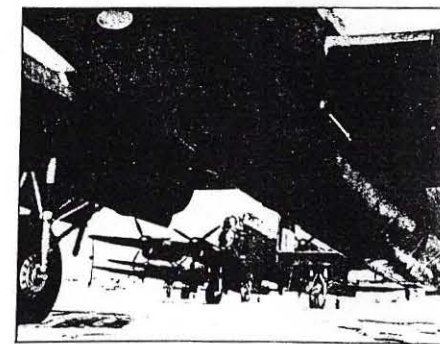
SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
	<p><b>1942</b> THE PLANT AT MALTON THAT WAS USED TO BUILD LANCASTERS—LATER JETLINER CF-100 AND ARROW, WAS BUILT IN 1938. KNOWN AS NATIONAL STEEL CAR CORP. BUILDING WESTLAND LYSANDERS AND ASSEMBLING AVRO ANSONS.</p>	<p><b>1946</b> DELIVERY OF LANCASTER TW910, THE LAST LANCASTER TO BE BUILT.</p>	<p><b>1943</b> THE MAJOR DIFFERENCE BETWEEN MK III AND MK 10 LANCASTERS WAS THE ENGINES, BUT MANY SMALLER DIFFERENCES LIKE BEARINGS, INSTRUMENTS AND RADIOS WERE CANADIAN CONTENT.</p>	<p><b>1946</b> NO. 44 SQDN. WAS FIRST TO RECEIVE LANCASTER MK V AIRCRAFT CALLED AVRO LINCOLN B2. THESE AIRCRAFT FITTED WITH PACKARD MERLIN ENGINES.</p>	<p><b>1945/48</b> 447 LINCOLN MK B2 WERE PRODUCED BEFORE PRODUCTION ENDED</p>	<p><b>1960</b> THE ONLY EXPORTED LINCOLNS WERE TO ARGENTINA. 12 WERE B1 AND 18 WERE B2 MODELS.</p>
<p><b>1979</b> ON NOVEMBER 5TH THE FUSELAGE OF F.M. 213 WAS FLOWN SUSPENDED FROM A CHINOOK HELICOPTER FLOWN BY MAJOR BOOTH FROM GODERICH TO HAMILTON. A RECORD FOR THIS TYPE OF OPERATION.</p>	<p><b>1983/88</b> DURING RESTORATION OF FM 213 IN HAMILTON ONE OF THE BIGGEST PROBLEMS WAS TO GET NEW ENGLISH NUTS AND BOLTS SIMILAR TO THAT USED IN 1943. WHERE POSSIBLE A.N. STOCK WAS USED.</p>	<p><b>1983/88</b> DURING RESTORATION NORM ETHERIDGE WAS HELPED BY LANCASTER VETERANS WHO GAVE UP MEMORABILIA THEY HAD RETAINED SINCE W.W. II.</p>	<p><b>1949 CF-100</b> ORENDA ENGINE T.R.5 DESIGNED TO POWER THE CF-100 MADE ITS FIRST TEST RUN. DESIGN HAD STARTED SEPTEMBER 3, 1946.</p>	<p><b>1983/88</b> IT WAS NECESSARY TO HAVE CABINET MAKERS WORK ON RESTORATION OF CF-VRA, AS THERE IS MUCH MORE WOOD USED IN MK 10 LANC. THAN IN MK 1. EXAMPLE REAR FAIRINGS OUTBD. ENGINE NACELLE.</p>	<p><b>1943</b> WHEN THE RHUR EXPRESS FINALLY REACHED U.K. ONE CREWMAN WAS QUARANTINED. "BAMBI" THE CREW MASCOT. S/L R. LANE WAS THE PUBLICITY CAPTAIN. IT CARRIED A FERRY COMMAND PILOT</p>	<p><b>1943</b> THE FIRST "OPP" FOR THE RHUR EXPRESS WAS BERLIN NOVEMBER 22, 1943. LQ-Q QUEENIE. PILOT FLT/SGT FLOREIN, WEYBURN SASK. THE OPP ABORTED. S/L R. LANE DID THE FAKE DEBRIEFING.</p>
<p><b>1943/45</b> DON ROGERS IN AN ARTICLE ON HIS LANCASTER TEST FLYING REPORTED THAT ONCE ON TAKE-OFF ALL 4 ENGINES STOPPED—IT BECAME VERY QUIET. PROBLEM DUE TO MALFUNCTIONING FIRE EXT. SYSTEM.</p>	<p><b>1990 CF-105 ARROW</b> THE PLAY "THE LEGEND OF THE AVRO ARROW" WAS PRESENTED AT THE BLUMA APPEL THEATRE IN TORONTO. THE TWO-THIRDS SCALE MODEL OF THE ARROW IN THE ILLUSION OF FLIGHT WAS THE "PIECE DE RESISTANCE"</p>	<p><b>1945</b> FLT/LT LARRY MELLING AWARDED D.F.C. THE WHOLE CREW WAS DECORATED. 4 DFC'S AND 3 DFM'S. MUST HAVE BEEN SOMETHING SPECIAL. LARRY SHARED AIRCRAFTS WITH S/L BAZELGETTE. VC. ON DIFFERENT ASSIGNMENTS.</p>	<p><b>1945</b> LANCASTERS MK 1 (SPECIAL) PB592/G AND PB995/G TEST FLOWN AFTER MODIFICATIONS TO CARRY 22,000 LB GRAND SLAM BOMB.</p>	<p><b>1954 CF-100</b> PETER COPE FLYING S.NO 18112 MADE INITIAL TEST FIRING OF 43 ROCKETS FROM RETRACTABLE BELLY PACK.</p>	<p><b>1958 CF-105</b> THE DELTA PLATFORM DID NOT ALLOW FOR FLAP CONTROLS TO ASSIST IN SLOWING DOWN THE A/C ON APPROACH. A LANDING SPEED OF 160 KNOTS REQUIRED THE USE OF A TAIL DRAGCHUTE.</p>	<p><b>1954 CF-105 ARROW</b> AT THE TIME OF PROJECT CANCELLATION THE GOVERNMENT WAS ADVISED THAT 14,000 EMPLOYEES WOULD BE LAID OFF HOPING FOR SOME KIND OF ALTERNATIVE SOLUTION. NO REPLY WAS RECEIVED.</p>
<p><b>1959 CF-105 ARROW</b> ONE REASON GIVEN FOR THE ARROW CANCELLATION WAS THE ESCALATING COST OF FIRE CONTROL SYSTEM. DEMANDED BY R.C.A.F. THE RCA ASTRA, ALSO A NEW MISSILE. NEITHER OF WHICH EXISTED.</p>	<p><b>1952 CF-100</b> IN EARLY DAYS OF PRODUCTION AND TEST FLYING SERIOUS PROBLEMS OCCURRED WITH WRINKLING OF SKIN AT UPPER ENGINE NACELLE. THE STRUCTURAL RING AROUND ENGINE WAS CRACKING.</p>	<p><b>1952 CF-100</b> A MODIFICATION BY WACLAW CZERWINKSI OF A PIN JOINT ALLOWED MORE FLEXIBILITY AT THE JOINT TO THE SPAR AND THE PROBLEMS WAS SOLVED. ALL AIRCRAFT HAD TO BE MODIFIED.</p>	<p><b>1953 CF-100</b> ALL WEATHER TRIALS MEANT FITTING OF ELECTRICALLY HEATED ICEICER BOOTS TO WINGS, AND TAIL PLANES AND FITTING THE ENGINE BULLET NOSE WITH ALCOHOL SPRAY.</p>	<p><b>1941</b> FIRST OPERATIONAL USE OF 6 MANCHESTER BOMBERS WAS TO ATTACK BATTLESHIP SCHARNHORST AT BREST. 207 SQDN. L7284 CRASH LANDED WITH U/C FAILURE.</p>	<p><b>1943</b> AT A MEETING CHAIRED BY AIR MARSHALL LINNELL; CHADWICK FIRST LEARNED OF THE PROPOSED DAMS RAID. HE HAD TO DELIVER 30 A/C BY MAY 1943 MODIFIED TO CARRY THE BARNES WALLIS BOMB.</p>	<p><b>1983</b> DURING EARLY RESTORATION OF FM 213 LANCASTER, SOME CREW NAMES WERE FOUND INSCRIBED IN THE FUSELAGE. ON 9TH AUG. 1959 THE PILOTS NAME WAS FLT DUNBAR. HE WAS TO PILOT AGAIN IN 1989.</p>
<p><b>1959</b> FLT/LT DUNBAR AND CREW WERE ACTING AS AIR SEA RESCUE PATROL FOR "OPERATION SECOND SILVER DOZEN" BETWEEN TORBAY AND KEFLAVICK FOR 12 T33 A/C FROM TRENTON TO FRANCE.</p>						



Transporting FM 213 from Goderich to Hamilton

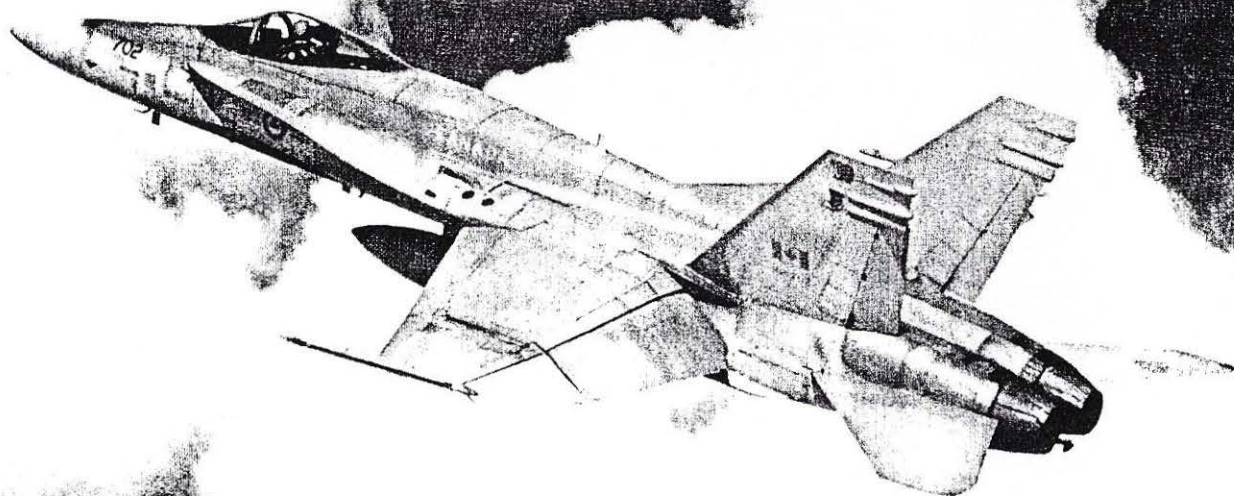
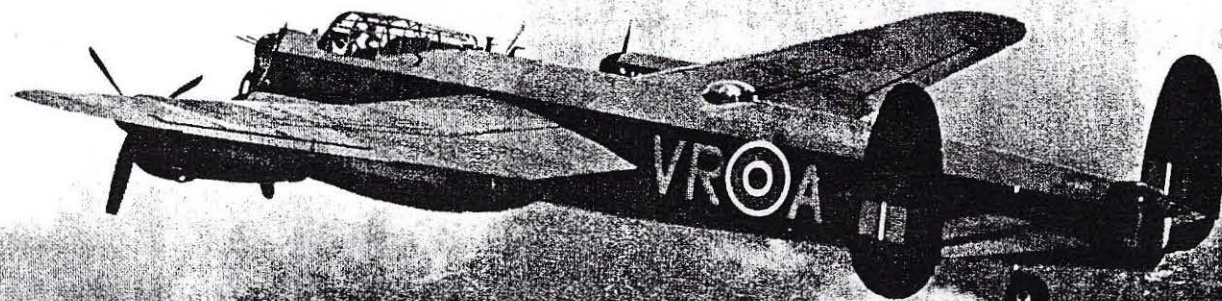


Orenda engine ready for CF-100 and Sabre



Lancaster ready at Malton for the Rhur Express



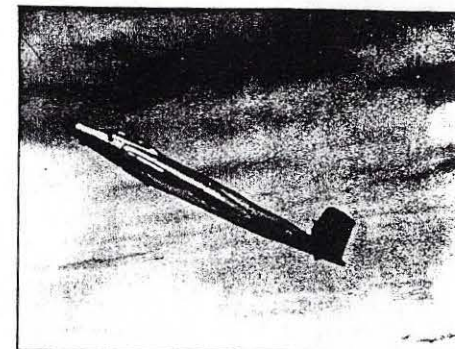


Model 105

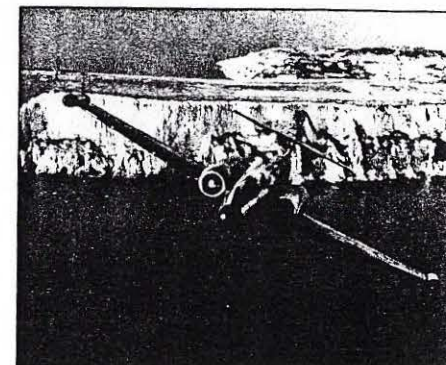


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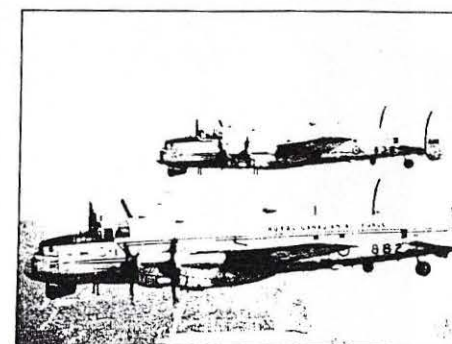
SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
	<p>1944 GUY GIBSON AND NAV. J.B. WARWICK WERE ORIGINALLY BURIED IN A COMMON GRAVE, AT STEENBERGEN CEMETARY. AFTER LIBERATION THEY WERE BURIED SIDE BY SIDE, GRAVE TENDED BY MR. VAN DEN DRIESCHEN.</p>	<p>1944 LARRY MELLING ON RETURN FROM L'HEY JULY 9TH HAD TO LAND AT MANSTON WITH L.H. OUTER SHOT OFF THE A/C, AND LH INNER SHUT DOWN. ALL CREW STAYED IN PLANE TO GIVE LARRY CONFIDENCE, ON TWO APPROACHES.</p>	<p>1944 A LANCASTER MK 10 MODIFIED TO T.C.A. REQUIREMENTS MADE RECORD PRESTWICK TO MONTREAL IN 13 HRS CARRYING TWO TONS OF MAIL AND 4 PASSENGERS.</p>	<p>1941/45 AT TAKEOFF TIMES FOR OPS IT WAS CUSTOMARY FOR GROUPS OF GROUND STAFF TO STAND BY THE END OF THE RUNWAY TO WISH THE CREWS "GOD SPEED FOR A SAFE RETURN."</p>	<p>1944 SOME LANCASTERS MK III WERE CONVERTED TO LANCASTER MK VI A/C WITH MERLIN 85 AND 87 ENGINES. GREATER COOLING REQUIREMENTS LED TO SEMI-CIRCULAR COOLANT INTAKES. THESE COWLINGS ADAPTED FOR LANCASTER MK IV, THE LINCOLN.</p>	<p>1983 GOVERNMENT GRANT ALLOWS NORM ETHERIDGE AND 5 TRAINEES TO START RESTORATION OF LANCASTER FM213.</p>
<p>1944 A FEW LANCASTER MK VII WERE BUILT AT THE AUSTIN MOTORS PLANT. IT CARRIED THE MARTIN 250 ELECTRIC TURRET (AS MK 10) AND ROSE TAIL TURRET, BOTH WITH 0.5 INCH MACHINE GUNS.</p>	<p>1954 A CIVILIAN CREW FLEW LANCASTER P474 FROM FLIGHT REFUELLING, COMPANY TO CRANFIELD AERONAUTICAL COLLEGE.</p>	<p>1954/63 LANCASTER VARIOUS EXPERIMENTS WERE DONE USING PA474 FROM HANDLEY PAGE LAMINA FLOW WING TO FOLLAND MIDGE WING FITTED VERTICALLY THROUGH TOP OF FUSELAGE. ON LANDINGS A CROSSWIND GAVE PROBLEMS.</p>	<p>1946 LANCASTER TW 911 ONE OF THE LAST LANCs DELIVERED FROM ARMSTRONG WHITWORTH WAS USED AS A TEST BED FOR THE ARMSTRONG SIDDELEY PYTHON ENGINE, USED ON THE WESTLAND WYVERN.</p>	<p>1943 405 SQDN. (VANCOUVER) 1ST CANADIAN SQDN IN BOMBER COMMAND.</p>	<p>1941/45 AIRCRAFT SECTIONS FROM DIFFERENT FACTORIES OF THE LANCASTER GROUP WERE TRANSPORTED BY "QUEEN MARY'S" TO WOODFORD FOR ASSEMBLY.</p>	<p>1943/44 MAXIMUM PRODUCTION OF LANCASTERS DURING THIS PERIOD. ASSEMBLY OF A COMPLETE A/C TOOK 3-4 DAYS, WITH PRODUCTION AT WOODFORD UP TO 136 A/C PER MONTH. CANADIAN PRODUCTION 1 A/C PER DAY.</p>
<p>1991 IN THE EFFORTS TO BRING THE LANCASTER BACK INTO THE AIR, BOTH FLYING LANCASTERS FM213 AND PA474 HAD TO USE PARTS FROM THE AVRO LINCOLN AIRCRAFT.</p>	<p>1954 419 MOOSE SQDN. EQUIPPED WITH CF-100 AIRCRAFT. ORIGINAL SQDN. OF MYNARSKI MEMORIAL LANCASTER KB726, LATER DAYS EQUIPPED WITH F5 FIGHTERS AT COLD LAKE ALBERTA.</p>	<p>1945 KB895 SOLD AS WAR ASSETS TO A PENHOLD ALBERTA FARMER AS A TOOL SHED. FOUND BROTHERS PURCHASED IT BACK TO USE C/SECTION FOR REPAIRS TO FM213 AT DOWNSVIEW.</p>	<p>1988 THE DATE OF THE PROPOSED OFFICIAL FIRST FLIGHT OF MYNARSKI MEMORIAL LANCASTER WAS ESTABLISHED, 24 SEPTEMBER 1988. WE STILL HAVE LOTS OF WORK TO DO, IT WILL BE EXCITING TO MEET THE TARGET.</p>	<p>1955 CF-100 3 MK 4 FLEW A/C ACROSS THE ATLANTIC TO THE R.A.F. CENTRAL FIGHTER ESTABLISHMENT FOR EVALUATION. A/C S/N 18320-18322 THEN STORED AT R.A.F. LANGAR.</p>	<p>1983 RESTORATION OF LANCASTER FM213 BROUGHT CAUSTIC REMARKS FROM CANADIAN WARPLANE HERITAGE MEMBERS. "YOU'LL NEVER FLY THAT PILE OF PIECES:" 1986: "WHEN WILL IT FLY?" 1988: "HOW DO I GET A RIDE?"</p>	<p>1955 ON DISPLAY AT MALTON FLYING FM209 MIKE COOPER-SLIPPER WITH MERLINS SHUTDOWN ONLY OREDA JETS RUNNING. INSTEAD OF STARTING MERLINS "ORENDAS WERE SHUT DOWN. THE CREW BECAME VERY BUSY.</p>
<p>1951 CF-100 WITHOUT A FIRM ORDER, PRODUCTION AUTHORITY WAS GIVEN FOR 718 COMPLETE AIRCRAFT AND 738 SPARE OREDA ENGINES.</p>	<p>1956 CF-100 AVRO CANADA PROPOSED TO INSTALL TWO WING TIP BRISTOL ORPHEUS ENGINES TO BOOST A/C TO 50,000 FT. CALLED CF-100 MK X. CREW WOULD WEAR PRESSURE SUITS.</p>	<p>1956 WHILE AT WADDINGTON PA474 STARTED RESTORATION TO ORIGINAL APPEARANCE. FIRST CODE PAINTED ON FUSELAGE KM-B IN REMEMBRANCE OF S/L NETTLETON V.C. WHO FLEW LANC KM-B 44 SQDN.</p>	<p>1945 GRIEF FOR THE DOBSON FAMILY. JACK, SON OF SIR ROY DOBSON WAS A PASSENGER IN B.O.A.C. LANCASTRIAN C-AGLX LOST ENROUTE TO AUSTRALIA TO ORGANIZE LINCOLN PRODUCTION.</p>	<p>1990 THE LANCASTER PA474 AT BBMF CONNINGSBY CARRIES CALL SIGN PM-M2 IDENTIFICATION, A LANC OF 103 AND 576 SQDN. WHICH COMPLETED 140 OPERATIONAL SORTIES. A RECORD FOR BOMBER COMMAND.</p>	<p>1990/91 "OPERATION MERLIN" REPORTED EVIDENCE THAT 6 LANCASTERS WERE BURIED 30 FT BELOW WHEATFIELDS IN HUMBERSIDE IN LATE 1945, PROVED TO BE UNSUBSTANTIATED</p>	<p>1990 DURING THIS YEAR LANC VRA TOOK PART IN THE FILMING OF CBC DOCUMENTARY "THE VALOUR AND HORROR" TEMPORARY REGISTRATION WAS ZL-W DEPICTING A HALIFAX ON THE NUREMBERG RAID.</p>
<p>1958 CF-100 AVRO RESEARCHED A SHORT TAKE-OFF/VERICAL LANDING (V/STOL) VERSION WITH BRISTOL ORPHEUS ENGINES. NEVER PURSUED. A SIMILAR BRITISH VENTURE HP1127 BECAME HAWKER HARRIER.</p>	<p>1955 LANCASTRIAN V.L.970 WITH POWER FROM ROLLS ROYCE AVON JET ENGINE CRASHED KILLING ALL CREW, AFTER 6 YEARS OF TESTS.</p>	<p>1943 LANCASTER MK II FIRST USED BY SQUADRONS. BERLIN BOMBED 115 SQDN.</p>	<p>1950 FORMATION OF 405 SQDN. MARITIME RECONNAISSANCE (M.R.) GREENWOOD, NOVA SCOTIA</p>			



A CF-100 similar to 419 Sqdn



A CF-100 over White Cliffs of Dover



Two Lancaster (405) on display at Greenwood Park, Nova Scotia (Stats Display 4-1)



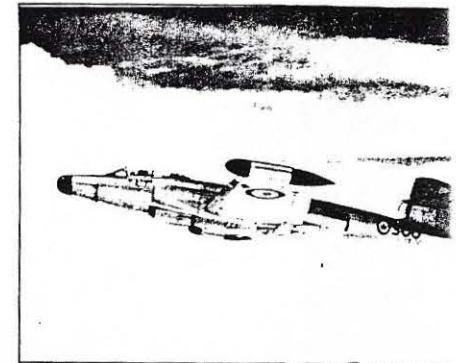




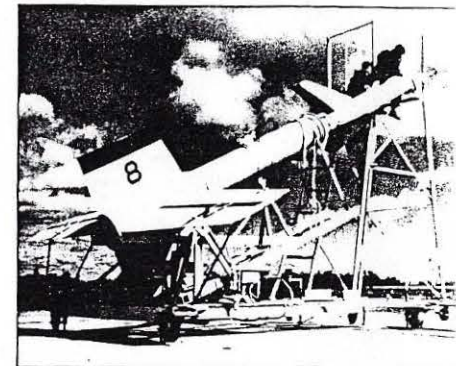
# April '93

LANCASTER BOMBER RESTORATION, WITH SPECIALS OF THE DAY. PHOTO COURTESY OF NORM ETHERIDGE AND L. ALBERT. 10000 SQUADRON

SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
				1945 LANCASTER B1 (SPECIAL) LOADED WITH GRAND SLAM HAD RANGE OF 1,500 MILES AT 73,000 LB TAKEOFF WEIGHT.	1945 WORLD SPEED RECORD SET FOR AIRCRAFT CARRYING 22,000 LB LANCASTER B1 (SPECIAL).	1952 CF-100 12 AIRCRAFT WERE PRE- PRODUCTION MODELS. S.NO 18103-ENGINE AND ARMAMENT TESTING S.NO 18104-18107 FOR MK 2T DEVELOPMENT S.NO 18108-18111 FOR MK 3T DEVELOPMENT. S.NO 18112 MK 4 PROTOTYPE.
1952 CF-100 IN THE HOUSE OF COM- MONS CONSERVATIVE MEMBER HARKNESS MADE SPEECH REFER- RING TO SLOW DELIVERY OF AIRCRAFT AND PRODUCTION PROBLEMS.	1943 AN ORDER FOR 500 LAN- CASTER B MK1 RECON- NAISSANCE BOMBERS WAS PLACED FOR TIGER FORCE TO BE BUILT AT CHESTER. PA474 (BBMF) WAS ONE OF 235 DELI- VERED BEFORE ORDER WAS CANCELLED.	1954 CF-105 ARROW AVRO SUBMITS ESTIMATED COSTS OF DESIGN AND MANUFACTURE OF VARIOUS QUANTITIES OF CF-105 TO R.C.A.F.	1943 LANCASTER MK10 A/C WERE FITTED WITH THE LARGER BOMB BAY DOORS TO ALLOW CARRY- ING OF 8000 LB BOMB. A/C AFTER KB855 FITTED WITH MARTIN TURRETS, REVERTED TO STANDARD 4000 LB BOMB DOORS.	1948 FM216-THE FIRST LAN- CASTER TO BE PAINTED WITH RED WING TIPS AND NEW MAPLE LEAF ROUNDELS. FLOWN TO ROCKCLIFFE FOR AP- PROVAL. MAPLE LEAF STENCIL WAS MADE FROM AN ACTUAL PHOTO.	1954 KB839 LAST OFFICIAL LANCASTER FLOWN BY RCAF AT CEREMONY AT DOWNSVIEW. ALSO KB882, KB976, FM104 TAKEN OFF STRENGTH. ALL FLOWN FOR 19 YEARS.	1984 TO SUPPORT THE RESTO- RATION OF LANCASTER C-GVRA FM213 "THE LANCASTER SUPPORT CLUB" WAS FORMED. BY THE END OF 1990 OVER ONE MILLION DOLLARS WAS RAISED.
4	5	6	7	8	9	10
1940 THE AVRO MANCHESTER HAD A VERY CRITICAL TIME AT TAKE OFF. IF AN ENGINE FAILED WITH AIR- SPEED OF LESS THAN 150 MPH A CRASH WAS IN- EVITABLE.	1953 CF-105 ARROW WIND TUNNEL TESTING WAS CARRIED OUT AT VARIOUS CENTRES. LOW SPEED TUNNEL TEST AT NCR OTTAWA. HIGH SPEED TEST AT CORNELL LABS BUFFALO. SUPER- SONIC TEST AT LANGLEY FIELD VIRGINIA.	1953 CF-105 ARROW SIMULATED SUPERSONIC FLIGHT WAS DONE BY FREE FLIGHT MODELS FIRED ON NIKE ROCKET BOOSTERS. THESE WERE 1/8 SCALE AIRCRAFT. SEPARATION FROM BOOSTERS WAS ACCOM- PLISHED BY DRAG.	1953 CF-105 ARROW THE FREE FLIGHT MODELS HAD TELEMET- RIC TRANSMITTERS IN- STALLED IN THE MODELS WEAPONS BAY. ONE MODEL CONTINUED TO REPORT AFTER SKIPPING ON THE SURFACE OF LAKE ONTARIO.	1951 CF-100 2ND PROTOTYPE AIR- CRAFT CRASHED WITH LOSS OF PILOT BRUCE WARREN, ENGINEER OBSERVER BOB OSTRANDER. POSSIBLY DUE TO FAULTY OXYGEN MASK. VISIT TO FARNBOROUGH AIRSHOW CANCELLED.	1942 FIRST PUBLIC ANNOUNCEMENT OF THE USE OF THE LANCASTER BOMBERS-TARGET AUGSBURG.	1942 ON THE RAID TO AUGS- BURG, S/L NETTLETON WITH LANCASTER R5508 KM-8 WAS THE ONLY A/C OF 44 SODN. TO RETURN. HE WAS LOST 12 JULY 1943 FLYING LANC ED331 AT TURIN, ITALY.
11	12	13	14	15	16	17
1958 CF-105 ON THE 7TH TEST FLIGHT JAN ZURAKOWSKI MADE A FLIGHT OF 1000 MPH IN LEVEL FLIGHT MACH 1.52.	1943/45 STORIES OF SURVIVAL SOMETIMES ARE IN- CREDIBLE. TAIL GUNNER JACK WORSFORD ON 101 SODN. WAS TRAPPED IN TAIL TURRET WHEN A/C BLEW UP. THE TURRET FELL, HIT HT CABLES AND A TREE. BROKEN BONES BUT ALIVE.	1945 AFTER THE CRASH OF IAN BAZELGETTE IN SANANTES, FRANCE, HIS REMAINS WERE HIDDEN FROM GERMANS. UNTIL ALLIED LIBERATION. HE IS BURIED IN THE VIL- LAGE CHURCH YARD AT SANANTES.	1950, 1970 C-102 TWO REPORTS BY MR. MCGREGOR T.C.A. THE FIRST ON HIS "FIRST PASSENGER ON THE JET- LINER" AND THE SECOND FROM HIS BOOK "ADOLESCENCE ON AN AIRLINE" SHOWS HIS CONTRASTING VIEWS ON THE SAME SUBJECT.	1964 DUE TO ENGINES BECOM- ING DIFFICULT TO OBTAIN, THE WORK AT CRANFIELD AERONAUTICAL COLLEGE ON LANCASTER WAS STOPPED AND TRANS- FERRED TO LINCOLN RF342 LANCASTER PA474 RETURNED TO R.A.F.	1945 DURING WARTIME OPERA- TIONS MANY AIRCRAFT WERE IN THE SAME AIR- SPACE. LANCASTER MK 10 KB882 and KB831, SE- W and SE-E COLLIDED OVER THE NORTH SEA. NO SURVIVORS.	1950 CF-102 JETLINER DAN BEARDS' REACTION AFTER A TEST FLIGHT FOR AMERICAN AIRLINES WAS "YOU HAVE A GOOD AIRCRAFT THERE, I RECKON IT COULD BE THE D.C.3 OF THE JET ERA."
18	19	20	21	22	23	24
1945 419 SODN. MADE THEIR LAST ATTACK OF WAR. 15 LANCS BOMB WAN- GEROOGE. THE LAST A/C TO LAND AT 20.15 HRS (VAS VR-X (TERMINA- TOR) BOB BODIE, OF MYNARSKI LANC, KB726 WAS NAVIGATOR.	1945 LANCASTERS DROP THEIR LAST BOMBS OF WAR ON SUBMARINE FUEL STORES AT TONSBERG, NORWAY.	1991 IN NANTON, ALBERTA, STANDS LANCASTER MK 10 FM159. IT IS BEING RE- STORED AND WAS DEDI- CATED TO S/L IAN BAZELGETTE V.C. ON JULY 27, 1990. LARRY MELLING D.F.C. WAS GUEST SPEAKER.	1991 AT THE UNVEILING OF PORTRAIT TO ROY CHAD- WICK AT EAST KIRKBY THE FOLLOWING ATTEND- ED, MARGARET AND ROSEMARY, DAUGHTERS. STOPES-ROE SON OF A.V. ROE DR. MARY STOPES- ROE, DAUGHTER OF DR. BARNES WALLIS.	1950 CF-100 ON HIS SECOND RIDE IN THE CANUCK IN THE REAR SEAT, DON ROGERS HAD THE CANOPY BLOW OFF AT 700 FT AND 340 KNOTS.	1991 AT THE UNVEILING OF A PORTRAIT OF ROY CHAD- WICK AT EAST KIRKBY THE TWO CHIEF EN- GINEERS OF THE FLYING LANCASTERS WERE PRESENT, W.O. BARRY SEARS R.A.F., PA474, NORM ETHERIDGE FM213.	
25	26				30	



CF-100 with Maple Leaf Roundel.

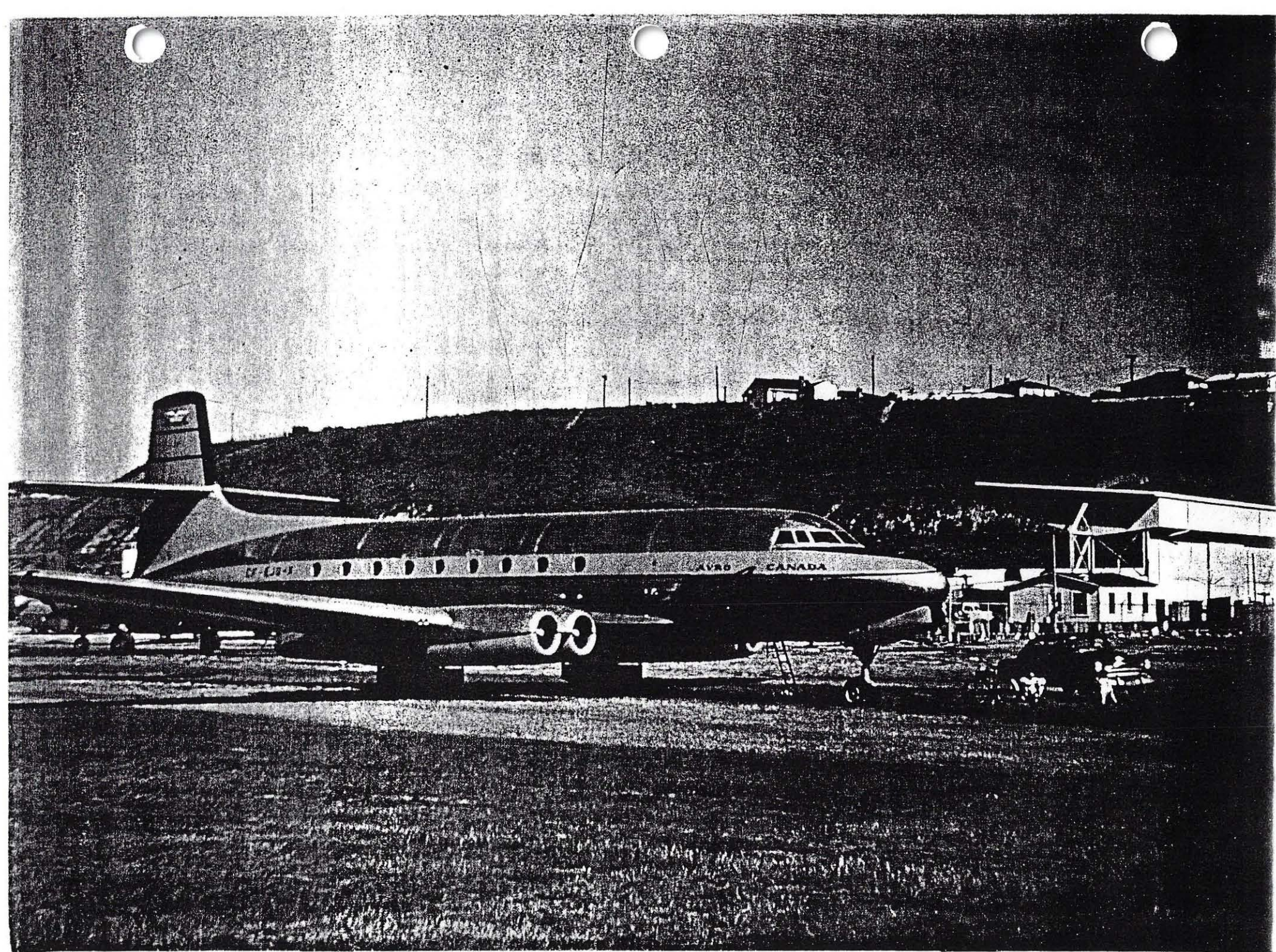


Preparing Nike Rocket with model Arrow.



Portrait of Roy Chadwick unveiled at East Kirkby.





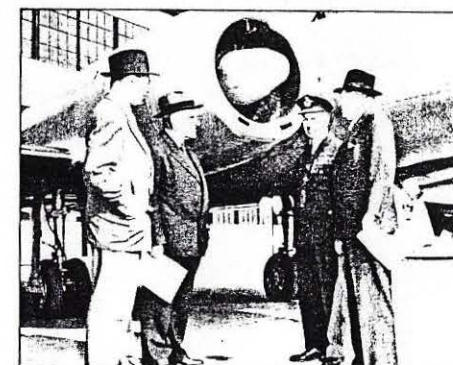


# May '93

SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
						<p>1937 THE TENDER FOR THE AVRO AVRO 679 TWIN ENGINED P13/36 BOMBER ACCEPTED. TO BE POWERED BY TWO 1700 H.P. ROLLS ROYCE VULTURE ENGINES, AS YET UNTRIED.</p>
<p>1937 TO OBTAIN THE SPECIFIED TAKE OFF RUN FOR THE P13/36 OF 500 YDS A CATAPULT WAS DEvised BY MR. SALMON OF R.A.E. A TELESCOPIC CYLINDER 60 FT LONG 4-1/2 FT IN DIA. THE A/C STRESSED ACCORDINGLY. IDEA ABANDONED.</p>	<p>1989 LANCASTER MK 10 KB976 UNDER RESTORATION IN U.K. OWNED BY MR. CHARLES CHURCH WAS BADLY DAMAGED WHEN THE ROOF OF A HANGAR FELL ON IT. IT IS STILL HOPED TO BE REBUILT.</p>	<p>1952 C102 JETLINER HOWARD HUGHES REFUSES TO GIVE UP A/C TO ALLOW ENGINEERS TO FIT CF-100 FIRE CONTROL SYSTEM. HAS A/C MOVED TO CORNER OF AIRFIELD UNDER CONSTANT SECURITY.</p>	<p>1943 ABOUT THIS TIME LANCASTER R5727 FLOWN TO ENGLAND FOR MODIFICATION TO CGTAS REQUIREMENTS. 10 PASSENGER SEATS EACH SIDE. REGISTERED AS CF-CMS. FIRST PRESTWICK-DORVAL CROSSING, JULY 22, 1943</p>	<p>1958 CF-105 ARROW DURING THE ACCIDENT ON 11 NOVEMBER 1958 NO OFFICIAL AVRO PHOTOGRAPHERS WERE ON HAND. LUCKILY 3 YOUNG AVIATION ENTHUSIASTS WERE ILLEGALLY ON THE FIELD AND TOOK PHOTOGRAPHS. DID THEY GET PAID?</p>	<p>1945 GERMANY SURRENDERS UNCONDITIONALLY IN N.W. EUROPE, ENDING WWII IN EUROPE.</p>	<p>1945 AT WARS END LANC "COOKS' TOURS" WERE ARRANGED SO THAT MANY GROUND CREW MEN AND WAAF COULD GO TO EUROPE IN LANCASTERS TO SEE THE RESULTS OF THEIR EFFORTS.</p>
<p>1945 DURING "EXODUS" TRAFFIC OPERATED IN BOTH DIRECTIONS ACROSS THE CHANNEL AND GROUPS OF BELGIAN, FRENCH AND DUTCH REFUGEES WERE FERRIED BACK TO THEIR HOMELANDS.</p>	<p>1943 THE FIRST MENTION OF "UPKEEP" IN GUY GIBSON'S LOG BOOK, "DROPPED AT 60 FT." "UPKEEP" CODE NAME FOR SKIP BOMB.</p>	<p>1944 LANCASTER R5868 PO-S COMPLETED ITS 100TH MISSION. NOW AT R.A.F. BOMBER COMMAND MUSEUM AT HENDON.</p>	<p>1943 UNKNOWN TO BOMBER COMMAND GERMAN FIGHTERS WERE USING THE TRANSMISSIONS FROM MONICA AND H2S TO HOME IN ON BOMBER FORCES. GERMAN CODE NAMES, FLENSBURG AND NAXOS-Z</p>	<p>1954 CF-100 WHEN TESTING T160 CANNONS, PETER COPE NOTICED A HOLE APPEAR IN HIS ENGINE COWL. HE HAD CAUGHT UP WITH ONE OF HIS OWN BULLETS AND SHOT HIMSELF.</p>	<p>1943 FULL DRESS REHEARSAL OF DAMS RAID CARRIED OUT ON UPPINGHAM LAKE AND COLCHESTER RESERVOIR AT NIGHT AFTER BEING TOLD OF DATE OF ATTACK ON DAMS. G/C WHITWORTH ON BOARD GIBSON'S A/C.</p>	<p>1948 LANCASTER MK 10 KB-732 VR-X (XTERMINATORS) STRUCK OFF STRENGTH. TRANSFERRED TO 405 SQDN. AT END OF WAR TO FLY A.V.M. "BLACK" McEWEN HOME. MOST OPS ON 419 SQDN.-83.</p>
<p>1943 GUY GIBSON'S LOG BOOK ENTRY. A/C LANCASTER AJ-G. PILOT-SELF. CREW-SGT. PULFORD, P/O'S DEERING, TEAROLY, SPARFORD, F/L. ROPER, HUTCHINSON. LED ATTACK ON MONNE AND EDER DAMS-SUCCESSFUL</p>	<p>1943 TO MAKE SKIP BOMB, DROPPED BY 617 SQDN. EFFECTIVE IT WAS ROTATED ANTI-CLOCKWISE AT 500 RMP TO SKIP ACROSS THE LAKE SURFACE TO MISS TORPEDO NETS AND ROLL DOWN THE DAM WALLS.</p>	<p>1953 A FILM "THE DAM BUSTERS" WAS MADE. FOUR MK VII LANCASTERS WERE TAKEN FROM STORAGE AND MODIFIED FOR THE FILM. NX679 REPRESENTED GIBSON'S A/C AJ-G ED932.</p>	<p>1956 CF-100 WITH THE INTRODUCTION OF MK 5 AIRCRAFT TWO AIRCRAFT LOST WINGS. INVESTIGATION SHOWED OVER STRESSING DUE TO MANOEUVRE AND GUST LOADS AT LOW LEVEL AND HOT WEATHER.</p>	<p>1989 4 SEATS WERE INSTALLED ABOVE BOMB BAY IN LANCASTER C-GVRA TO ALLOW TRANSPORTATION OF SUPPORT CREW FOR LANCASTER SUPPORT CLUB ON TOURS ACROSS CANADA.</p>	<p>1954 CF-100 WHILE FIRING T160 ROTARY BREECH 20MM CANNON ON TEST, PETER COPE LOST PORT ENGINE COWLS. THE A/C LANDED SAFELY BUT THE OBSERVER HAD TO BE LIFTED FROM THE COCKPIT.</p>	<p>1952 THE FRENCH AERONAVALE OPERATED A BATCH OF 54 LANCASTER MK I AND MK VII FOR MARITIME RECONNAISSANCE TO THE LATE 1950's MK VII NX664 UNDER RESTORATION AT LE BOURGET.</p>
<p>1944/45 ONLY 82 PRODUCTION LINCOLN MK I WERE MADE AND MOST SCRAPPED WITHOUT SERVICE USE.</p>	<p>1960 CF-100 F/O ALEXANDER AWARDED AIR FORCE CROSS FOR SAVING A/C AND PILOT SUFFERING FROM ANOXIA.</p>	<p>1989 ON THE FIRST TRIP FOR PUBLIC APPEARANCES TO SASKATOON C-GVRA LANCASTER HAD A CREW OF AVERAGE OF 67 YEARS. A GREAT SURPRISE TO THE WELCOME COMMITTEE.</p>	<p>1955 CF-100 DIFFICULTIES OCCURRED WHEN NAVIGATORS TRIED TO EJECT WITH CANOPY REMOVED. A NAVIGATOR WINDSHIELD WAS INSTALLED. A LIVE EJECTION OVER CAMP BORDEN BY S/L FIFIELD WAS SUCCESSFUL.</p>	<p>1952 LANCASTER PA474 TRANSFERRED TO MSSRS FLIGHT REFUELLING LTD. FOR INVESTIGATION INTO PILOTLESS DRONE. BEFORE IT WAS CONVERTED HOWEVER, THE TYPE REQUIRED WAS CHANGED TO LINCOLN.</p>	<p>1953 FOLLOWING CHANGE FROM LANCASTER TO LINCOLN FOR "DRONE". TWO LINCOLNS WERE CONVERTED TO LINCOLN U.S RF395 WAS FLOWN WITH CHECK PILOT ON BOARD. RF366 CONVERTED BUT NEVER FLOWN.</p>	<p>1964 THE ENGINES FROM FM213 WERE TAKEN BY "PERSONS UNKNOWN" TO FERRY FM104 FROM DUNNVILLE TO TORONTO. A PHONE CALL SOON HAD THE ENGINES BACK FOR FM213 TO FERRY TO TRENTON.</p>



Howard Hughes with the Avro 679.

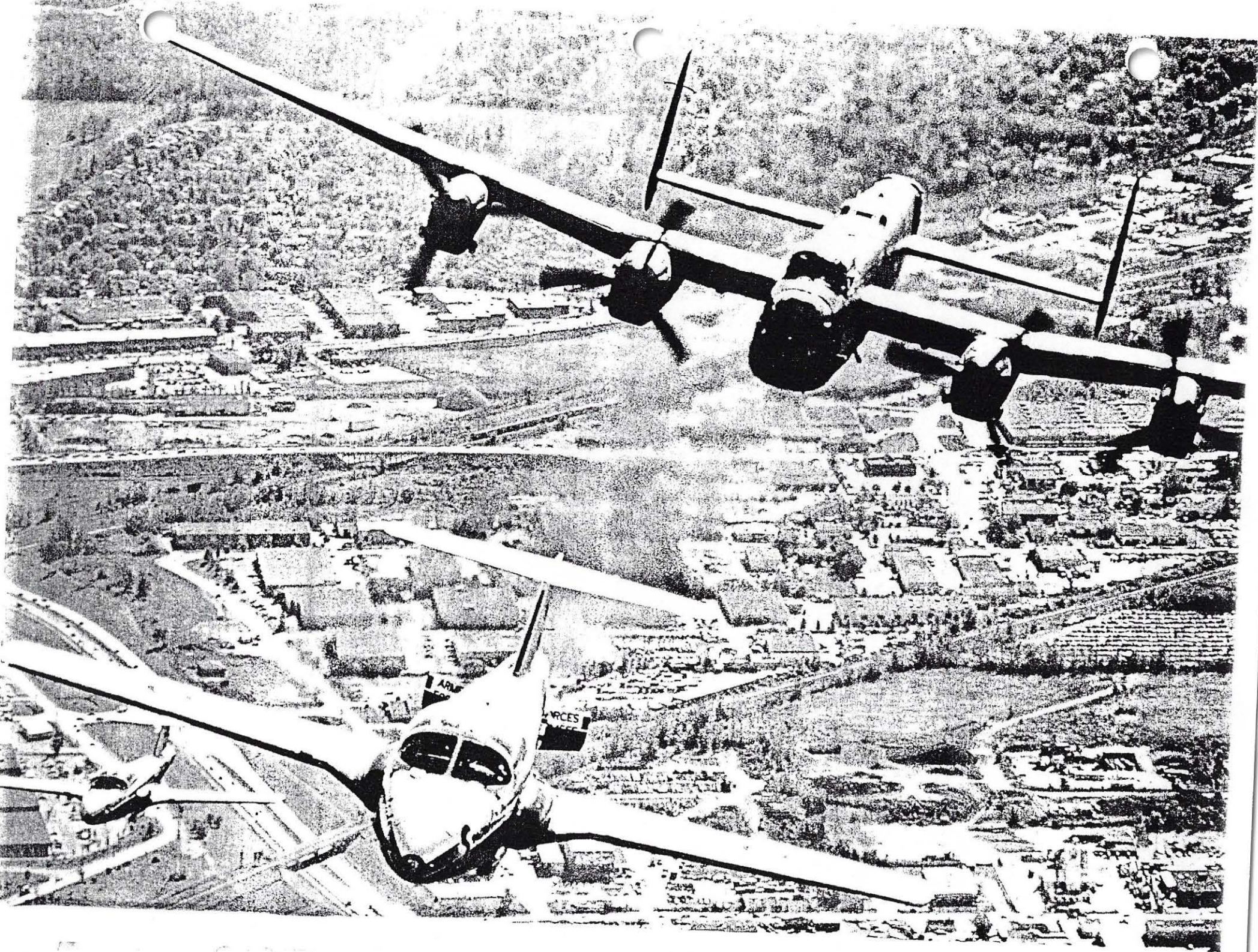


Members of the 405 Squadron, 1945, standing in front of a Lancaster bomber.



Members of the 405 Squadron, 1945, standing in front of a Lancaster bomber.

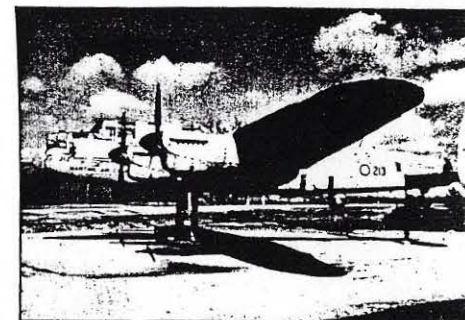




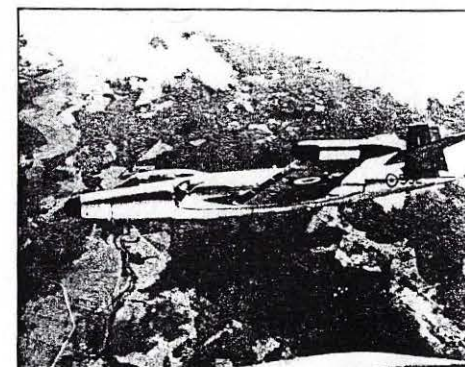


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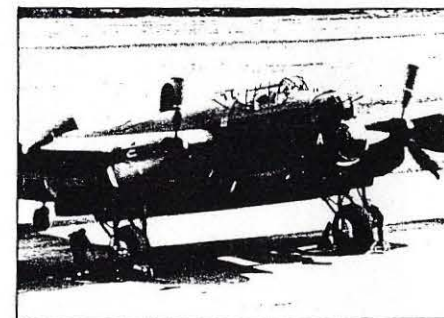
SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
		1986 TO RECOGNIZE THE SUPPORT GIVEN TO THE RESTORATION OF LANCASTER C-GVRA, BOARDS WERE DISPLAYED AT THE A/C LISTING OVER 50 NAMES OF COMPANIES AND ORGANIZATIONS WHO HAD CONTRIBUTED.	1950 C-102 JETLINER DURING A FLIGHT TEST TO CARRY OUT A "DIRTY" STALL AT HIGHEST POSSIBLE GROSS WEIGHT, WITH GORDON WHEELER OF DUNLOP CANADA ON BOARD THE AIRCRAFT ROLLED OVER. THE CREW AND PASSENGERS WERE VERY SURPRISED.	1951 CF-100 DURING THIS PERIOD AT AVRO CANADA, A SWEEP WING VERSION OF THE AIRCRAFT WAS PROPOSED. A WOODEN MOCKUP WAS MADE DESIGNATED CF-103. PROJECT ABANDONED.	1945 WHEN PAT BROPHY RETURNED TO U.K. AFTER LIBERATION, HE WAS ASKED BY "OFFICIALS" FOR HIS PARACHUTE "D" RING, HE COULD NOT PRODUCE IT, HE WAS CHARGED TWO SHILLINGS AND SIXPENCE.	1944 THE SLINGING OF THE "TALL BOY" AND "GRAND SLAM" BOMB WERE DIFFERENT FROM CONVENTIONAL BOMBS. A SLING PASSING AROUND THE BOMB TOOK ITS WEIGHT SUPPORTED BY CHANNEL SECTIONED MEMBERS ABOVE THE BOMB BAY FLOOR.
1988 ROBERT TAYLOR PAINTED "EARLY MORNING ARRIVAL" SHOWING KB726 LANDING AT COLERNE ON D-DAY MORNING 1944. PAINTING COMMISSIONED BY MIKE JOHNSON (SON OF JONNIE) OF "WINGS", MISSISSAUGA, ONTARIO.	1984 AT THE DEDICATION OF THE MYNASKI MEMORIAL LANCASTER, ART DeBREYNE, ORIGINAL PILOT OF KB726 REMINDED THOSE ATTENDING THAT DEEDS OF HEROISM WERE NOT ALWAYS REPORTED. SOMEONE HAD TO SURVIVE TO TELL THE STORY.	1964 LANCASTER FM213 WAS FLOWN FROM TRENTON TO GODERICH FOR DISPLAY BY ROYAL CANADIAN LEGION. LAST FLIGHT UNTIL 11 SEPTEMBER 1988. CREW-F/LT D. MONTGOMERY DFC AND CREWMAN SGT. FOREST.	1944 THE PROTOTYPE LINCOLN MK I TEST FLEW AT RINGWAY. SAM BROWN AND BILL THORN PILOTS. A/C S/N0 PV925 ORIGINALLY CALLED LANCASTER MK IV WITH R.R. MERLIN 85 ENGINES.	1989 50TH ANNIVERSARY OF TORONTO AIRPORT. ON DEPARTURE LANCASTER C-GVRA GIVEN TAKEOFF CLEARANCE. ONLY TIME IN HISTORY THAT A KLM747 JET HAD TO OVERSHOOT BECAUSE OF A LANCASTER ON THE RUNWAY.	1987 THE SERVICE LIFE EXTENSION OF THE AVRO SHACKELTON BROUGHT LUCK TO NORM ETHERIDGE, PROJECT ENGINEER C-GVRA LANCASTER. DUNLOP PRODUCED NEW TYRES FOR SHACKELTON AND 4 EXTRA FOR LANCASTER.	1953 CF-100 FLYING S/N0 18184 PETER COPE FIRING ROCKETS FROM CENTURY WING TIP PODS HAD ONE ROCKET FLY THROUGH HIS OWN AILERON. ANOTHER SMASHED THE NOSE OF S/N0 18112.
1944 WHEN LANCASTER KB726 WAS LOST AT CAMBRAI THE AIRCRAFT HAD ONLY A TOTAL OF 46 HRS FLYING HOURS, AND 4 MISSIONS IN AID OF D-DAY.	1944 FLT/LT DOUG CAMERON OFM REAR GUNNER, HAD THE UNIQUE EXPERIENCE THAT HE HAD CREWED WITH IAN BAZELGETTE AND R.H. MIDDLETON, BOTH AWARDED POSTHUMOUS V.C.'S WHEN HE WAS PART OF THEIR CREW.	1944 WHEN SHOT DOWN JACK FRIDAY BOMB AIMER OF KB726 VRA WAS KNOCKED OUT BY THE EMERGENCY HATCH. ENGINEER ROY VIGARS THREW HIM OUT OF THE A/C AND PULLED HIS RIPCORDER. JACK WAS UNCONCIOUS FOR 4 DAYS.	1941 ALL MANCHESTER BOMBERS GROUNDED UNTIL MODIFICATIONS OF THE VULTURE COOLING SYSTEM WAS CARRIED OUT.	1944 MARGARET CHADWICK, DAUGHTER OF ROY MARRIED JOHN DOVE OF THE MERCHANT NAVY AT ST. ANNE'S CHURCH, MANCHESTER. MRS. DOVE BECAME HONORARY PRESIDENT OF "THE LANCASTER SUPPORT CLUB" 1986.	1988 TOWARDS THE END OF RESTORATION OF LANC VRA THE CREW WAS CALLED "A BUNCH OF TIRED OLD MEN". "TIRED AND OLD-YES BUT STOOD HEAD AND SHOULDERS ABOVE THE ARMCHAIR CRITICS.	1944 THE MYNASKI BOMBER VRA KB726 WAS SHOT DOWN BY JU 88 THAT USED SCHRAGE MUSIK-UPWARDS FIRING CANNONS.
1951 CF100 THE FIRST ORENDA POWERED A/C FLEW S/N0 18103. TO BE USED AFTER ON MANY ENGINE TEST FLIGHTS.	1991 W.O. BARRY SEARS BATTLE OF BRITAIN MEMORIAL FLIGHT AWARDED M.B.E. FOR HIS WORK ASSOCIATED WITH THE 50TH ANNIVERSARY OF THE BATTLE OF BRITAIN. HIS SUPPORT ALSO VITAL TO RESTORATION OF V.R.A. IN CANADA.	1945 LANCASTER TRANSPORT R5727 CGTAS CF-CMS DAMAGED BEYOND REPAIR AFTER FORCED LANDING AT DORVAL, MONTREAL.	1988 WHEN STEW BRICKEDON WAS PRESSED INTO SERVICE TO TEST FLY FM213 FOR INAUGURAL FLIGHTS, HE HAD NOT FLOWN A LANCASTER FOR 25 YEARS. IT WAS LIKE HE HAD NEVER LEFT THE COCKPIT.	1955 CF-105 ARROW A REVISED SCHEDULE OF PRODUCTION AND COSTS ISSUED TO RCAF, DUE TO CHANGES IN POWER PLANT TO J75 ENGINES IN THE FIRST 5 A/C AND ORENDA IROQUOIS IN SUBSEQUENT A/C.	1944 HOW STRONG IS A LANCASTER? WITH ONE ENGINE RUNNING AND PARTS FALLING OFF ALLAN MAXWELL 625 SODN. LANDS AT MANSTON AFTER HIT BY FLAK DURING RAID ON DIEPPE.	1942 THE AVRO MANCHESTER MADE ITS LAST OPERATION SORTIE IN A 1000 BOMBER RAID ON BREMEN.
1945 4 LANCASTERS MK 10 MADE AT MALTON DURING THIS PERIOD. FM184-187 WERE CONVERTED TO CGTAS MK 10 (PP) AND CALLED LANCASTRIANS WITH BETTER PASSENGER COMFORT. EVENTUALLY KB702,729,730 CONVERTED TO THIS STANDARD	1945 THE 300TH LANCASTER PRODUCED AT MALTON WAS KB999 "MALTON MIKE" THE A/C WENT MISSING NORTH OF CHURCHILL, MANITOBA, AUG. 22/23, 1953 BUT F/O STANER AND CREW WERE FOUND AUG. 29. ALIVE AND WELL.	1988 IN A MESSAGE TO THE LANCASTER RESTORATION CREW G/C LEONARD CHESHIRE V.C. DESCRIBED THE LANCASTER AS "QUEEN OF THE HEAVENS" AND THE RESTORATION OF MYNASKI MEMORIAL LANCASTER AS A "LABOUR OF LOVE"	1945 IN A TRIBUTE TO ROY CHADWICK, BOMBER HARRIS DESCRIBED THE LANCASTER AS A "SHINING SWORD" PLACED THROUGH HIS GENIUS INTO THE HANDS OF THE "LANCASTER CREWS".			



FM 213 on display at Goderich.



MK 5 CF-100 with wingtip rocket pods.



Preparing FM 213 for flight.