

M for Malton

Mention the name 'Malton' to anyone 70+ and invariably they will include some mention of aircraft constructed there. Lancs will spring to mind because they knew someone who worked on them: from those who kept the floor clean and safe to those who flight-tested. The thousands and thousands in between. All necessary to put the finished product on the tarmac. Right there!

Interesting booklets too were produced, print history now. A few even wrote poems. Perhaps not profound but still lasting mosaics of an era. Written by people like Florence McDonald.

*We might fling nasty swear words,
Ah, you men across the seas.
Instead, let's just discuss it,
O'er a friendly cup of tea.*

*What ho! you English draftsmen,
With your starboard and your port,
Your prints are not quite cricket,
Rather baffling of a sort.*

*You are bully in a blackout,
But might have waited, don't you know,
Until the lights went on to draw
Those prints 'by A.V. Roe'.*

*No doubt your system's jolly
And a bit of all right too!
And we might appreciate it,
Were we bemonocled like you.*

*We are grateful for the contract,
Simply ripping of you blokes.
Small matter if we lose our sight
On your items and your strokes.*

*Dear chaps across the ocean,
Help preserve our etiquette.
Please forward next assembly
Complete with one lorgnette.*

To first give birth to a concept, then continue the painfully precise process of connectivity and finally give life to the concept - to fly, conquering another element - this is close to a miraculous event. Those of us who were part of that process, of those events, of that era, were privileged. For it was a time of challenge, of opportunity, the time of Victory Aircraft and A.V. Roe. And many of us went there, to work in the tiny town of Malton. We travelled there, rain or shine, no matter what, for we were needed. Fond memories that never fade. Nor should they.

Members Matter

I greet you in a better frame of mind this issue. On my return from Florida, I was greeted by AHFC Board Member, Michael Brigham saying "I have recovered all the files from your small hard drive including all of the Aerospace Heritage's information". This is the same hard drive I had taken into two computer experts who checked the drive and informed me the drive was "fried". Needless to say I was ecstatic to say the least when Michael uttered his comment.

As members have noticed, some have received their PreFlight separate from the membership cards for 2009. The reason for this was to give priority of my time to getting out the newsletter. I also thank our Editor Ted Harasymchuk for preparing the PreFlight for me while I was away and having it ready for the printer on my return. We are now working on the May/June issue and when ready, it will put us back on schedule.

I continue to process members' request for gifts for donations submitted and I have sent out a fair number of Tax Receipts for the year 2009. If you have not received your as of yet, please wait as there are quite a few months left in the year before they are to be in your hands.

Here is my request. Any member who did not receive any issue of PreFlight in 2009 or has not received anything, they should contact me as soon as possible and I will look into it.

I trust many of our members who are members of the Canadian Air & Space Museum (Toronto Aerospace Museum as it was know) got out to their Annual General Meeting. I am unable to report as to the outcome of the elections as I was doing this report prior to the meeting.

It is with a heavy heart to advise our membership of the passing of long-time member Mario Armand Pesando. Mario was born in Huntsville, Ont., on December 9, 1919, and died in Victoria on March 30, 2009. He was 89. On behalf of all Foundation members we offer our condolences to his wife of 65 years, Dorothy, his children John, James, Frank and Marie, and the rest of his family. Mario will be greatly missed.

I had the pleasure of reading Mario's book, "The Restless Engineer", a Printorium Bookworks Publication, ISBN 978-0-9809067-0-7.

I strongly recommend it.

Nicholas

Nicholas Doran, Membership

Pre-Flight

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19 LANCASTER BOMBERS ARRIVE AT SCUDOUK FROM BASES IN BRITAIN

Three Famous R.C.A.F. Squadrons Represented in Group-Big Bombers
Fly Non-Stop From Azores in 11 Hours.

Written For the Moncton Daily Times in 1945

by

LAC. Bill Nichols

Founded 1989

AHFC

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From the President

On February 20th, I had the pleasure of making a presentation to the Mississauga Historical Society on the 50th anniversary of the cancellation of the Avro Arrow. The topic was 'Aircraft manufacturing at Malton up to the time of the Avro Arrow cancellation'. The presentation was well attended, showing that there is still a great deal of interest in the Arrow and its fate.

Frank

SCOUDOUC June 15, 1945

Shortly after 11:00 A.M., "Q for Queen", the first of 19 Lancaster bombers to arrive home today at No 4 Repair Depot from overseas, touched down on the main runway after an 11-hour non-stop flight from the Azores. Following the close succession were other Lancaster of the London, Ontario, "Snowy Owl" Squadron and one from the "Alouette" Squadron.

Originally scheduled to land at Gander, Newfoundland, before proceeding to Scoudouc, fog over Newfoundland forced the planes to continue on non-stop.

Lancasters continued to arrive at the Depot throughout the afternoon. In all, there were 16 "Snowy Owls", two "Alouette" and one "Iroquois".

CREWS CHEERED

The airmen and air-women thronged the tarmac to cheer in the ocean hopping "Lancs". As the crew of "Q for Queen" stepped out of their "kite" onto Canadian soil, the full station band broke into "O Canada" and the happy crew members were literally mobbed by the enthusiastic welcome of the W. D.'s.

The Commanding Officer of No. 4 Repair Depot, Group Captain D. H. MacCaul, and Flt. Lt. N. Brydon, D.F.C., head of the reception committee, heartily welcomed the boys back to Canada and extended the official greeting. Practically all the station personnel were on hand to cheer each crew as they climbed out of the aircraft.

"Q" FOR QUEEN MEMBERS

The members of the crew of "Q" for Queen" were: pilot, PO. J. E. Bryan of London, Ontario; navigator, FO. W. W. Rowbotham of Strathroy, Ontario; bombardier, FO. J. M. Delaney, London, Ontario; wireless air gunner, Flt. Sgt. E. H. Carlson, Toronto, Ontario; airliner, Flt. Sgt. A. T. Brown, Toronto, Ontario; air gunner, Flt. Sgt. W. Master, Toronto, Ontario; engineer, Sgt. F. A. Delaney, Vancouver, British Columbia.

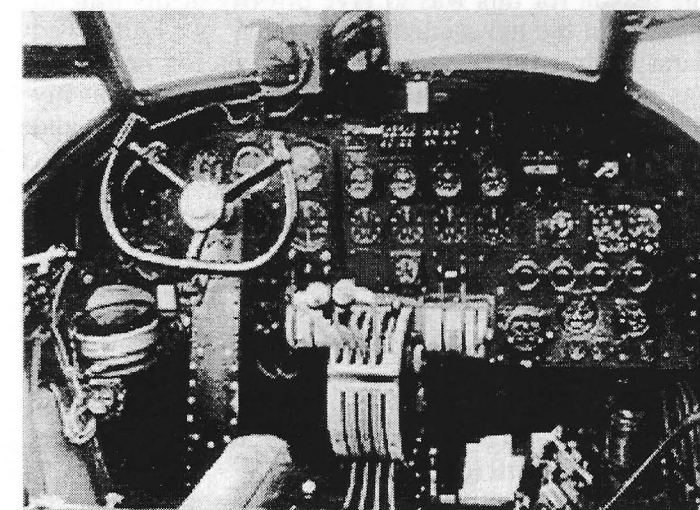
Two passengers aboard were LAC. F. A. Labelle and LAC. R. R. Cunningham, Cornwall, and Barrie Ontario, respectively.

SCOUDOUC ... cont'd.

WELCOME!

As they arrived, all the returning boys were taken into the decorated drill hall at the far end of which was a huge sign reading "4 R. D. Welcomes You Back to Canada" and where facilities were arranged for taking care of their immediate wants, such as telephoning home, etc. As well as clerks to take care of the paper work necessary to despatch them on their hard-earned 30 days leave as quickly as possible.

Most of the boys were weary after their long flight but when FO. C.H. Mills of Toronto, Ontario, was asked if he wanted some sleep, he looked at the pretty Canadian girls and commented: "I should waste time sleeping?"



This is what the skipper of "Q for Queen", P.O. J. E. Bryan was looking at throughout the long leg from the Azores to Scoudouc. Meanwhile, his engineer, Sgt. F. A. Delaney, was seated at his right, with his back to him, at his panel of dials. His task was to make sure that the petrol flow was continually balanced to the four Merlin engines. He actually helped to fly the Lanc, since he had duplicate controls before him. A great team!

HANDLE WITH CARE!

Among passengers aboard the lankies was a cute little terrier pup, hardly big enough to fill a cigar box, He arrived wagging his tail vigorously and was apparently quite happy over his initiation into the "Short-Snorters" club.

Several of the bombers were adorned with chalked instructions from the ground crew overseas to the ground crews in Canada, giving explicit information as to how their "babies" should be handled.

All the crew members were paid immediately and other arrangements made so that those who wished to were able to leave for home on the evening train.

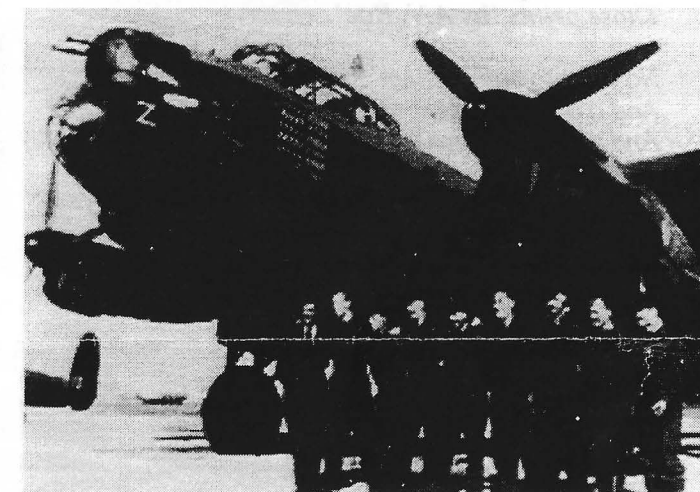
DARTMOUTH, N.S. June 15, 1945

Six more Lancaster bombers of the R.C.A.F. No. 6 Overseas Bomber Group arrived here today as the return of the big aircraft from operational bases in Britain continued.

Two of the aircraft were from the Bluenose Squadron which arrived here yesterday. These two had been held back from the main flight when they developed engine trouble.

The others were from the wave which flew up from the Azores today, with 19 "Lancs" of the "Snowy Owl", "Alouette" and "Iroquois" Squadrons landing on Scoudouc, N.B. The bombers that arrived today will be stationed here, it is believed.

Other Lancasters are being stationed at Yarmouth Nova Scotia, Scoudouc and other airfields throughout Eastern Air Command where volunteers for the Pacific will be trained.



The Lanc has few, if any, creature comforts at any time. And especially in an 11 hour flight, non-stop. An Elsan is in the back of the fuselage, just aft of the starboard entry door. All the more, with two extra passengers. Fitfull sleep would test the stamina and fortitude of the crew. The engine and propellor noise contributed to a high level of stress. The personnel of the 19 Lancs fully earned the welcome and acclaim upon landing. Our Canadian lads, in war or in peace, proved that they were the best.