

5078 James Mulholland

From: Reta Keeler < >

Sent: Wednesday, May 5, 2021 5:09 PM

To: Avro Museum Info <info@avromuseum.com>

Subject: Across. And Orenda Engines

Good afternoon

My father James (Jim) Mulholland is standing on this picture.

I have few things he left behind

He was Flight Eng on Lancaster Daisy with RCAF 6 Group Bomber Command WW2 419 Moose Sqd

Worked for Avro (so did my mother, some of her sisters and brothers.)

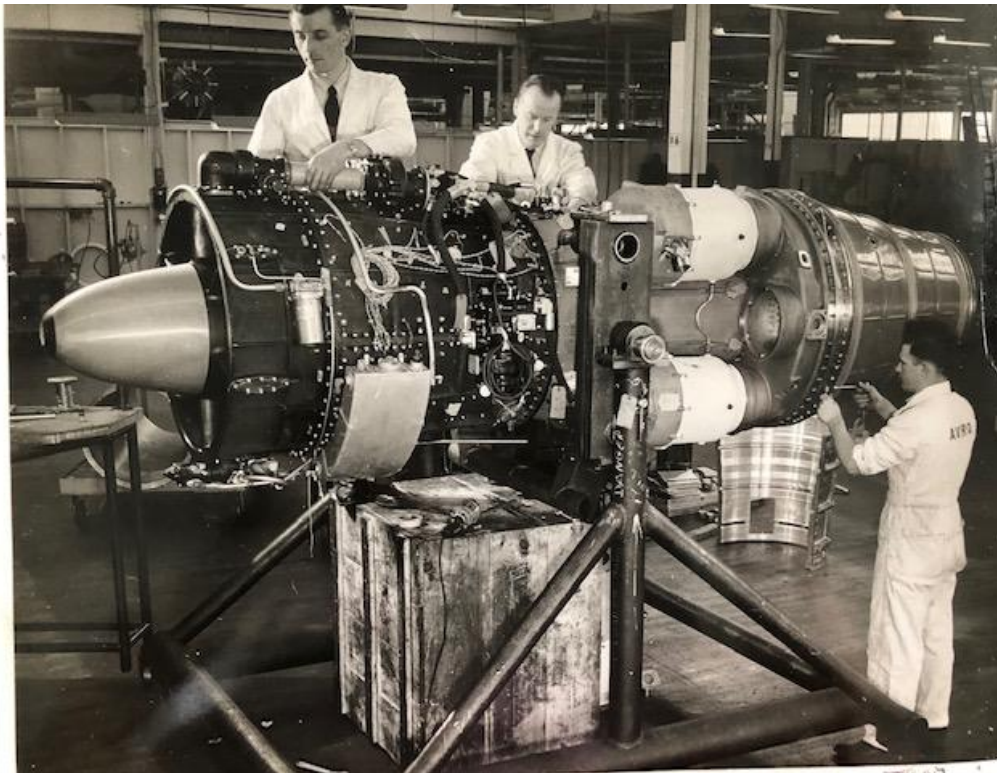
I found a file in his belongings entitled Test Flight Avro Arrow.

Along with few copies of their magazine etc.

Would like to donate to museum if something of interest to you before it gets lost by next generation.

If interested please contact me

Thank you.



Reta

From: **Reta Keeler** < >

Date: Fri, May 14, 2021 at 10:12 AM

Subject: Re: Across. And Orenda Engines

To:

Dear Rob

Yes I have the actual page. Unfortunately, many old articles were thrown out by family. I have a couple for Orenda as well. Several pics stamped on back "Avro" or "Orenda"

Pic of me throwing dad with brother, sister and neighbourhood kids attending Judo in Brampton. Dad was instructor. Etc

As you are probably aware, there is a very interesting and patriotic connection to many of the men and women who worked for this company and also had served in the war. Like my uncles.

I am from Ontario but moved few years ago to Campbell River, Vancouver Island.



By Jim Mulholland Of Gas Turbine, Who Was Daisy's Co-pilot

FIVE long years.

That's a long time to wait for something.

But it's a grand feeling when it comes.

For five long years I had waited for news about Daisy. I was her co-pilot overseas during the war. She is a ship in a hundred - in a thousand - in a million. And no wonder. She was built right here at Avro Canada, one of the 400 Lancasters built here during the war at the rate of one a day. Like the Ruhr Express - the first Lancaster built here - and so many others that did such a tremendous job.

When I climbed out of Daisy for the last time, in Yarmouth, N.S., after flying over from England, I felt sure that I'd see her again. I said Peggy, my wife, that some day, somewhere, I'd meet Daisy and get her on the nose again.

It wasn't a haunch. It was a certainty.

Funny how you get such hunches.

Peggy went along with my idea, but I have a feeling she didn't really believe it. Nice thing about wives - they humor



THE GREAT PLACE TO FACE WITH A WEAPON'S FOLLOW.

Anyway, after I left Daisy, I gravitated back to Malton and picked up where I had left off at my old job at Avro.

That was five years ago. Peggy joined Avro, too. She is in Technical Services.

Painted Daisy on the nose. Then, after every completed mission, we painted a prop on the nose. At the end, she had 28 props. They represented 200,000 pounds of bombs dropped in enemy territory - Cologne, Essen, Nuremberg, Hamburg, Weisbaden and dozens of other enemy centres.

Sometimes, Daisy was alone in the skies. At other times, she was one of 1,000.

She met the enemy many, many times. And always she flew. On one trip alone she was hit 11 times; on another, the pilot was wounded in the head and the rear gunner had his oxygen mask ripped off his face by a shell splinter.

Daisy never quit. She was a bit grumpy at the end, with all that pounding and paking and ducking, weaving, corker-

ing all over the skies. But she kept right on.

Then came the day when we were ordered home. Our in-board engine was really hard



and had a tendency to heat up quite a bit. I suppose we should have grounded her but that would have been a dirty trick to play on such a good and tested and faithful friend. We kept quiet, and flew her home.

Daisy is back at Malton as part of the Lancaster reversion program. She's being converted to do anti-submarine patrol work in the defence of Canada's coasts.

Daisy will like that.



THE CREW IS SHOWN WITH THE BOMBARDIER.

Day after day, I kept thinking about Daisy and wondering what they would do with her. I got permission to check up on her if she might be brought back into service. The best I could find out was that she was under wraps out in the West.

The years went by.

Then, a few days ago, I was called from work to the phone. It was Peggy. She was so excited my mouth popped open.

Then I got it. She was saying "Jim! She's here! Daisy is here!"

Five long years!

I got some facts from Peggy and found the ship was right here at Avro, sitting out on the tarmac! Almost under my nose! As though she had snatched me out and followed me!

I got permission to see her and believe me, I didn't waste any time! She looked beautiful! Steady - graceful - and strong - so very steady and strong!

I walked all around her and couldn't get my eyes off her. I climbed inside and - well, I can't begin to explain my feelings.

We had named her Daisy because we were following Bomstead closely in the funny papers. One of our groundcrew was good at painting. So he



ON ST. JOHN'S WITH BOMB AND COULD FLY.



LAST PICTURE OF DASH BEFORE SHE WAS TUNED INTO THE CHARGER FOR THE "RECHARGE"

Premier Pays Surprise Visit

A surprise visit to the plant last week was Premier E. G. Manning of Alberta who is now an evangelist of Ontario and Quebec.

Mr. Manning is a lay preacher in the Baptist faith, and has been getting reams of publicity in the Toronto papers. He sandwiched his Avro tour in during a four-hour stopover at Malton en route from Calgary to Ottawa.

With him was his wife, who is the organizer for his revival meetings, and four other members of his religious group.



ORENDA News in Pictures . . .

. . . Photos by Verne Morse



500,000 man-hours, equivalent to 22 months, worked without a lost-time accident, is the achievement of Repair and Overhaul Department for which an award was made by Earle K. Brownridge, VP-Manufacturing, to Earl Redfern, R&O Superintendent. Actually, the Department's record is better than that since

it has continued to work without a lost-time accident since last December, the end of the award period. In 12 months, 1,244 engines were handled for repair and overhaul. Left to right are Jim Mulholland, R&O Strip and Rebo Foreman; Al Bassett, Production Manager; Earl Redfern, J. Swanson, Safety Engineer; Earle Brownridge, and R&O people.

ORENDA News in Pictures . . .

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