

the GRANGE



VOLUME NINE



LEGEND OF THE
LANCASTER



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MISSISSAUGA

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SO, THE
ASSIGNMENT IS:
"EXPLORING
MISSISSAUGA'S
STREET NAMES"

I BET EVERYONE
HAS ALREADY TAKEN THE
POPULAR STREET NAMES
LIKE HURONTARIO OR
MISSISSAUGA ROAD.

VICTORY PARK, MALTON

WOULD IT
BE LAME TO LOOK
UP THE STREETS
WE LIVE ON?

SIRI, FIND
HISTORY ON
LANCASTER
AVENUE.

TAP TAP TAP
search:
VICTORY CRES.

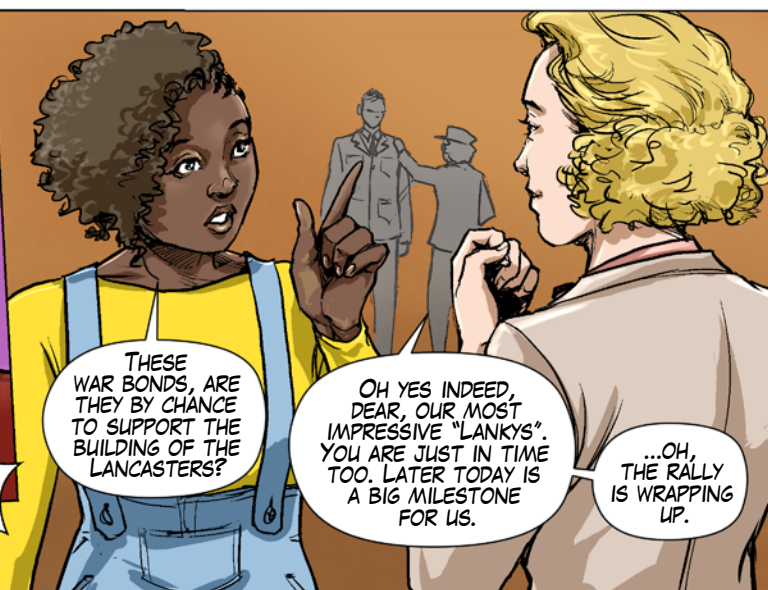
shutting down...

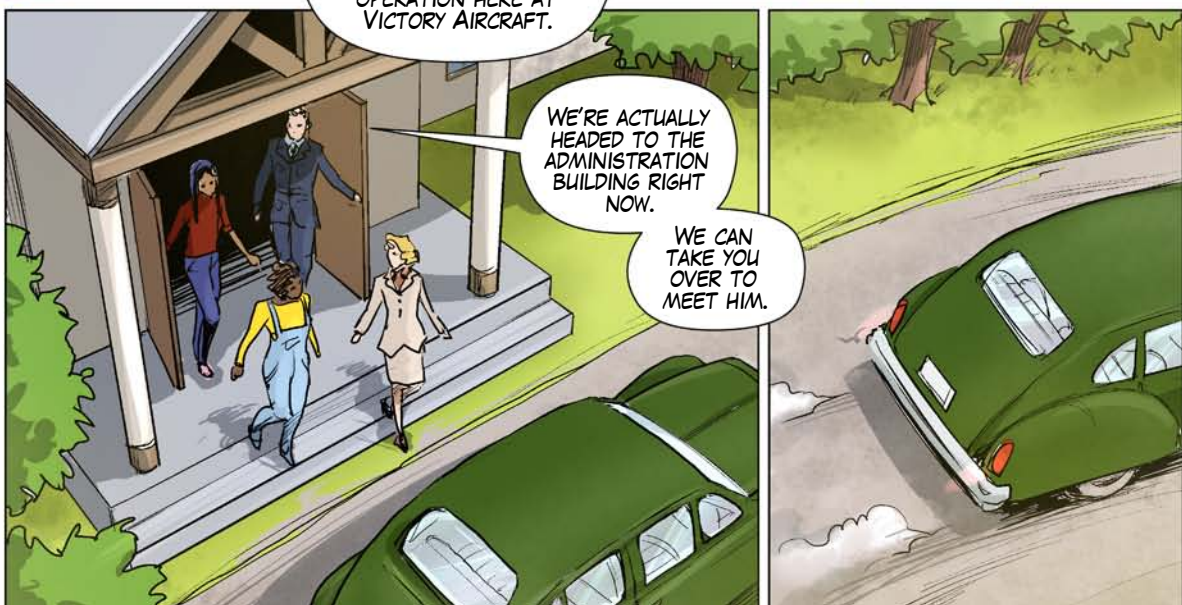
...AW MAN!
MY BATTERY
DIED!

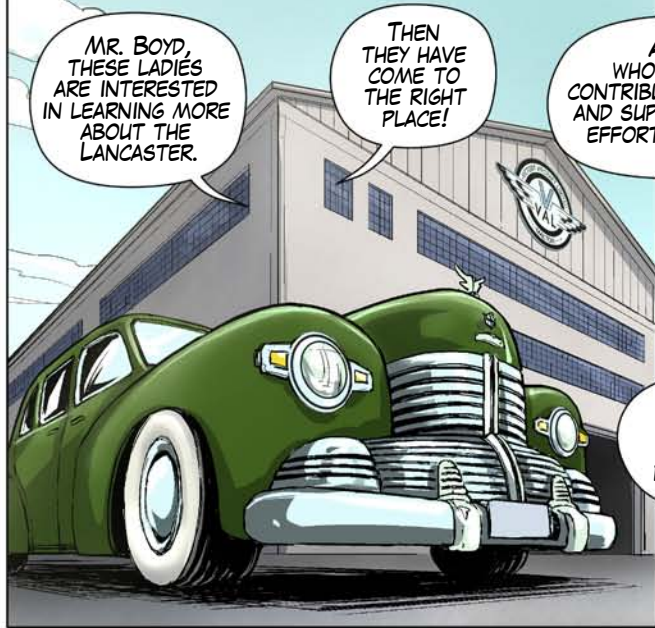
HEY, DO YOU
MIND IF WE HEAD
BACK TO MY PLACE,
SO I CAN PLUG IN
MY LAPTOP?

UH-HUH.
YEAH, LET'S
GO.









MR. BOYD, THESE LADIES ARE INTERESTED IN LEARNING MORE ABOUT THE LANCASTER.

THEN THEY HAVE COME TO THE RIGHT PLACE!

ANYONE WHO WANTS TO CONTRIBUTE TO CANADA AND SUPPORT THE WAR EFFORT IS WELCOME.

WHAT WE BUILD HERE MAKES A DIFFERENCE.

YES, INDEED.

BUILD? ...AS IN THE LANCASTER?



RUMBLE

PERHAPS THE BEST WAY TO LEARN IS BY DOING. WE CAN ALWAYS USE A FEW EXTRA HANDS ON THE ASSEMBLY LINE.

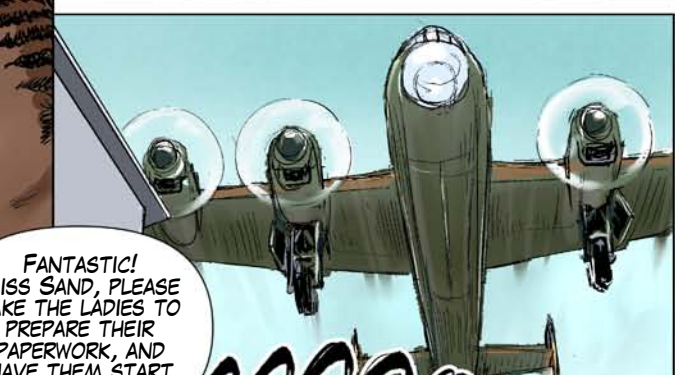
RUMBLE

AND IN FLIGHT TESTING, TO BE HONEST.



WE WOULD LOVE TO HELP!

FANTASTIC! MISS SAND, PLEASE TAKE THE LADIES TO PREPARE THEIR PAPERWORK, AND HAVE THEM START TRAINING.



VRRROOOOOO M M M



LATER, AFTER PAPERWORK AND MEDICAL SCREENING.

OKAY LADIES, YOU ARE ALL READY. WE ARE JUST WAITING FOR SOMEONE SPECIAL.

AND HERE SHE COMES NOW.

ELSIE MACGILL IS THE FIRST WOMAN AERONAUTICAL ENGINEER IN THE WORLD! WE ARE SO PROUD TO HAVE HER.

WOW! THAT MEANS SHE BLAZED THE TRAIL FOR WOMEN LIKE ME TO BECOME ENGINEERS!

PLEASURE TO MEET YOU! I'M TAKING OFFICER RIDLEY TO SEE THE YORK TRANSPORT PROJECT THAT USES LANCASTER WINGS.

YOU ARE WELCOME TO TAG ALONG AND I CAN GIVE YOU A TOUR OF THE FACTORY.

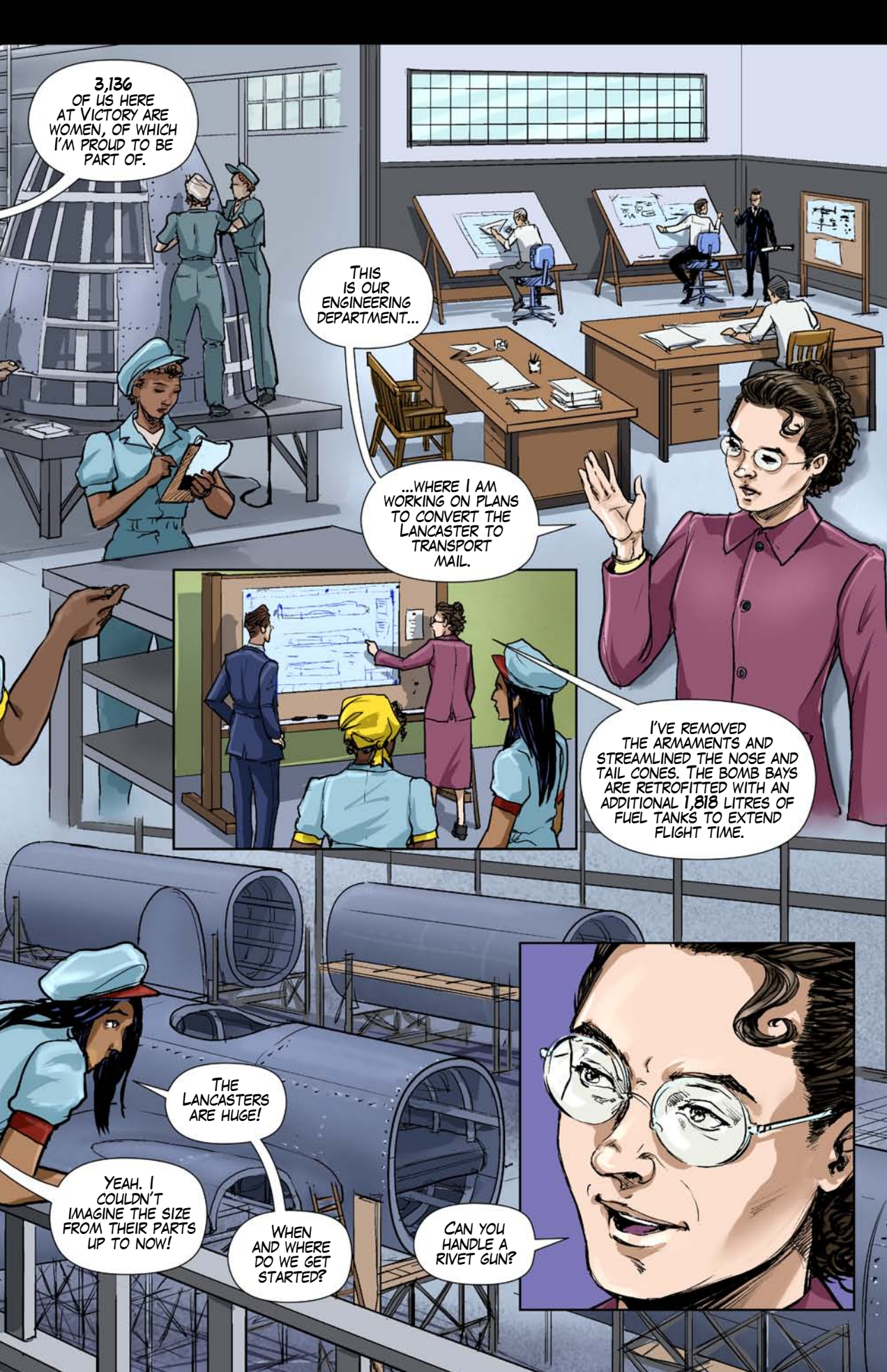
HERE IS ONE OF OUR MANY ASSEMBLY AREAS.

THE LANCASTER HAS THOUSANDS OF COMPONENTS AND OVER 9,000 EMPLOYEES THAT PUT IT ALL TOGETHER.

WOW, I DIDN'T EXPECT TO SEE PEOPLE LIKE US HERE!

WHO? WOMEN?

NO. OVER THERE.



3,136
OF US HERE
AT VICTORY ARE
WOMEN, OF WHICH
I'M PROUD TO BE
PART OF.

THIS
IS OUR
ENGINEERING
DEPARTMENT...

...WHERE I AM
WORKING ON PLANS
TO CONVERT THE
LANCASTER TO
TRANSPORT
MAIL.

I'VE REMOVED
THE ARMAMENTS AND
STREAMLINED THE NOSE AND
TAIL CONES. THE BOMB BAYS
ARE RETROFITTED WITH AN
ADDITIONAL 1,818 LITRES OF
FUEL TANKS TO EXTEND
FLIGHT TIME.

THE
LANCASTERS
ARE HUGE!

YEAH. I
COULDN'T
IMAGINE THE SIZE
FROM THEIR PARTS
UP TO NOW!

WHEN
AND WHERE
DO WE GET
STARTED?

CAN YOU
HANDLE A
RIVET GUN?







IT FEELS LIKE WE'VE BEEN HERE FOR WEEKS, BUT AT THE SAME TIME, NOT.

YEAH, IT IS WEIRD. BUT WE ARE EXPERIENCING SO MUCH!

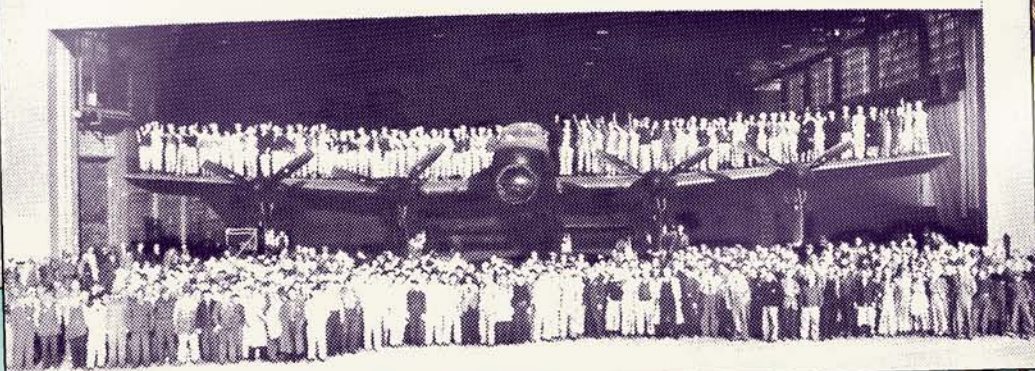


WHAT'S GOING ON?



COME ON! LET'S GET IN ON THE PICTURE!

VICTORY



I'M SO PROUD OF WHAT WE HAVE BUILT.

WE ARE ALL PART OF THE SAME BATTLE, WHETHER WE ARE AT HOME OR OVERSEAS.

WITHOUT OUR WORK ON THE LANCASTERS, THE WAR OVERSEAS COULD WELL BE LOST.

MY HUSBAND WORKED HERE AT VICTORY, AND IS NOW FIGHTING OVERSEAS, AS A GUNNER ON A LANCASTER, NO LESS. SO, I'M WORKING HERE TO SUPPORT HIS EFFORT.

I'M GLAD I JOINED VICTORY TO BE PART OF THE WAR EFFORT.

ELSIE, AS A WOMAN ENGINEER YOU REALLY INSPIRE US.

TO BE HONEST, I DON'T LIKE THE LABEL 'WOMAN' ENGINEER. THERE SHOULD BE NO GENDER DISTINCTION. WHAT IS IMPORTANT IS DOING THE JOB WELL.

SPEAKING OF WHICH, I NEED TO GET BACK TO INSPECTING THESE PLANES BEFORE THEY GO TO FLIGHT TESTING.

DO YOU MIND IF WE TAG ALONG?

SURE, LET'S GO.



WHAT CAN YOU TELL US ABOUT THE LANCASTER'S ENGINEERING SPECIFICATIONS?

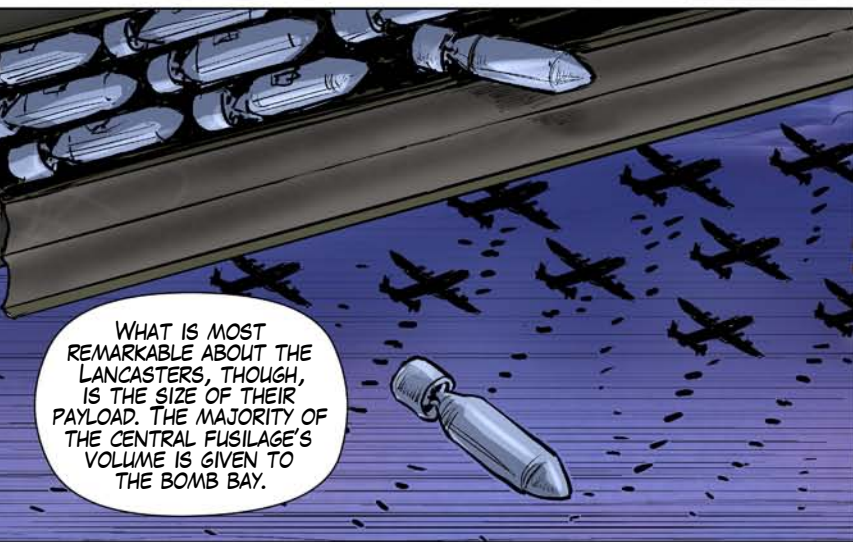
THESE ARE SOME OF THE LARGEST AND MOST DURABLE HEAVY BOMBERS IN THE WORLD TO DATE.

THE LANCASTER'S STABILITY IS THANKS TO ITS FOUR-ENGINE DESIGN. OUR MARK X'S ARE EQUIPPED WITH NORTH AMERICAN-BUILT MERLIN ENGINES.

THE AVERAGE FLIGHT DURATION IS 7 HOURS, BUT CAN BE AS LONG AS 10 HOURS.

AS YOU WOULD EXPECT, THE FLIGHT DECK HAS A HEAVILY GLAZED CANOPY.

THE NOSE IS EQUALLY GLAZED TO GIVE THE BOMBARDIER UNFETTERED VIEWS, AHEAD AND BELOW.

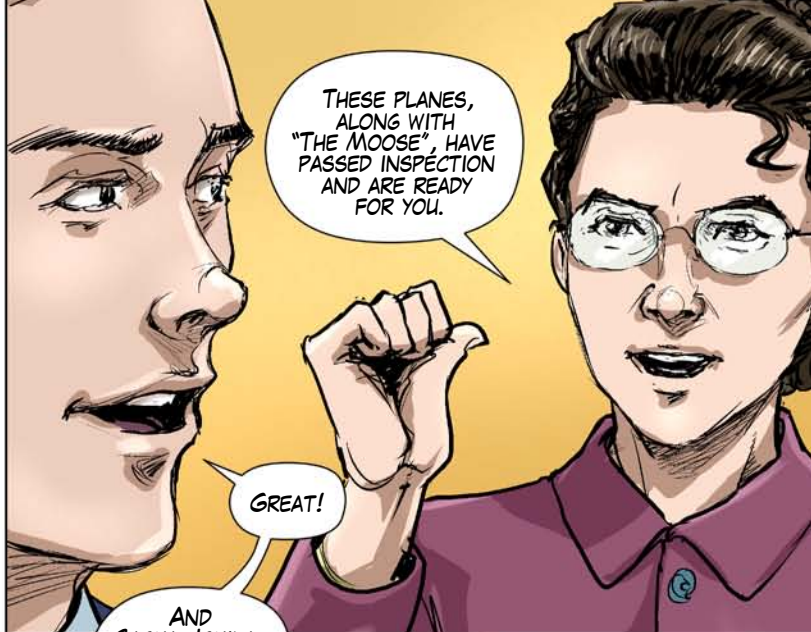


WHAT IS MOST REMARKABLE ABOUT THE LANCASTERS, THOUGH, IS THE SIZE OF THEIR PAYLOAD. THE MAJORITY OF THE CENTRAL FUSILAGE'S VOLUME IS GIVEN TO THE BOMB BAY.

WOW!



AH, JUST THE PEOPLE I WAS LOOKING FOR.



THESE PLANES, ALONG WITH "THE MOOSE", HAVE PASSED INSPECTION AND ARE READY FOR YOU.

GREAT!

AND SASHA, ISHIKA... THERE IS JUST ONE MORE THING FOR YOU TO EXPERIENCE.

WHAT DO YOU MEAN?

OH, OH!! I THINK I KNOW!



AFTER THE FANFARE IS DONE, I WILL BE TAKING "THE MOOSE" UP FOR HER FIRST FLIGHT TEST. DO YOU WANT TO RIDE ALONG?

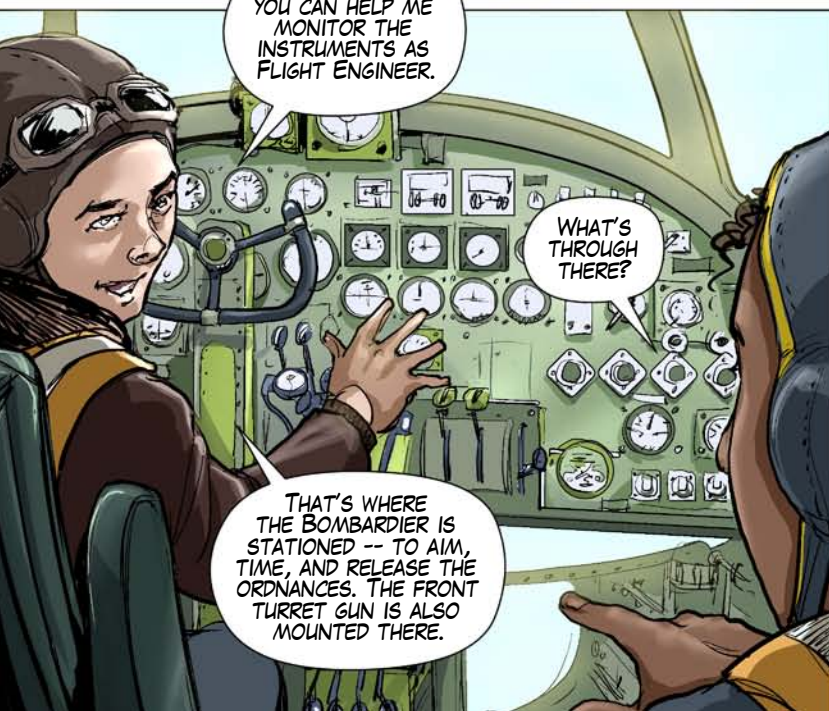
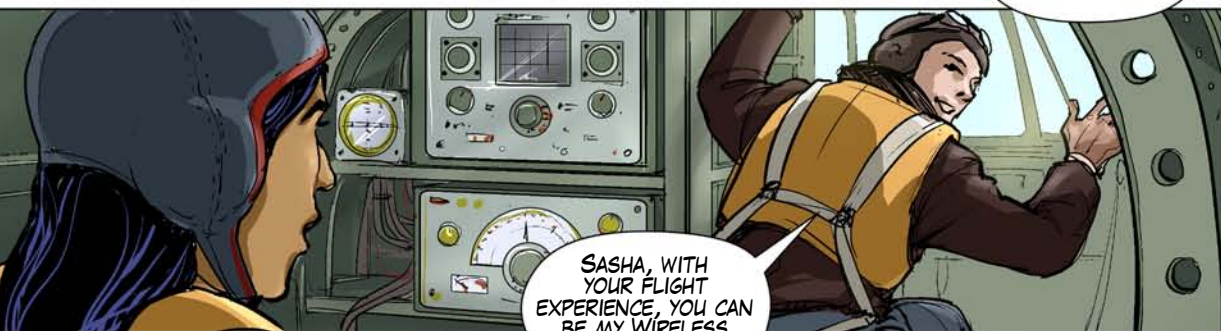


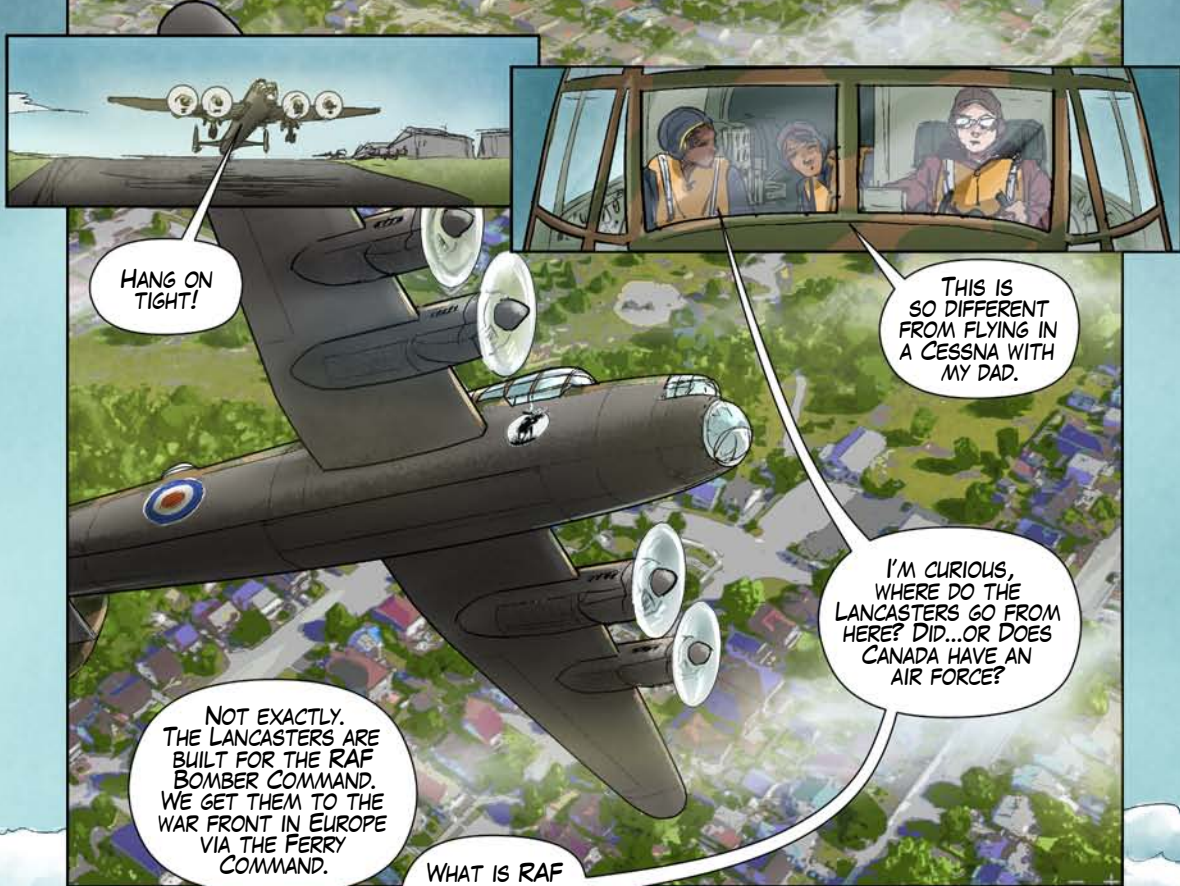
YES!!!



MOMENTS LATER.

THIS IS AWESOME! I WAS HOPING WE COULD DO THIS.





HANG ON TIGHT!

THIS IS SO DIFFERENT FROM FLYING IN A CESSNA WITH MY DAD.

I'M CURIOUS, WHERE DO THE LANCASTERS GO FROM HERE? DID...OR DOES CANADA HAVE AN AIR FORCE?

NOT EXACTLY. THE LANCASTERS ARE BUILT FOR THE RAF BOMBER COMMAND. WE GET THEM TO THE WAR FRONT IN EUROPE VIA THE FERRY COMMAND.

WHAT IS RAF AND WHAT IS FERRY COMMAND?

AH! RAF STANDS FOR THE BRITISH ROYAL AIR FORCE.

FERRY COMMAND IS A SECRETIVE PART OF THE RAF FORMED TO DELIVER URGENTLY NEEDED AIRCRAFTS, MADE HERE AND ABROAD, TO THE FRONT LINES IN BRITAIN.

ON THE WAY THERE, THE LANCASTERS MAKE FUEL STOPS AT DORVAL IN MONTREAL, QUEBEC AND IN GANDER, NEWFOUNDLAND.

FERRY COMMAND HAS A NETWORK OF PILOTS "FERRYING" THE PLANES AND PILOTS BACK AND FORTH AT THESE STOPS.

FROM NEWFOUNDLAND, THEY FLY TO PRESTWICK, SCOTLAND, WHERE THEY ARE HANDED OFF TO THE AIR TRANSPORT AUXILIARY OF THE RAF AND INTO ACTIVE SERVICE.



ARE THERE ANY FEMALE PILOTS THAT FLY THESE LANCASTERS?

YES. MARION ORR AND VIOLET MILSTEAD ARE CANADIANS THAT FLY FOR THE AIR TRANSPORT AUXILIARY.

SPEAKING OF
RAF AND FERRY
COMMAND, ON THIS NEXT
RUN, I WILL BE JOINING AN
RAF SQUADRON TO PROUDLY
FLY A LANCASTER INTO
COMBAT.



WISH ME
LUCK! WE ARE
ARRIVING IN
DORVAL.



GOOD LUCK,
PILOT OFFICER
RIDLEY. DO US
PROUD!

THANKS!

UHM...
DORVAL?...



...HOW
DO WE GET
HOME?



JUST
FOLLOW THE OTHER
FLIGHT CREWS TO THAT
BUILDING. THERE WILL
BE SOMEONE THERE
TO TAKE YOU
BACK.

THANK YOU
AND
GOOD LUCK!



I CAN'T
BELIEVE WE GOT
TO FLY IN A
LANCASTER.





WHOA!
WAS THAT
ALL A
DREAM?



WAIT, IT
MUST HAVE
BEEN REAL.
LOOK!

IT'S MY
VICTORY
HAT!



SO,
WAS I
RIGHT?



YOU WERE!
IT WAS
INCREDIBLE.

WE
DIDN'T REALIZE
THE IMPORTANT
HISTORY BEHIND
OUR STREET
NAMES.



PEOPLE
NAME THINGS
AFTER THINGS
THEY WANT TO
REMEMBER.



YOU MIGHT
WANT TO KEEP
THESE AS A
MEMENTO.

VICTORY and LANCASTER

names worth remembering

BY ISHIKA AND SASHA



FM-213, the last Canadian flying Lancaster, Canadian Warplane Heritage Museum, photo courtesy of Mark Peapell

The first Canadian-built Lancaster bomber was unveiled on August 6, 1943 by Victory Aircraft Limited in Malton.

The wartime contract to build Lancaster bombers initially went to National Steel Car Limited, utilizing their Malton aircraft factory. National Steel Car was already involved in the production of other British-designed wartime aircraft. Questions arose regarding the company's ability to manage the Lancaster program, which led to the Canadian Government expropriating that facility and establishing Victory Aircraft Limited on November 4, 1942.

The facility and production was overseen by General Manager David Boyd. Victory Aircraft was a major wartime employer with a culturally diverse workforce. Many employees lived in company dormitories located close to the factory. The work force expanded from 3,300 in 1942 to 9,521 in 1944. A third of the workers were women. Elsie MacGill – the first practising Canadian woman engineer – was hired as an aeronautical engineering consultant with Victory Aircraft and was integral to the development of the Lancaster, the modified X-PP Lancaster mail planes, and the York transport.

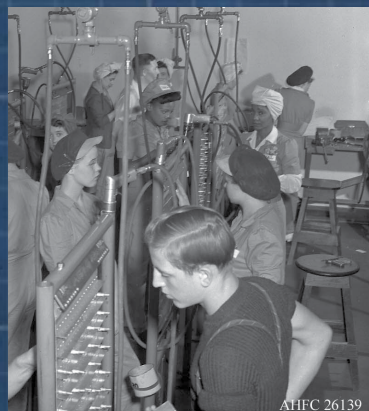
Building the Lancaster bomber was a daunting task that required some 55,000 separate components and over 1 million rivets to build each plane. In order to simplify future repairs and upgrades, all major sub-assemblies of the Canadian Lancasters (known as Mk X) were interchangeable with British-built versions. Initially, all components except for the bomb

doors and control surfaces – which were built by Ottawa Car & Aircraft Limited – were built in Malton.

The first Canadian-built Lancaster completed its test flight a mere sixteen months after receipt of the blueprints from England. On August 1, 1943, almost exactly a year to the day from the arrival of the pattern aircraft, the first Canadian-built Lancaster, KB-700, nicknamed the "Ruhr Express," rolled off the assembly line in Malton. One year later, on August 7, 1944, the 100th Canadian-built Lancaster – KB-799, christened "The Moose" – was completed. By war's end, Victory Aircraft reached the impressive mark of producing one aircraft per day. In total 422 Lancaster bombers and eight modified X-PP mail planes and one York transport were built in Malton between 1943 and 1945.

Nearly one quarter of the 422 Lancasters built in Malton, including KB-700 and KB-799, were lost during

service. On average, 45% of Bomber Command airmen were killed, and only 41% escaped capture or serious injury. Over 10,000 Canadian airmen lost their lives in the Second World War. Pilot Officer Robert Ridley of Port Credit – who was shot down on April 28, 1944 while piloting Lancaster ME-720 – was among them. While the bombers were important to the allied war effort, bombing campaigns extracted a terrible toll – both in terms of servicemen lost and the vast number of civilian casualties. More than 25 other airmen from historic Mississauga also did not return home.



Workers being trained at Victory Aircraft Limited, Aerospace Heritage Foundation of Canada, photo courtesy of Mark Peapell

When the first Canadian-built Lancasters reached England in late 1943, the feedback was that the Canadian "Lankys" were among the best equipped aircraft from North America. The chief inspector at A.V. Roe is said to have remarked: "That's how an airplane should be built".



Roll-out of KB-799, photo courtesy of Dave Cook

the GRANGE



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