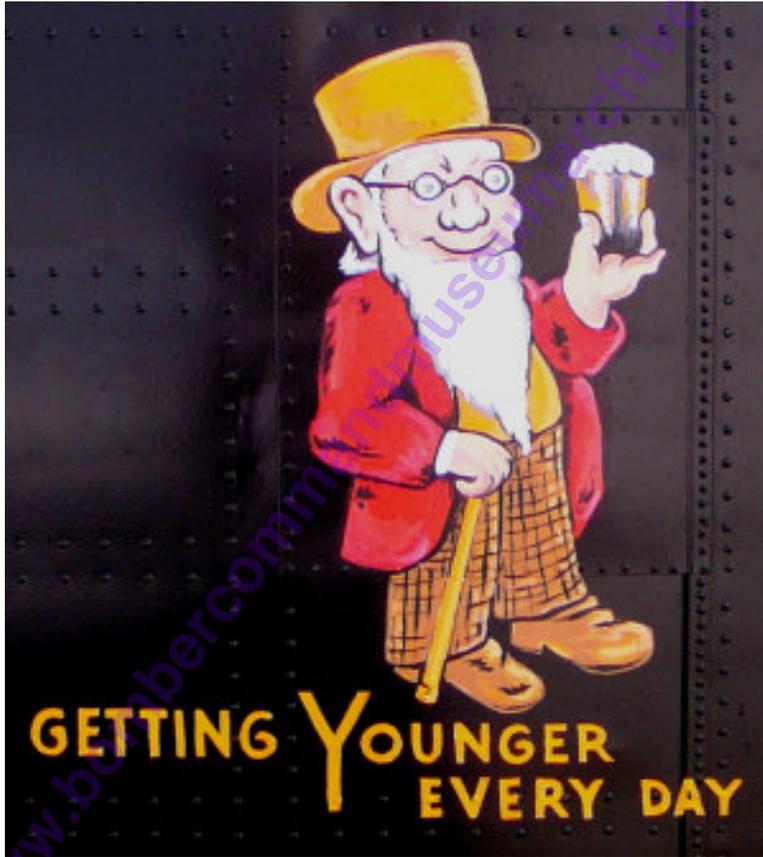


NOSE ART

The Clarence Simonsen Collection





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The Clarence Simonsen Collection

Dave Birrell

NANTON LANCASTER SOCIETY

www.bombercommandresearcharchives.ca

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Front cover photo: Replica painting of “Johnny Walker” nose art carried by No. 9 Squadron RAF Lancaster W-4964

Back cover photo: Portion of a replica painting of No. 420 Squadron RCAF nose art originally painted by Floyd “Skip” Rutledge in 1943 and carried by an unknown Wellington Bomber

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CLARENCE SIMONSEN

Clarence was born in a small farmhouse six miles from Acme, Alberta. During the postwar RCAF era, he watched bright yellow Harvard trainers fly over the farm on the flying instructor's course from Medicine Hat to Penhold, Alberta. The loud, distinctive sound of the Harvards left a lasting impact on the young farm lad, who always seemed to be drawing aircraft in his spare time.

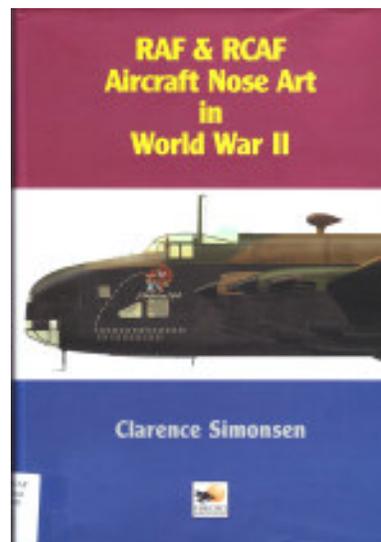
In his early teens, Clarence had his first exposure to artist Alberto Vargas and subsequently discovered the world of aircraft nose art and the pin-up in time of war.

During a four-year stint in the Canadian Army Provost Corps, Clarence was posted to Cyprus with the United Nations Peacekeeping Force in 1965. As he left Canada for the first time, he wondered if this was how bomber crews felt twenty-five years earlier. For the next six months he conducted Military Police duties with M.P. members of six other countries. During his spare time he painted unit cartoons and did his first large mural art work. Clarence began to understand the effect art can have on isolated military men. By late 1966, he was a member of the Metropolitan Toronto Police Force with his major avocation being the research, collection, and repainting of aircraft nose art.

Clarence has been involved with three highly acclaimed books on the subject. He was a major contributor to, "Vintage Aircraft Nose Art - Ready for Duty", that was published in 1987. Then in 1991, he co-authored, "Aircraft



[Photo: Bob Evans]



“Nose Art from World War I to Today”. His most recent work, “RAF and RCAF Aircraft Nose Art in World War II”, was published in 2002. He has also written numerous articles for aviation magazines and has made presentations at the Smithsonian Institute in Washington, USA and other venues. Clarence is recognized as the leading authority in his area of expertise.

Although the largest collection of his work is on display at the Nanton Lancaster Air Museum, Clarence has painted numerous other nose art replicas for various individuals, museums, and private and military organizations. He has also painted nose art on restored vintage aircraft.

Clarence knows that every example of artwork that was painted on an aircraft has an associated story that involves the artist’s inspiration and creativity and the aircrew that flew it over enemy territory. Clarence doesn’t just paint pictures -he brings these stories to life again as our museum visitors view his work.

As the museum has developed, Clarence has played a major role in bringing nose art and their associated stories to our attention and through him we have come to appreciate its significance as a window into the history of Bomber Command.



This panel honours the Canadian CF-18 aircrew that served in the 1990-1991 Gulf War

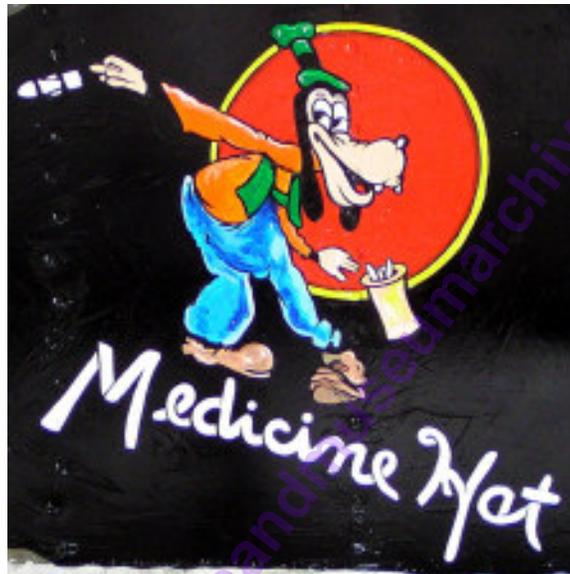


Clarence Simonsen nose art on a No. 135 “Bulldog” Squadron Hurricane at Reynolds Museum in Wetaskiwin, Alberta



This panel was painted in October 1996 to recognize No. 410 Squadron CF-18 pilot Steve Nierlich’s winning of the “Top-gun” award in the U.S. fighter pilot competition

NOSE ART



The name and nose art made it feel she was “our” aircraft and would always bring us home.

-Jack McIntosh (pilot of “Medicine Hat”)

During World War II, the personalization of an aircraft by giving it a name, painting an image on it, and in many cases doing both, began in the early months of the war, increased in frequency as the war progressed, and reached its peak in 1945. In the case of bombers, a bomb tally was generally added as well and this provided a powerful visual record of the success and longevity of particular aircraft. In some cases, additional information such as whether an operation was a day raid or a night raid and the type of weapons carried were also noted. The destruction of enemy fighters was usually indicated and often other details such as awards received by aircrew while flying the aircraft.

If a bomber crew was assigned a particular aircraft, they were sometimes able to choose the name and artwork and this enabled a powerful bond to develop between the men and the machine. Often, but not always, the name and the artwork were directly related to the letter designation for the particular aircraft within the squadron. The markings on fuselages of Royal Air Force and Royal Canadian Air Force aircraft were

made up of a two letter squadron code, such as "EQ", that in combination with a single letter designator for the aircraft, such as "N", produced a unique identifier, in this case "EQ-N". So, for example, if a crew were assigned the squadron's "D" aircraft, names such as "D for Daisy", "Devastating Dog", or "Dipsy Doodle" were possibilities.

The vast majority of World War II aircrew were in their very early twenties and many even flew wartime operations while in their teens. So it is not surprising that the majority of the nose art reflects their interest in "pin-up" girls of the day and other images related to the opposite sex. However, cartoon characters were popular subjects as well, many of them created by Walt Disney.

There were likely several hundred different nose art paintings on aircraft operated by Canadian aircrew. The presence of cameras on wartime bases was actively discouraged and the loss rates were high so in many cases, nose art was painted on an aircraft and the aircraft was lost before even an "unofficial" photograph could be taken. In other cases, only a poor quality, distant shot of a nose art adorned bomber was taken and, of course, during the early 1940's colour photos were very rare. At war's end, there was little interest and thousands of aircraft were scrapped with little note being taken of any artwork.



W/C D. Stewart Robertson DFC was a pilot with No. 51 and No. 78 Squadrons RAF during 1940. This un-restored, original nose art panel from his Whitley Bomber reflects his Canadian citizenship and home-town of Calgary, Alberta.

NOSE ARTISTS



Photo: Ray Lepp



***Skip was a master at his trade
We came back, engines humming, after every raid
No worry did we have, for Skip was Number One
Searchlights and flak were a present from the Hun
The symbol for our Hali was "Fangs of Fire"
On the nose of our bomber it did inspire***

-Bill Bartlett ("Fangs of Fire" crewmember)

In his book, "RAF and RCAF Aircraft Nose Art in World War II, Clarence lists the names of 23 Canadians who are known to have painted nose art. Although some were aircrew, 65% were "Erks" -ground crew aero-engine mechanics, airframe mechanics and others with ranks of corporal or below. The names of those who painted the original wartime artwork, if known, are mentioned in the articles that follow. Sadly, the names of the artists who painted most of them are not known.



Like the aircrew, most of the artists were very young and had no formal training in art. An exception was Thomas Dunn who painted nose art on twelve Halifax Bombers. His experience was that he had painted signage on trucks prior to the war.

It appears the selection of an individual to paint the nose art on an aircraft was an informal process. Someone on the squadron with an interest in art, an idea, and the motivation would simply volunteer to do the work. In some cases, after establishing a reputation, the nose artist would charge for his work. Often payment was simply a night of free beer at the squadron pub but some took the opportunity to charge as much as five pounds to do the work.

"Muff" Mills is the only Canadian known to have used his wartime nose art experience to launch a career. "Muff" went on to become an art director and political cartoonist.



George Oliver painting "Zombie" on Lancaster LL-725



THE COLLECTION

The panels that make up The Clarence Simonsen Collection have been donated to the Nanton Lancaster Air Museum over a number of years during which Clarence has contributed to the museum in several different ways.

Many of his panels were painted when Clarence saw an opportunity to create artwork that complimented a particular display in the museum or a special event that we were having. Others were inspired by our acquisition of a full-size Lancaster replica cockpit section and our collection of large Lancaster wing panels which he saw as perfect “canvasses”. His knowledge of the history related to the artwork enabled Clarence to see opportunities to do this when others of us at the museum were unaware of the possibilities.

Clarence’s paintings are based on black and white wartime photographs, many of which were not necessarily focused on the nose art and, because they were taken by amateur photographers with relatively primitive equipment during hectic wartime days, are generally not of the best quality. But Clarence has brought these images to life by painting his nose art replicas in colour and with a freshness and clarity that enables us to appreciate the power and impact they had during World War II.

The other aspect of his work that makes it so special is that all are painted on aircraft skin, in all but one case aluminum, that has flown as part of a World War II Bomber or training aircraft. The panels and rivets provide a rich background texture that makes his work much more meaningful and directly connects it to his subject. In many cases, the original paint from the wartime aircraft remains around the edges of the nose art replica.

The museum is honoured to be able to present to our visitors the finest collection of aircraft nose art replica paintings in Canada. The Clarence Simonsen Nose Art Collection compliments three other significant collections of aviation art that are also on display, The David Mould Collection, The John Rutherford Collection, and the Andy Kindret Collection.





“A” TRAIN



No. 424 Squadron RCAF was adopted by the City of Hamilton, Ontario and the squadron's nickname of "Tiger Squadron" was derived from the city's rugby team, The Hamilton Tiger Cats. Arriving at the squadron during December 1943, Halifax LV-951 (QB-A) took her artwork from the football team as well. The name "A Train" was a popular wartime swing tune.

The nose art was painted by Matthew Ferguson. Many of his designs were placed in front of a maple leaf. Halifax LV-951 was lost over Braunschweig on 13 August 1944. Ferguson was one of the most prolific of the Canadian nose artists, painting on Spitfire fighters as well as Wellington, Halifax, and Lancaster Bombers.



Nose artist Matthew Ferguson and "A Train"

ADMIRAL PRUNE



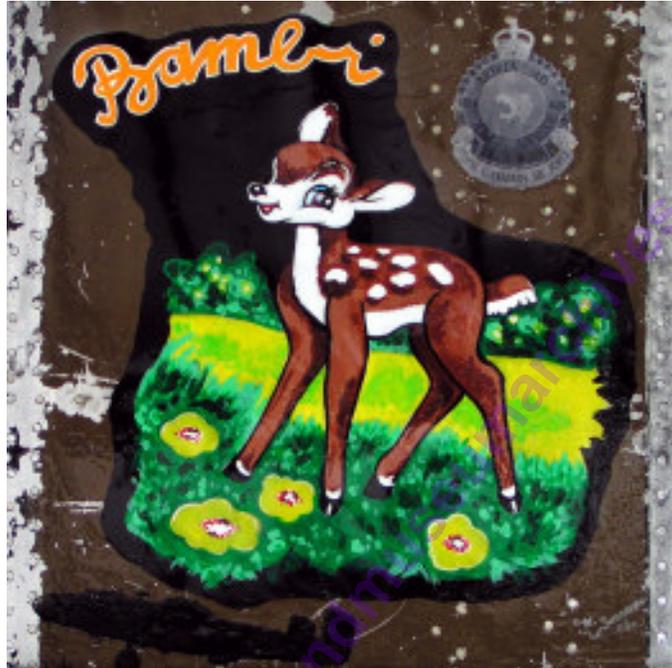
During the summer of 1942, Wing Commander Guy Gibson was the commanding officer of No. 106 Squadron RAF. His Lancaster W-4118 (ZN-L) featured nose art of Mickey Mouse and was named "Admiral Prune". On 5 February 1943 with another crew on board, W-4118 went missing after an engine fire near Dijon. Another Lancaster, ED-593, then became W/C Gibson's aircraft. This Lancaster carried the same nose art but was named "Admiral Prune II". Although only 25 years old, Gibson had completed over 170 operational sorties and had accumulated in excess of 600 flying hours. Many were flown in "Admiral Prune" and "Admiral Prune II".

On 15 March 1943, a new Lancaster squadron was formed for the sole purpose of attacking the dams that provided much of the power for Germany's highly industrialized Ruhr Valley. The weapon was to be the "bouncing bomb", released by moonlight at an altitude of only sixty feet. W/C Gibson was appointed the commanding officer of the squadron that would become "The Dambusters" and a new chapter in RAF history would be written.



W/C Guy Gibson VC

BAMBI



During June 1944, the brand new Halifax bomber MZ-813 (QB-B) was assigned to Jack Dundas, a pilot with No. 424 Squadron RCAF based at Skipton-on-Swale. Another Halifax had carried the marking "QB-B" but it had failed to return from an operation and a replacement was required.

Now with a new aircraft in their hands, the 21 year old Dundas and his crew were faced with deciding what sort of nose art beginning with the letter "B" they could decorate her with. The majority of the crew favoured the name "Beer Barrel Betty" with artwork of a female figure to match. However, Jack felt that they needed something different and recalls, "So I exercised my right and told the crew that, as skipper, we were going to do it my way! No. 424 was based within walking distance of the town of Thirsk and one day in a bookstore there, I spied a child's paint



Ground crew and "Bambi"

[Photo: Jack Dundas]



(l-r) LAC W.L. Poland, Sgt. W.C. Norris (mid-upper gunner),
LAC J.G. Bowman, F/O H.H. Campbell
[Canadian Forces PL-40884]

book with the little Walt Disney 'Bambi' on the cover. I thought, 'Dainty little Bambi, bloody great Halifax, what a contrast!'

"So I bought the book and had the ground crew nose artist paint the book cover on the nose of the Halifax. All of the squadron's art was done by an artist named Matthew Ferguson and his fee for 'Bambi' was two pounds ten, which was a lot of money in those days. When the art was completed, the crew felt that 'Fergie' deserved every penny we paid him. The artwork always attracted a lot of attention, especially when we were diverted to any American 8th Air Force airfield."

Jack and his crew went on to become the first crew from No. 424 Squadron to finish a complete tour of thirty operations together, flying most of their sorties in "Bambi".

The aircraft was then transferred to No. 158 Squadron RAF. MZ-813 crashed and burned on 21 February 1945 near Leiston, Suffolk after hitting some trees while attempting to land on three engines following a raid. F/O R.J. Hampshire and three others were injured and the other four crewmembers were killed. The loss of "Bambi" was part of a terrible two days for the squadron during which five of their aircraft were destroyed.

BOOTING HITLER



No. 242 (Canadian) Fighter Squadron RAF was formed on 30 October 1939 at Church Fenton, Yorkshire. The aircrew was made up of Canadian pilots. One of the first to arrive was Calgary-raised William Lidstone "Willie" McKnight who went on to become an "ace", destroying 16 1/2 enemy aircraft prior to being lost over the English Channel.

On 24 June 1940, S/L Douglas Bader took command of the squadron that was then based at Coltishall. During the first week of September 1940, Bader designed the squadron emblem - a caricature of Hitler being kicked in the breeches by a flying boot labeled "242". A metal template was cut from the original Bader drawing and all the squadron's Hurricanes were painted by ground crew artist LAC Tom Elgey. The nose painting appeared on both sides of the Hurricanes. Under Bader's command, No. 242 participated in the Battle of Britain.

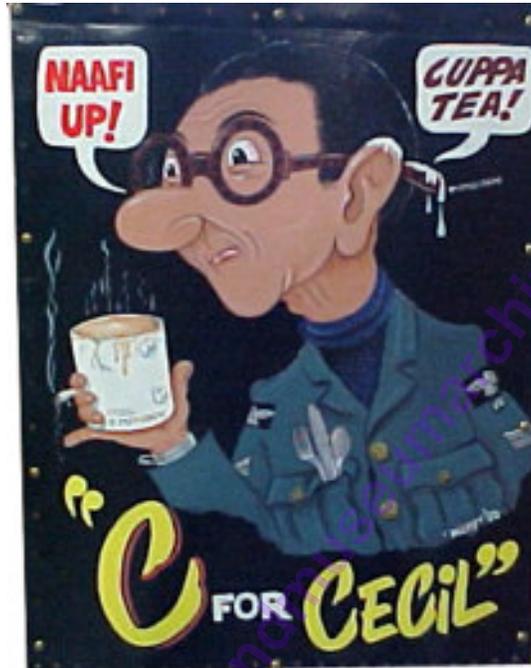
In 1931, Bader had lost both legs in a flying accident. Despite his artificial legs, he began flying again when war was declared. On 9 August 1941, he was forced to bale out and spent the remainder of the war as a POW.

The museum's replica is painted on skin from Hurricane #5389.



Douglas Bader (left) and Willie McKnight with a No. 242 Squadron Hurricane

C FOR CECIL



This image was painted on two aircraft by Albert Edward "Muff" Mills. "Muff" joined the RCAF and became an airframe mechanic. He was posted to No. 428 Squadron RCAF and in February 1943 painted this nose art on a Wellington Bomber with the wording "C for Cuppa Tea". The image later appeared on a Halifax Bomber.

In January 1945, "Muff" painted the same image on a No. 408 Squadron RCAF Lancaster with the wording "C for Cecil". Muff's brother was one of "C for Cecil's" aircrew.

Clarence and "Muff" are close friends. In 1996, when Clarence heard that Muff was planning a visit to the Nanton museum, he encouraged him to paint this replica for the museum on skin from Lancaster KB-994 (EQ-K) that flew with No. 408 Squadron.

Muff presented the art work while attending our "Salute to Those who Served" special event. Although not part of the Simonsen Collection, Clarence asked that this work by his good friend "Muff" be included in the book.



Nose Artist "Muff" Mills

CANADA KID



Halifax NP-759 was delivered to No. 432 Squadron RCAF during the summer of 1944. It was marked "QO-C", given the name "Canada Kid", and appropriate artwork was painted on her nose. Each sortie was recorded by a candy sucker -an orange one for a night raid and a white one for a daylight raid.

The aircraft completed 35 operations before being lost on a raid to Hannover on 5 January 1945. The pilot, F/Lt. James Sales, and two of his crew were killed when the aircraft crashed at Lichen Horst, Steinbke, Germany. The other four aboard "Canada Kid" survived to become Prisoners of War.

As well as the "Canada Kid" replica nose art in the museum's collection, Clarence has painted another example that adorns the Canada House Pub in London, England.



Canada Kid after her thirtieth operation

CHAMP



Halifax MZ-587 was delivered to No. 420 Squadron RCAF on 17 April 1944. Designated "PT-C", it was referred to as "C for Champ" and given corresponding nose art. The aircraft was involved in a Category "A" accident on 8 August 1944 after completing 56 operations. "Champ" was repaired and then served with No. 1666 Heavy Conversion Unit and No. 1664 HCU as a training aircraft. On 13 January 1945, MZ-587 made a hard landing that collapsed the undercarriage and set the outer port engine on fire. The Halifax was then flown to an RAF base at Rawcliffe on 21 January 1945 and eventually scrapped.

Nose artist Floyd "Skip" Rutledge got his "The Champ" idea from a 1943 issue of The Saturday Evening Post magazine that featured an article regarding the "Battling Bulldogs" of the 355th Fighter Squadron, U.S. Army Air Force. The "Pugnacious Pup" image was their official insignia.



Harold Barnes (left) and nose artist Floyd "Skip" Rutledge with "The Champ"

CORKSCREW CHARLIE



On 28 June 1944, one hundred Canadian bombers were dispatched to attack the target of Metz, France. Of these, seven were shot down. Warrant Officer H. G. McVeigh was piloting Halifax "C for Charlie" which was attacked four times by German fighters. He managed to evade the first three attacks by utilizing an evasive tactic known as a "corkscrew", the standard manoeuvre flown by pilots when their bomber was being attacked by a night fighter.

A Bomber Command air gunner's primary duty was to act as a look-out. When a gunner saw a fighter about to attack, he shouted through the intercom, "Corkscrew left", or "Corkscrew right", depending on the direction of attack and then open fire. In the case of "Corkscrew Left," the pilot would fling the bomber into a sudden left bank and drop altitude by several thousand feet while throttling back to lower the bomber's speed. He would then level out briefly and fling the bomber into a climbing right bank with



engines at full power. After regaining altitude, the procedure could be repeated as many times as the pilot and air gunner felt necessary. These violent changes of altitude, speed, and attitude frequently upset the fighter pilot's aim and often caused the enemy airman to lose sight of the bomber in the darkness.

After corkscrewing and evading the first three fighters, W/O McVeigh's aircraft was finally hit while corkscrewing for a fourth time. The starboard fin and rudder were completely shot away and the wingtip, elevator, and aileron were damaged. At 13,000 feet the bomber went into a tight spin and the crew was ordered to bail out. Two of the aircrew left the spinning aircraft before the pilot managed to regain control and level off at 6,000 feet.

W/O McVeigh then set a course for England but before long one of his port engines gave out. However he managed to reach the emergency airfield at Woodbridge where, because of the damage to his empennage, McVeigh had to land at 155 mph, much higher than the normal landing speed. For saving the lives of his crew, McVeigh was promoted and awarded the DFC.

McVeigh and crew then received a new Halifax, MZ-807, which the RAF flight engineer, Rob Hood, painted with the most appropriate name "Corkscrew Charlie" and the cartoon of pilot McVeigh having a few drinks at the local pub. This Halifax completed at least 20 operations before it was shot down on 2 December 1944 while on a raid to Hagen with a crew piloted by F/Lt. W. Cook.



W/O H.G. McVeigh

DEVASTATING DOG



Halifax LW-596 had completed thirty operations with No. 432 Squadron RCAF when it was assigned to S/L M.W. Pettit's crew that included rear-gunner Doug Penny. The ground crew then painted over the original nose art "Quappelle" and replaced it with artwork they named "Devastating Dog." The image was based on a Walt Disney character.

During July 1944, the aircraft was transferred to No. 434 Squadron RCAF and S/L Pettit's crew received a new Halifax, NP-692. It was given the same name and another "Devastating Dog" was painted on its nose.

A sortie to Hamburg was the thirty-third for rear-gunner Doug Penny. On the trip home the Halifax began a gradual descent as it approached the English coast. Doug began to relax, poured a cup of coffee from his thermos, and at four thousand feet removed his oxygen mask. Then suddenly in the darkness he glimpsed a movement. A German night-fighter had



Doug Penny in "Devastating Dog's" rear turret

followed them home. Air gunner Penny and the fighter opened fire at the same instant. The German bullets struck the Halifax tail just four feet from Doug's turret but Penny's fire killed the German pilot and the fighter fell over and dove into the sea. For his actions Doug was awarded the Distinguished Flying Medal and was later commissioned.

Doug and crew completed their tour of duty and "D for Dog" went on to fly with a new crew. On 27 September 1944, the aircraft was one of 127 bombers to attack the oil plants at Bottrop. It was hit by flak and pilot F/Lt. J. Woodward was severely injured. F/O C. Hay, the navigator, took over and was able to get the Halifax somewhat under control. He managed to make a crash landing at the emergency strip at Woodbridge. "Devastating Dog" then caught fire and burned. The crew all made it out safely but sadly F/Lt. Woodward died of his injuries the next day. For his brave actions in saving the crew, F/O Hay was awarded the Distinguished Service Order.



"Devastating Dog"
[Photo: Doug Penny]



A damaged "Devastating Dog"
[Photo: Doug Penny]



Doug Penny (left) with museum restoration shop volunteer Charlie Cobb at the museum's "Salute to the Air Gunners" in 2004
[Photo: Kathy Taerum]

DIPSY DOODLE



An American in the RCAF with No. 424 Squadron, Jim Keys and crew flew "Dipsy Doodle" prior to completing most of their operations in "Galopin Gerty". Peter Engbrecht was the mid-upper gunner and Gordon Gillanders manned the rear turret. The two formed what was undoubtedly the most successful gunnery team in the Royal Canadian Air Force during World War II, accounting for nine "confirmed" and two "probable" enemy fighter aircraft.

During a raid to Bourg-Leopold in Belgium on the night of 27/28 May 1944, "Dipsy Doodle" was attacked fourteen times by enemy night-fighters in a running battle from the target back to the English coast.

Engbrecht shot down the first fighter to attack and then, quoting from his combat report, "An FW190 attacked from the port quarter up and started to break away on the port beam, the mid-upper gunner firing almost continuously and observing the fighter to blow up in his sights. The attacks were kept up until we reached the English coast. Types seen were Ju88, Me109, nearly all operating in threes. The mid-upper gunner had no time to clear his guns and used only the one to shoot the second machine down. Further hardship was caused by intercom failure from the turret, combat manoeuvres being passed on and given by the rear-gunner."



Peter Engbrecht, Gordon Gillanders, and Jim Keys with Dipsy Doodle

[Canadian Forces PL-30468]

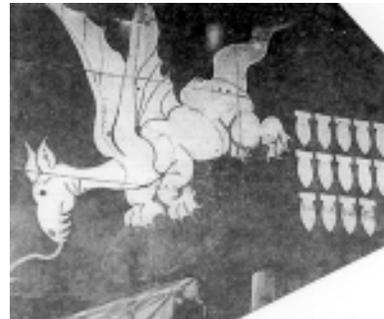
DRAGON



“Dragon” was Halifax LK-947. She was delivered to No. 428 Squadron RCAF during October 1943 and completed eight operations between 22 October 1943 and 21 January 1944. F/Sgt. E. O'Connor and crew flew her on her first four operations to Kassel, Dusseldorf, Mannheim, and Berlin. On 14 January 1944, the aircraft was transferred to No. 429 Squadron RCAF where it completed four operations, the last to Meulan Les Mereaux on 2 March flown by P/O W.B. Byers.

Once again “Dragon” was transferred, this time to No. 434 Squadron RCAF, arriving on 5 March 1944. The Halifax completed seven more operations, her last to Frisian Islands on 7 May 1944 flown by F/Sgt. W. Wood. LK-947 was then assigned to No. 1659 and 1669 Heavy Conversion Units for training purposes prior to being designated for disposal at High Ercall on 21 January 1945.

Dragon is one of fourteen panels of Halifax nose art that was cut from RCAF aircraft that were about to be scrapped after the war. It is currently on display at the Canadian War Museum.



EASTER EGG FOR HITLER



Matthew Ferguson of Calgary, Alberta painted this artwork on a 4000 pound "cookie" bomb to celebrate the 2000th operation by No. 424 "Tiger" Squadron RCAF. A photograph was taken and then the bomb was loaded into Lancaster RF-128 (QB-V) and delivered on 21 March 1945. The aircraft was known as "Victorious Virgin" and was flown by F/L J. F. Thomas and crew.

The art shows a winged tiger breaking out of an Easter egg and this particular bomb was a special present for Hitler from the squadron. It was dropped on the oil refinery at Hemminstedt, near Heide, Germany. The nose art image on the Lancaster was based on the November 1944 "Varga" pin-up that appeared in Esquire magazine. Ferguson painted a number of "Varga" nose art ladies and it is believed he painted the art on Lancaster RF-128 as well as the bomb. On 15 October 1940, Esquire magazine introduced Alberto Vargas's "Varga Girl" to the world. By the end of World War II, the Varga pin-ups had appeared as nose art on hundreds of allied aircraft.



'EII CAT



Clarence painted this nose art on the starboard side of the museum's Lancaster cockpit section replica. The original work was done in 1945 on No. 424 (Tiger) Squadron Lancaster NG-484 (QB-L) by Matthew Ferguson of Calgary, Alberta.

Like many of Ferguson's nose art paintings, "EII Cat" is based on the tiger theme that derived from the fact that the squadron had been adopted by the City of Hamilton whose rugby football team was the Hamilton Tiger Cats. A Canadian maple leaf generally formed the background for Matthew Ferguson's paintings.

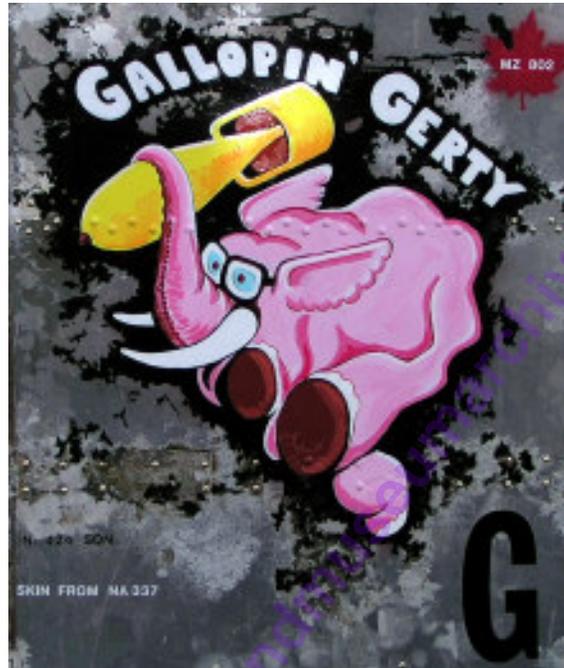
It is unusual that a major piece of artwork like "EII Cat" was painted on the starboard side of the nose. Clarence suspects that something else may have been placed on the port side prior to "EII Cat" being painted.

The museum acquired the full-sized Lancaster replica nose section following its construction for use in the production of the film, "Map of the Human Heart".



[John Dolson photo]

GALLOPIN' GERTY



On 3 July 1944, Jim Keys and his crew were assigned Halifax MZ-802 (QB-G) as part of No. 424 Squadron RCAF. Their ground crew took it upon themselves to have the squadron nose artist, Matthew Ferguson, paint "Gallopin' Gerty" on the aircraft. Jim recalled, "One day we came out to the parking pad and there it was. We were very proud of their efforts and had them out for a night at the pub."

"Gerty" served well. Its team of air gunners, Sgt. Peter Engbrecht and Sgt. Gordon Gillanders went on to become the most renown in the RCAF. However on 9 October 1944, the aircraft failed to return from a raid to Bochum. The squadron's commanding officer, W/ C G.A. Roy DFC, was flying "Gerty" that night. He and five of the six other aircrew aboard survived to become Prisoners of War.

The "Gallopin Gerty" artwork was then recreated on MZ-802's successor, "NR-206" but the elephant was re-named "Fi-Fi" when the Halifax was



Matthew Ferguson (right) and "Gallopin Gerty"

[Canadian Forces: [PL-31716]

transferred to No. 415 Squadron RCAF and marked "6U-F".

Clarence painted this replica on original skin from Halifax NA-337, the aircraft that was salvaged from 730 feet below the surface of Lake Mjosa in Norway in 1996.



Ground crew member and "Gallopín Gerty"

[Photo: Jack Dundas]



This version of "Gallopín Gerty" was painted on skin from Halifax NA-337 that was raised from the depths of Lake Mjosa, Norway. Note the original lettering regarding fuel. The replica shows the bomb tally and three swastikas earned by NA-337.

GETTING YOUNGER EVERY DAY



No. 9 Squadron RAF Lancaster LM-220 (WS-Y) carried this nose art on 12 November 1944 when P/O Doug Tweddle flew the aircraft on the raid that sunk the Tirpitz. Sister ship to the more famous Bismarck, the 42,900 ton battleship carried a main armament of eight, 15 inch guns.

P/O Tweddle's daughter, Maggie Tweddle of St. Albert, Alberta, and his son John Tweddle of England unveiled the replica nose art on 31 July 2004 at a special event commemorating the sixtieth anniversary of the raid. Clarence painted this near full-size replica on a Lancaster wing panel.

The figure in the artwork was the symbol for "Younger", a type of beer favoured by P/O Tweddle and his crew. According to his son, the crew "borrowed" a tray that featured the artwork from their favourite pub and asked a talented member of their ground crew to paint this nose art on their aircraft. 25 of the crew's 38 operations were aboard "Y-Younger".



The Battleship Tirpitz in Kafjord, Norway

[Photo: John Asmussen; www.bismarck-class.dk]

The Royal Navy and the RAF had attacked the Tirpitz earlier in the war but little effect on the battleship's armour plate was possible until British inventor Sir Barnes Wallis built a special bomb that could do the job. Wallis had previously developed the "bouncing bomb" used in the Dambusters Raid. In 1944 he devised the "Tallboy", a 12,000 pound weapon capable of piercing the Tirpitz's armour plating.



Doug Tweddle in the cockpit of "WS-Y"

Douglas Tweddle flew three operations to attack the Nazi battleship, two of them in "Getting Younger Every Day". The first was in Lancaster "WS-U" and required an eleven hour and twenty minute flight to a base in the northern part of Russia where the Lancasters could be refueled prior to attacking the battleship at its mooring in northern Norway. The raid was successful in damaging the Tirpitz but the extent of the damage was not known to the British.

The battleship was then deployed farther south and the final two raids were made from bases in Scotland. The weather was ideal for the second attack until an unexpected wind shift covered the Tirpitz with cloud and smoke-screen just thirty seconds before the first Lancaster was ready to bomb. When Tweddle arrived in "Y for Younger" he recalled, "We couldn't see a damn thing so we just came back. We brought the bomb back."

It is thought that P/O Tweddle's Tallboy that was dropped from "Getting Younger Every Day" was one of two that struck the Tirpitz on the final raid and caused her to capsize.



Replica Tallboy Bomb at the museum

HELL RAZOR



Lancaster KB-885 was built at the Victory Aircraft Plant at Malton, Ontario and assigned to No. 434 Squadron RCAF during March 1945. Its service record with the squadron is not known. In April 1945, the aircraft was transferred to No. 420 Squadron RCAF where it was assigned the code letters "PT-Y".

The nose art features a bat with an straight razor for a mouth that contains a machine gun. Clarence believes that this design likely derived from artwork created by Walt Disney artists and was one of three designs completed for United States Carrier Air Group 81 in June 1944.

Upon its return to Canada following the war, KB-885 went on to become "The Red Deer Lancaster" when Charlie Parker purchased the aircraft and displayed it next to his service station on Highway #2. Still proudly carrying its "Hell Razor" nose art, the Lancaster became a landmark for motorists travelling between Calgary and Edmonton from 1947 until 1956 when it was sold to an American company who planned to utilize KB-885 as a water bomber. Sadly, it caught fire and burned just prior to take off from a field near the service station in January 1957.



"Hell Razor" was on display at Red Deer during the 1950's
[Photo: Rob Taerum]

IRREMOVABLE FINGER



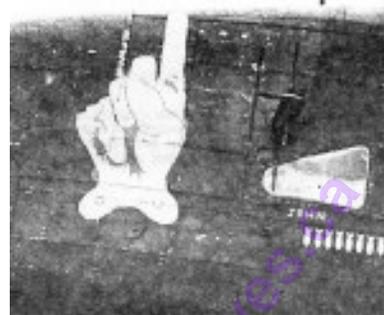
Halifax NR-199 was delivered to No. 434 Squadron RCAF on 30 October 1944, but flew no operations. It was then transferred to No. 408 Squadron where it remained for only seven days before being assigned to No. 420 Squadron. It served with No. 420 for just one day prior to being returned to No. 408 Squadron where it received the markings "EQ-N".

Since the aircraft had been posted from squadron to squadron, none of which seemed to want it, the crew connected it with P/O Prune, a cartoon character that played the role of an inept air force officer who was featured in illustrations that were part of Royal Air Force training material. Prune was not a valued member of any of the squadrons either. In the cartoons, he regularly crashed aircraft or made other significant errors. After each accident, with his index finger pointing prominently and generally wearing a white glove, P/O Prune commented on the subject at hand or explained how things should have been done.



Prune says not taking enough oxygen is cheaper than taking too much drink—and just as good.

Halifax NR-199 completed 16 operations with No. 408 Squadron before being transferred to No. 415 Squadron, completing a total of 22 sorties before the war ended.



"Irremovable Finger" in 1945
[Photo: F/L Harold Lindsay]

This Month's Prunery



THE MOST HIGHLY DEROGATORY ORDER OF THE IRREMOVABLE FINGER (Patron : Pilot Officer Prune) has this month been awarded to Pupil Pilot — for Conspicuous Ability to Detect Even the Slightest Little Thing Wrong.

Detailed to take up a trainer aircraft, No. 80, he climbed into an aircraft whose number was 61 and started it up. It fired for a few revolutions and he then reported by R/T to the Control Tower that his engine was running very roughly. He was informed that this was perhaps to be expected as he was in an unserviceable aircraft, which was minus the propeller.

JOAN CRAWFORD



In January 1944, No. 427 Squadron RCAF began to replace their Halifax Mk. III aircraft with Mk. V's. The squadron had been adopted by the Metro-Goldwyn-Mayer film studio and the new aircraft received nose art and names related to female stars that were currently appearing in MGM films. It is thought that the squadron's aircraft "J", (LV-994), was likely the one named "Joan Crawford." The painting was inspired by the 1938 "Petty Girl" that appeared in the pages of Esquire Magazine.

Joan Crawford is said to have been one of Hollywood's finest actresses during the 1930's and 1940's. The winner of an Academy Award in 1943, she often played the part of a hardworking young woman who eventually found romance and success.



JOHNNY WALKER



"Johnny Walker" was painted on Lancaster W-4964 that flew with the markings "WS-J" while serving with No. 9 Squadron, Royal Air Force. The aircraft had a distinguished career, logging a total of 106 operations.

Likely the most detailed piece of RAF nose art painted during the war, it features the Johnny Walker whiskey symbol with the firm's equally famous motto, "Still Going Strong". The artwork includes the ribbons from three Distinguished Flying Medals and four Distinguished Flying Crosses that were awarded to her aircrew. A full year's service is indicated by the chevron below which there are three wounded-in-action stripes, one for a container of fifty, four pound incendiaries that were dropped from above and passed through the aircraft's wing. The other symbols indicate a searchlight destroyed, a fighter shot down, and the star with the hammer and sickle refers to the fact that the aircraft flew to Russia from where it attacked the Battleship Tirpitz. The large bomb marker indicates the 12,000 pound "Tallboy" dropped on the Tirpitz. The bomb with a "D" represents a daylight raid.

Clarence painted this near full-size replica on a Lancaster wing panel.



JUST TESTING



Many aircraft in the Royal Canadian Air Force carried nose art but Clarence knows of only two that featured tail art, "Ol Daid Eye" and "Just Testing".

Little is known of this artwork other than it was painted next to the rear turret of a No. 408 Squadron RCAF Halifax. The cartoon features the hapless Dagwood Bumstead from the comic strip "Blondie" who is about to test a parachute.

Aircrew were issued with a parachute prior to each flight, often by a member of the Women's Auxiliary Air Force or "WAAF" who often remarked, "If this one doesn't work, just bring it back and I'll give you another one."

When a Bomber Command aircraft was being abandoned, the rear gunner rotated the turret to one side, clipped on his parachute, and then rolled out backwards as the airman is demonstrating in the photo at right.

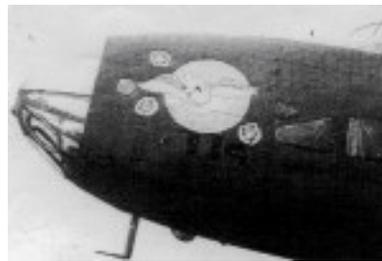


LADY OWL



The serial number and markings of the No. 420 Squadron Halifax that carried this female snowy owl is not known. It is thought that it was painted by nose artist LAC J.A. "Jimmy" Smith who was an airframe mechanic. Smith was close friends with another No. 420 nose artist, Floyd Rutledge, who recalled that Smith came from Toronto, Ontario. Rutledge and Smith worked together on a number of Halifax nose art paintings.

No. 420 was the RCAF's "Snowy Owl" squadron and this was undoubtedly the inspiration for this nose art. Later in the war, No. 420 started placing their snowy owl emblem on the tails of their Canadian-built Lancasters.



LET'S HAVE ANOTHER



Bob Kerns was born near Airdrie, Alberta in 1912. He enlisted with the RCAF in 1942 and became a navigator. During April 1944, his crew was posted to No. 166 Squadron RCAF. There were three Canadians on the crew including pilot F/Sgt James Dunlop.

After completing six operations, the crew was assigned the brand new Lancaster LM-550 with the markings "AS-B". Cy Straw, the rear gunner recalled, "The artwork, I think, came about because of the Canadians' (we had three in the crew) love of 'dirty black stuff' -the name they called a pint of mild. When we were allotted 'B-Beer', the idea of a beer barrel with pint glasses instead of bombs came naturally."

Pilot Dunlop confirms this with his recollection, "The nose artwork and slogan was designed by me and painted by one of the Kirmington ground



crew.”

The slogan was taken from the Arthur Lloyd song titled, "Drink, and Let's Have Another". During their next 21 operations F/Sgt Dunlop's crew safely flew "Let's Have Another", completing their tour of operations on 20 July. A raid on 5 June raid was immediately prior to the D-Day Invasion. According to Cy Straw, LM-550 "went to Cherbourg to destroy large naval gun emplacements on the coast. We didn't know it was D-Day until returning over the Channel when we saw the huge armada of vessels launching the attack." After each trip another small beer mug, complete with foaming ale, was painted below the barrel -yellow ones for day sorties and a white one for each night operation.

During October 1944, Lancaster LM-550 was transferred to No. 153 Squadron RAF and given the markings "P4-C" and became known as "C-Charlie". George Luckraft was the wireless operator on one of the crews that flew her. He remembers, "LM-550 was surely a charmed plane. It returned us safely from eleven raids on major German cities and in all survived 118 ops. We were twice coned by searchlights on the way to Dusseldorf and Bill had to dive the plane with a full bomb load. What a relief when she responded on being pulled out of the dive. Especially as another Lancaster ahead of us went into a dive and continued straight down into the ground and burst into a huge orange glow."

Another of LM-550's pilots during her time with No. 153 was William Langford who flew the Lancaster on seventeen operations between November 1944 and May 1945. He recalled, "As for the beer mugs, these had been removed after her change of squadron and identity letter, but we had them restored towards the end of the war. There were 118, as far as I remember, at the end."

"Let's Have Another" completed her war by flying three "Operation Manna" flights dropping food to the starving Dutch in western Holland and two "Operation Exodus" flights returning former Prisoners of War to England.

Robert Kerns, who was with LM-550 at the beginning of her illustrious career was present at the museum and unveiled Clarence's artwork in 2003. The replica is painted actual size on a Lancaster wing panel.



Bob Kerns (left) and Clarence Simonsen

LITTLE BEAR



Little Bear was a Walt Disney design completed for the students in training at the British Commonwealth Air Training Plan's No. 3 Wireless School at Winnipeg, Manitoba. The squadron was No. 13, Flight 13D, of the Royal New Zealand Air Force. Clarence painted the replica on fabric skin from Noorduyn Norseman IV (Serial #2494) that served with the RCAF from July 1940 until January 1946. During 1947 it was sold and registered as CF-EIH. Later that year, the aircraft crashed in northern Canada.

It was recovered in 1993 and restored by the Alberta Aviation Museum in Edmonton and placed on display in 1999. The "C" is a portion of the original marking painted in 1947.

A Canadian-built bushplane, the Norseman performed a number of roles within the BCATP including various training and transport assignments. It was designed to operate on floats or from unimproved surfaces. One measure of its success is the fact that it has been registered and/or operated in at least 67 different countries including service in both the Arctic and Antarctica.



BCATP Noorduyn Norseman
[Andy Kindret Collection]

LONDON'S REVENGE



On 5 May 1943, Metro-Goldwyn-Mayer Studios based in Hollywood, California offered to "adopt" the Royal Canadian Air Force's No. 427 Squadron that was flying Halifax Bombers. A special presentation was held on 27 May 1943 to formalize the relationship. Mr. Samuel Eckman Jr., managing director of M.G.M. (England), attended and the No. 427 commanding officer, Dudley Burnside, was present as well to accept MGM's kind offer to adopt the squadron.

Featured at the event was Halifax DK-186 (ZL-L). The bomber was painted with nose art featuring the M.G.M. lion (with wings) flying while holding a bomb between its paws. The bomber was named "London's Revenge".

From this point on, many of the squadron's aircraft were named for MGM ladies whose names began with the same letter as the aircraft's code letter. For example, aircraft "ZL-J" featured a painting of actress Joan Crawford and was known as "J for Joan".



The "Adoption of the Squadron" at No. 427 Squadron's base at Leeming in May 1943

MEDICINE HAT



On 1 May 1944, twenty year old Jack McIntosh and his crew were assigned the brand new Halifax Bomber JD-114.

Jack recalled, "We had flown six operations before the crew decided it was time to give our bomber a name and some type of nose art painting. I was asked to pick a name and selected my home city in Alberta, Medicine Hat. The nose artist was one of our ground crew and he picked the painting of Walt Disney's 'Goofy' dropping bombs. The thinking was that each time the aircraft flew, the enemy was receiving more 'medicine' from the 'hat'. I never met the artist or learned his name and from what I recall, there was no charge for his work. The painting was completed in one day and first flew on our ninth operation on 21 June 1943. Over the next five months, I completed 23 operations in 'Medicine Hat' and although we had a few close calls, we never received another hit or injury to the crew. The name and nose art made it feel she was 'our' aircraft and would always bring us home."



Jack McIntosh

"Medicine Hat", with Jack McIntosh at the controls, was the last aircraft to land following the raid to Pennemunde that claimed 20% of the RCAF aircraft sent out. Sadly, it was shot down on its 51st operation on 19 February, 1944 with the loss of pilot Doug Macleod and crew.



No. 71 SQUADRON



On 19 September 1940, No. 71 Squadron RAF was formed at Church Fenton as the first "Eagle" Squadron to be manned by American personnel. This, of course, was well over a year before the United States entered World War II.

No. 71 received Hurricane fighters in November. It became operational on 5 February 1941 and was assigned to defensive duties. The squadron converted to Spitfires in August and then began taking part in sweeps over northern France. On 29 September 1942, No. 71 Squadron was transferred to the 4th Pursuit Group, US Army Air Force as the 334th Pursuit Squadron and ceased to be an RAF unit.

The Eagle Squadron crest was designed by Walt Disney artists and is still in use today. It is considered one of the best of all the Disney designs.



An American pilot in the RAF climbs into the cockpit. This photo was taken prior to the addition of the Disney character to the squadron's crest

No. 107 SQUADRON



F/Sgt Albert Stanley Prince was a member of No. 107 Squadron RAF and was the first of ten thousand Canadians killed serving with Bomber Command during World War II in what has been described as the most continuous and gruelling operation of war ever carried out. He flew a Bristol Blenheim Mk IV into action on the second day of the war and attacked the German pocket battleship, Admiral Scheer.

F/Sgt Prince's aircraft was hit by flak but, retaining some measure of control, F/Sgt. Prince was able to ditch the aircraft in the sea. All three crewmembers were rescued by the enemy but F/Sgt. Prince later died of his injuries. His navigator, F/Sgt G.F. Booth and the wireless operator/air gunner, AC1 L.G. Slattery became the first Allied Prisoners of War of WW II. Of the five aircraft dispatched by No. 107 Squadron, only one returned to base.

No. 107 Squadron's insignia featured an RAF eagle diving in front of a large "V for Victory". Clarence painted the artwork on aluminum skin from a Bolingbroke (the Canadian-built variant of the Blenheim Mk IV). It was unveiled by F/Sgt Prince's son during the museum's "The First of the Ten Thousand" commemoration in 1999.



F/Sgt Albert Prince

No. 431 SQUADRON



No. 431 Squadron RCAF was formed at Burn, Yorkshire, England during November 1942, their official badge being the head of an Iroquois Indian. The squadron transferred to the RCAF base at Croft in December 1943. During the course of the Second World War, No. 431 flew Wellingtons, Halifaxes and Canadian-built Mk. X Lancasters. No. 431 Squadron continues to serve as No. 431 Air Demonstration Squadron "The Snowbirds".

The panel portrays the history of No. 431, the images including the squadron's wartime crest, an Iroquois Chief that was carried on the nose of their aircraft, a Lancaster with serial number KB-859, and the museum's Tutor #177 in Snowbird #4 markings.

The panel was unveiled by Marg Liessens and Major Dan Robinson in 2006. Marg's father, P/O Albert Dorey, was lost while serving as the wireless operator in Lancaster KB-859 with No. 431 Squadron. Major Robinson is the grandson of Howard Armstrong, one of the trio who purchased the museum's Lancaster in 1960. Dan Robinson grew up in Nanton prior to joining the Canadian Armed Forces. He flew Snowbird #4 during the 1996 and 1997 seasons. Clarence painted the artwork on original skin from a Canadian-built Lancaster.

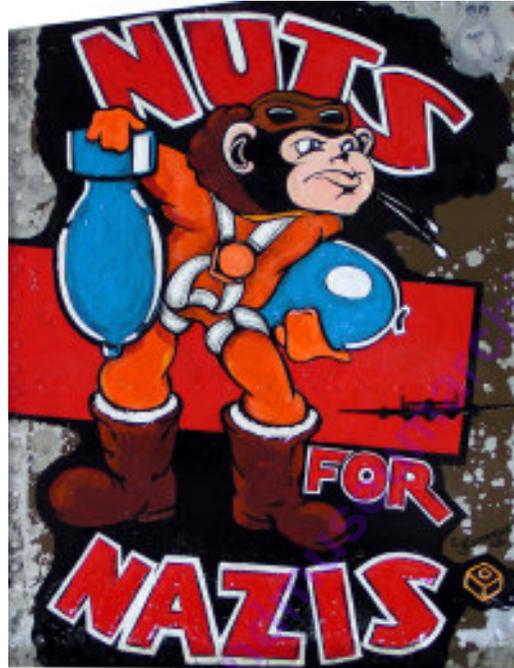


The design for the Indian Chief drawing came from that on the emblem of the McColl-Frontenac Company that marketed aviation and other petroleum products.



P/O Albert Dorey

NUTS FOR NAZIS



Part of No. 425 Squadron RCAF, Halifax NR-271 was marked "KW-N" and based at Tholthorpe in Yorkshire. There was no art on the nose when she completed her first operation on 4 December 1944 to Karlsruhe, piloted by F/O A. Martel or her second operation flown by the crew of F/L T. Chapman on the following night to Soest. "KW-N" was then assigned to a regular crew with an American pilot, F/O Chuck Lesesne. This crew chose the name "Nuts for Nazis" with artwork that featured a monkey wearing flying gear and spitting out engineering nuts, one for each operation flown.

Halifax "KW-N" flew a total of 43 operations, 19 of them by F/O Lesesne. While on their 22nd operation in another Halifax, they were hit by an enemy fighter. Pilot Lesesne and his flight engineer, F/Sgt N.S. Peters, fought to maintain control allowing their crew to successfully escape. Sadly, F/O Lesesne and F/Sgt Peters were then trapped in the cockpit and were killed.



This wartime photo of "Nuts for Nazis" features 31 nuts.

OL DAID EYE



This gun-toting character appears to have been based upon the L'il Abner cartoon strip by Al Capp that became a popular source of inspiration for Canadian artists. "Ol Daid Eye" was actually "tail art" as it was painted next to Halifax LW-207's rear turret during its service with No. 426 Squadron RCAF.

On 16 June 1944, S/L Donald Patterson, "B" Flight Commander with the squadron, selected the new Halifax LW-207 as his aircraft. He went on to pilot the aircraft on sixteen operations between 19 May and 30 July 1944. The Halifax was assigned the markings "OW-W" and named "Willie The Wolf From The West". The name was taken from the 1943 movie "Riding High" that starred Dorothy Lamour and featured a song titled, "Willie the Wolf of the West". S/L Patterson appears to have modified the title by substituting "from" for "of" as he was "from" the west - Calgary, Alberta. The artist definitely had Donald Patterson in mind when he did the painting because the wolf is wearing a squadron leader's tunic.



This unknown air gunner sitting in "Ol Daid Eye's" rear turret was likely in S/L Patterson's crew and may have painted the artwork.



"Oi Daid Eye" in 1945
Photo: F/L Harold Lindsay



Clarence painted this replica nose art of "Willie the Wolf From The West" on original skin from Halifax NA-337. It was recovered from Lake Mjosa in Norway in 1995 and is now on display at the Royal Canadian Air Force Memorial Museum in Trenton, Ontario. The replica was presented to the current c/o of No. 426 Squadron in 2004.

"W-Willie" was damaged on 10 October 1944 but after repairs carried on to complete a total of 58 operations with No. 426 Squadron. After being damaged again in an accident, it was transferred to No. 408 Squadron RCAF on 20 April 1945.

Both "Oi Daid Eye" and "Willie the Wolf From The West" are among fourteen panels of Halifax nose art that were cut from RCAF aircraft that were about to be scrapped following the war. They are currently on display at the Canadian War Museum in Ottawa.



(l-r) Aeroengine mechanic LAC Jake Shantz, S/L Donald Patterson DFC, and airframe mechanic LAC Don Forster with "Willie The Wolf From The West"

PHIL BLACK TRIBUTE



In 2005, Dr. Phil Black of White Rock, British Columbia donated a 1:12 scale flying model of Halifax MZ-516 to the museum. Phil had flown in this aircraft as a navigator with No. 76 Squadron RAF. Marked "MP-V", it was known as "Vera the Virgin". While returning from a raid on Mainz and flying at 7000 feet over East Anglia, the starboard outer engine began vibrating. Attempts to feather the propeller were unsuccessful and with the situation deteriorating rapidly, the order to abandon was given. Three of the crewmembers were able to leave the Halifax before it crashed. This had been the aircraft's 77th operation.

Dr. Black attended the dedication of Canada's Bomber Command Memorial at the museum in 2005. Sadly, while returning home Phil and a friend were killed when the light aircraft they were flying aboard struck a mountain during bad weather. Clarence painted this artwork in memory of Phil who he had met at the dedication ceremony in Nanton. It is based on a wartime photo taken by Phil of the the nose art carried by Halifax MZ-516.



Phil Black in Nanton
[Photo: Jim Blondeau]



"Vera the Virgin" flying model built by Phil Black and currently on display at the museum. It carries a simplified version of the original nose art.

PRESS ON REGARDLESS



Lancaster ED-905 carried markings "BQ-F" and was known as "Press-On-Regardless". With F/L D.A. Shaw at the controls, she flew her one hundredth operation on 2 November 1944 with No. 550 Squadron RAF. ED-905 had previously served with both No. 103 and No. 166 Squadrons.

The aircraft's nose art illustrated the aircrew's off-duty interests in young ladies and beer. It is not surprising that most of the servicemen in England actively sought romantic encounter with British ladies. A young man doing so was referred to as a "wolf" and two of them appear on the aircraft's shield above a lady and a mug of beer.

The motto "AD EXTREMUM!" appears to be Latin but in fact derives from "Add extra beer Mom", likely a pub-based expression. "Press-On-Regardless" above the bomb tally refers to the crew's approach to the young ladies and beer. The cross in Scottish colors that forms part of the crest likely reflects "Jock" Shaw's ancestry.



F/L D.A. "Jock" Shaw about to take off on the aircraft's one hundredth operation on 2 November 1944.

RCAF TRIBUTE



Clarence painted this artwork to commemorate the 9,919 members of the Royal Canadian Air Force who were killed while serving with Bomber Command. Hundreds of other Canadians were lost while serving with the Royal Air Force. The RCAF's motto, "Per Ardua ad Astra", was the same as that of the Royal Air Force, and translates to "Through Adversity to the Stars".

Victor Snowden enlisted in the RCAF in March 1943, trained as an air-gunner, and reported to No. 433 Squadron RCAF one year later. In the photo at right, he is shown standing in front of the rear escape hatch of his Halifax NP-944. The photo clearly shows how the roundel markings of red, white, blue and yellow covered a large portion of the escape hatch. Victor survived his operational tour and never had to use the escape hatch, but hundreds of other Canadians owe their lives to this little door.



Note the shape of the Halifax escape hatch and the location of the RAF roundel behind Victor Snowden. The top of the hatch is directly behind his ears.

Clarence painted his tribute to the 9919 airmen on the original escape hatch door from Halifax NA-337. During the night of 24 April 1945, the aircraft was struck by German flak as it flew over the railway bridge at the south end of Lake Mjosa in Norway. With the right wing on fire the crew had only one option -crash land in the frigid waters of the lake. Shortly before NA-337 hit the water, one of the crew removed the rear escape hatch door and it fell into the lake. Most likely it was F/Sgt. A. Taylor, the wireless operator/air gunner.

Fifty years later Halifax NA-337 was raised from 750 feet below the surface of Lake Mjosa by a team led by Canadian Karl Kjasgaard. The aircraft is now fully restored and on display at the Royal Canadian Air Force Museum in Trenton, Ontario. The aircraft's rear escape hatch was recovered from the lake bottom separate from the main fuselage.



Halifax NA-337 at the RCAF Memorial Museum
[Photo: Mike Berry]



Canada's Bomber Command Memorial in Nanton, Alberta
[Photo: Brent Armstrong]

SEVEN DWARFS



During June 1939, Walt Disney received a letter from Aviation Cadet Bert Stanley of the U.S. Navy, who was training in California. He suggested that Disney might design an insignia for the aircraft squadron aboard the Navy carrier, USS Wasp. Disney turned the job over to artist Hank Porter, and from his pen came a belligerent wasp wearing six boxing gloves. The new design was painted on aircraft, flying jackets, letterheads, and anything else that was handy including dishes. It wasn't long before the Disney insignia was known from coast to coast in the United States.

Requests for insignia began to pour in each day to the Walt Disney studios. So Disney gave Porter a job, "Make as many insignias as you receive letters for." The new design team grew to five artists who created over 1200 insignia during the war for units from Canada, Britain, the Free French, the Free Polish, as well as numerous American ones.

The RCAF received 32 insignia officially created for them by the Walt Disney team. The "Seven Dwarfs" that are pictured on a "V for Victory" was designed for "A" Flight of No. 15 Service Flying Training School at Claresholm, Alberta. Although the artwork may have been painted on some of the flight's Cessna Cranes, Clarence has been unable to find any photographs showing the image on an aircraft.



**Cessna Cranes of "A" Flight at
No.15 SFTS in Claresholm
during March 1942**
[Photo: LAC Gafney]

SNOWBIRD PRESENTATION



Clarence titled this panel, "The Three Faces of No. 431 Squadron". It was presented to No. 431 Air Demonstration Squadron (The Snowbirds) by the Nanton Lancaster Society at the 2006 Rocky Mountain House Airshow and commemorates the transferring of Tutor #177 from the Canadian Armed Forces to the Nanton Lancaster Air Museum. The aircraft flew with the Snowbirds for ten seasons.

No. 431's official badge was the head of an Iroquois Indian. During the course of the Second World War, the squadron flew Wellingtons, Halifaxes, and the Canadian-built Mk. X Lancasters.

The first face on the artwork is taken from the work of an unknown artist who in 1944 painted a 12'x12' image of an Iroquois Chief on the squadron's headquarters building at Croft with the words "The Home of the Iroquois" written below.

The second face is taken from a World War II Royal Air Force poster and represents the 367 airmen who were lost while serving with No. 431 Squadron during the war.

The third face honours the Canadian airmen who have flown with No. 431 Air Demonstration Team (The Snowbirds).

The artwork was painted on original skin from Halifax NA-337 that was recovered from Lake Mjosa, Norway in 1995 and which is now restored and on display at the RCAF Museum in Trenton, Ontario. It includes a flak hole above the Halifax's engine and the original green paint in the outer portions of the panel.



Clarence (left) and museum president Dan Fox beside Tutor #177 as the Snowbird Team arrives for the Rocky Airshow

STORK WITH BABY I



Featuring a stork carrying a baby that has just dropped a bomb, this artwork first appeared at No. 5 Service Flying Training School in Brantford, Ontario. The school was one of 29 in Canada that operated under the British Commonwealth Air Training Plan to provide advanced pilot training. Most of the graduates eventually served with Bomber Command. The nose art was placed on the Avro Anson aircraft in "A" Flight [Young Squadron] and was painted by L.A.C. Douglas Nolan.

Later, the nose art appeared on at least two different aircraft on operating RCAF Bomber Squadrons in England.

"Stork Baby I" honours the Ansons of "A" Flight at No. 5 SFTS and is painted on a piece of cowling from the Canadian-built Avro Anson Mk II Serial #8503 that was assigned to No. 38 Service Flying Training School in Estevan, Saskatchewan during January, 1942. Over the next four years, hundreds of future pilots entered and flew this Anson, recorded the serial number in their log book, and moved on. Following the end of the war, Anson #8503 was flown to Vulcan and sold as scrap to an Alberta farmer.



Avro Anson Mk. II

STORK WITH BABY II



Following its introduction at No. 5 Service Flying Training School in Brantford, Ontario, this nose art made its way across the Atlantic, appearing first on a Halifax Bomber that was flying with No. 419 Squadron RCAF based at Middleton St. George, Durham, England. This version of the artwork differed from the original in that the stork was not carrying bombs in its feet. It is this artwork that Clarence has painted on the panel shown above.

In August 1943, the nose art appeared on a Lancaster Mk. II that flew with No. 408 Squadron RCAF at Linton-on-Ouse, England. In this painting the stork was again carrying bombs in its feet.



*Stork-Baby on a
No. 408 Squadron Lancaster*

STORK-WELLINGTON



This nose art features a stork that has the tail of a Wellington Bomber. In place of a baby, the stork carries a large orange bomb for the enemy. There was no associated name for the aircraft. The artwork was painted by Floyd “Skip” Rutledge on an RCAF Wellington Bomber that was serving with No. 420 Squadron in North Africa.

“Skip” Rutledge joined the RCAF in October 1940. After training as an aero-engine mechanic and serving at No. 3 SFTS at Calgary, he was posted overseas to No. 420 (Snowy Owl) Squadron RCAF. His first nose art featured the profile of a native Indian in full head-dress and was painted on a twin-engined Hampden Bomber.

No. 420 Squadron was transferred to North Africa in May 1943 to support the invasions of Sicily and Italy. By this time, the squadron was flying Vickers Wellington Bombers. While in North Africa, Skip painted nose art on a total of five Wellingtons. One



“The Swoose” in North Africa



Floyd Rutledge donated his suitcase with No. 420 (Snowy Owl) Squadron artwork to the museum

was named "The Swoose" and another called "Scarlet Harlot".

The squadron returned to England from Tunisia during the fall of 1943, and was based in Yorkshire until the end of the war.

While in England, "Skip" went on to paint artwork on four Halifaxes, beginning with "Birds of Prey", "The Champ", "Pappy's Gang," and his most famous, "Fangs of Fire".



"Skip Rutledge"



Photo: Ray Lepp

"Fangs of Fire" was painted on Halifax LV-953 that survived 73 operations. This is a photograph of the original nose art that survived as well and is currently on display at the Canadian War Museum.

SUGAR'S BLUES



During January 1945, wireless operator/air gunner Sgt. Tom Walton painted artwork on the nose of Canadian-built Lancaster KB-864 of No. 428 Squadron RCAF. The painting was based on the Esquire pinup for January 1945 and was given the name "Sugar's Blues", the title of a very popular wartime swing tune. Each of KB-864's operational flights was recorded by a little diving girl based on another Varga figure, in this case from the August 1944 Varga calendar and similar in appearance to the trademark of the Jantzen swimming suit company.

On the starboard side Tom painted artwork of a white ghost dropping a bomb. This image derived from the fact that No. 428's nickname was "The Ghost Squadron". All of the nose art of KB-864 was painted using four standard issue colours: Red, White, Blue and Yellow.

Clarence painted this artwork on the museum's full-sized Lancaster replica nose section that the Society acquired following its use in the film, "Map of the Human Heart".

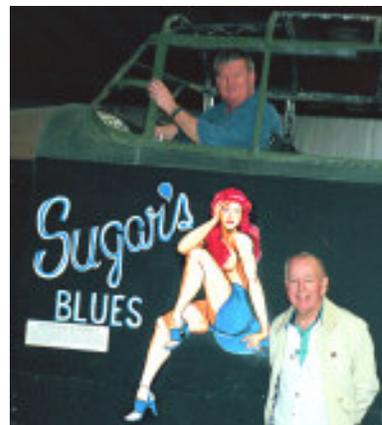




Tom Walton, who painted the original “Sugar’s Blues” on Lancaster KB-864 in 1945, painted this replica in 2003. He presented it to Clarence at the opening of the museum’s nose art display. Later, Clarence donated the panel to the museum.

Tom Walton was living in Hamilton, Ontario when a friend visited the museum and noticed his name on the museum’s signage regarding Clarence’s artwork. When Tom heard of this he contacted the museum and made arrangements to come to Nanton.

Note that Sugar’s Blues’ dress was blue in 2003 in the photograph at right whereas it is green in the photograph of the replica on the previous page and in the replica painted by Tom Walton. Virtually all the wartime photos of nose art are black and white and Clarence often has to guess at the colours. In this case he had originally chosen blue for the dress. When, during discussions with Tom at the museum, he found out that it was actually green on Lancaster KB-864, Clarence repainted Sugar’s Blues’ dress on the museum’s cockpit replica.



Clarence (in the cockpit) with Tom Walton and Sugar’s Blues
[Courtesy: Kyle Whitehead]

VENI VEDI VICI



Halifax NP-714 was initially assigned to No. 426 Squadron RCAF but flew no operations. It was then transferred to No. 408 Squadron and on 8 August 1944, was flown on its third operation by F/O R.E. Johnson's crew. NP-714 became "their" aircraft. The crew called the aircraft "Veni-Vedi-Vici", Julius Caesar's well known quotation meaning, "I came, I saw, I conquered". The Johnson crew flew 25 operations in their Halifax and completed a tour of 30 operations on 28 December 1944.

"Veni-Vedi-Vici" went on to complete a total of 66 operations, the last against Wangerooge in Holland. Interestingly, the artwork was first painted on canvas before being doped onto the fuselage.

The nose art did not include a name. It simply featured a girl drum major and a "V for Victory" as the aircraft carried the markings "EQ-V". It is thought that the girl was based on a comic character who appeared with the fictitious Canadian band leader, "Drummy Young". Young was always shown as fighting against the forces of evil during World War II and may of the plots involved well-endowed young



"Veni Vedi Vici" in 1945
[Photo: F/L Harold Lindsay]

ladies and a scantily dressed girl drum major. These young female characters were always seen at the mercy of some evil villain until rescued in the nick of time by Drummy Young. The artist was Jerry Lapare.



The development of Canadian comic characters was encouraged by the passing of the War Exchange Act on 6 December 1940 under which certain "non-essential" goods were banned from being imported into Canada, including comic books. When Cyril and Gene Bell, two brothers who printed banner advertising for Toronto's fleet of streetcars, heard of the ban they began printing Canadian comic books featuring Canadian heroes. These comics were known as "whites" because they lacked the colour associated with the American comics. By the end of the war a Canadian comic book industry was flourishing and over twenty million had been printed. All retained a similar theme based on patriotic Canadian attitudes towards the war.

"Veni Vedi Vici" is one of fourteen panels of Halifax nose art that was cut from RCAF Halifax aircraft that were about to be scrapped after the war. It is currently on display at the Canadian War Museum in Ottawa.



The crew of Veni Vedi Vici
Rear (l-r) F/Sgt Bruce Devlin (flight engineer), F/Sgt Gordon McKnight (rear gunner), F/Sgt Scott (wireless operator), FSgt Kierstead (mid-upper gunner)
Front (l-r) F/O Paddy Wilson (bomb aimer), F/O Robert Johnson (pilot), F/O Gene Messmer (navigator)

X-TERMINATOR



Lancaster KB-732 carried the markings "VR-X" while serving with No. 419 Squadron RCAF where it was referred to as "X-Terminator". The aircraft completed 84 operations against the enemy, more than any other Canadian-built Lancaster. The two swastikas on her nose refer to the destruction of a JU-88 and an FW-190 fighter by "X-Terminator's" air gunners.

But KB-732 wasn't the first Lancaster to be designated "VR-X". Lanc KB-713 was known as "X-Ray" until it was shot down by a JU-88 nightfighter while attacking enemy railyards during the night of 12 May 1944. P/O B.F. Edwards and crew were all killed. KB-732 became the new "VR-X" on 15 May 1944.

This illustrious aircraft left for Canada in early June, piloted by F/L Dave Lambroughton and crew. Landing in Yarmouth, Nova Scotia on 10 June, it spent the summer in Nova Scotia as



"X-Terminator" just prior to takeoff on its 84th operation (l-r) G/C J.F. MacDonald, A/C C.R. Dunlap, F/S Don McTaggart (rear gunner), AVM C.M. "Black Mike" McEwan, F/L Barney Wickham (pilot)

[Photo: Don McTaggart]



“Touching Down after 84”

This painting by John Rutherford was unveiled in 2001 by Lt. Col. Steve Hill, c/o of No. 419 Squadron, and Howard Witwer, a wartime pilot with the squadron who flew three operations in “X-Terminator.

preparations were made for the squadron to enter combat in the Pacific. But with the dropping of the atomic bombs, the war ended there as well.

On a single day in September 1945, “KB-732” was one of 83 Lancasters to land at the former No. 2 Flying Instructors School at Pearce, Alberta, just east of Fort Macleod. It must have been a spectacular sight and stories have been told of the pilots flying at low level over nearby farms, terrifying farm animals prior to landing. Seventeen of this armada of wartime bombers were squeezed into the hangars and placed into long-term storage. The remainder were neatly arranged on the old tarmac. They had their engines run-up each morning until they were flown to other storage areas in Alberta. This took six months, the operation being carried out by Ray Wise and three other RCAF mechanics. “X-Terminator” was eventually flown to Calgary, placed in long-term storage, and then scrapped in 1948 -a sad ending for the greatest of the 430 Canadian-built Lancasters.

There was no image associated with the name “X-Terminator.” Clarence painted the full scale replica of the name and bomb tally accumulated by X-Terminator on a wing panel from Lancaster FM-107. This aircraft was flown Canada to Britain during 1945 but arrived too late to be assigned to a squadron and participate in the war.



“X-Terminator” at Pearce, Alberta in 1945

[Photo: Ray Wise]

ZOMBIE I



Halifax RG-453 was delivered to No. 426 Squadron RCAF in early 1945 but did not complete any operations. Transferred to No. 408 Squadron, she flew her first operation on 27 February. Zombie survived the war, her last operation being flown on 25 April to Wangerooge, Germany. The operations total was recorded with twenty red Maple Leafs.

The day after the war ended in Europe, No. 408 Squadron received notice that they would be part of "Tiger Force". Although never required, this was to be the Bomber Group that would be transferred to the Pacific to fight against Japan. The squadron received 24 new Canadian-built Lancasters and training began. "Zombie" was painted on Lancaster KB-947 that also featured shark's teeth on the engine cowlings.



W.H. Gross (pilot) and E. McLeish (air gunner) painting Zombie



ZOMBIE II



Two Halifax aircraft of No. 432 Squadron RCAF carried this nose art that was inspired by the badge of the 339th Fighter Squadron of the United States Army Air Force. MZ-582 was marked "QO-Z" and flew a total of 38 operations between February and July 1944. The little character is a gremlin riding two bald eagles. As well as the bomb tally, the aircraft was marked with a set of wings to indicate the completion of a tour of operations. For Bomber Command aircrew, a tour of duty was generally thirty operations and upon its completion, a special badge similar to the one shown above the bomb tally in the photo at lower-right was issued to the airman. Nose artists sometimes honoured aircraft in a similar manner as was done with Halifax MZ-582.

During August 1944, MZ-582 was replaced by NP-774 that was coded "QO-T". This aircraft flew until 20 March 1945. Following the war, NP-774 was transferred to the Royal Air Force, one of only a few Halifaxes to continue to serve postwar. It flew until 1949 although its nose art was painted over during its RAF service.



"Zombie" had flown 34 sorties when this photo was taken

ZOMBIE III



Lancaster LL-725 completed twenty operations while serving with No. 432 Squadron RCAF prior to being transferred to No. 408 Squadron. It was assigned to pilot Claude Franklin whose crew included rear gunner George Oliver. When LL-725 arrived at its new squadron it had "C for Charlie" in orange letters painted on the nose together with two swastikas, indicating fighters shot down, and a tally made up of five bombs and fifteen orange maple leaves.

The aircraft was to be coded "EQ-Z" at No. 408 Squadron and known as "Z for Zombie".

George Oliver painted the new "Zombie" artwork on LL-725. He recalls, "On our 8th operation to Essen, Germany on 24 March 1944 we lost an engine and had the option to dump our bomb load and return to base. The full crew said, 'No -Carry on.' We arrived over the target late and all alone. After the release of our bomb load, 'All Hell Broke Loose' and we were lucky to escape the intense ack-ack. On our return to base we found out that we were posted as lost in action. After this





George Oliver, currently living in Liverpool, Nova Scotia, has donated his suitcase with the “Zombie” nose art image to the museum

experience we all agreed ‘Zombie’ (return of the living dead) should become the nose art.” George then painted it on the Lancaster and on his suitcase as well.

Of the art work George recalls, “Zombie” was born in my imagination, an angered corpse emerging from the grave and brought back to life. I painted it on our Lancaster LL-725.” Zombie carried a bomb under his right arm and a .303 calibre machine gun under his left. George added to the original tally of fifteen orange maple leaves by placing white ones for the operations the aircraft flew with No. 408 Squadron.

George completed his tour of 30 operations, 22 of which were flown aboard “Zombie”. He also flew two additional operations, one as a mid-upper gunner and a second as mid-upper gunner. George says that he must have come back from leave early because the money ran out and filled in for something to do.



George Oliver with his wartime “Zombie” suitcase



A rare colour photo of World War II nose art featuring Guy Gibson's "Admiral Prune" (Lancaster W-4118)



(l-r) Cpl. H.L. Paton, Cpl P.J. Kop, LAC Matthew C. Ferguson 23 May, 1944
[Canadian Forces PL-29630]

ACKNOWLEDGMENTS

The content of this book is a collection of images and information virtually all of which have been made available to the museum by Clarence Simonsen.

To begin with, we must acknowledge Clarence's generous donation of the nose art replicas and other artwork, photographs of which are presented in this book. The museum considers itself most fortunate to be able to display the collection.

As well, all of the wartime photographs in the book, unless otherwise noted, have been acquired with the cooperation of Clarence Simonsen. They represent only a small portion of the huge collection that he has accumulated over his years of researching the history of aircraft nose art.

We are also pleased to include images of paintings by Andy Kindret and John Rutherford, whose collections we are also honoured to display at the museum.

And finally, the information and stories related to the artwork in the book are derived from Clarence's research as well.

THE AUTHOR

A geophysicist, teacher, and interpretive guide in the Canadian Rockies, Dave Birrell was a founding director of the Nanton Lancaster Society. One of hundreds of volunteers, he has been primarily involved with the development of the display material in the museum and with the research and organization associated with the museum's special events.

Dave is also the author of "Baz", the biography of Ian Bazalgette VC, "FM159 - The Lucky Lancaster", "People and Planes - Stories from the Nanton Lancaster Air Museum", "Calgary's Mountain Panorama", "Fifty Roadside Panoramas in the Canadian Rockies", and "www.peakfinder.com".



[Canadian Forces PL-44205]