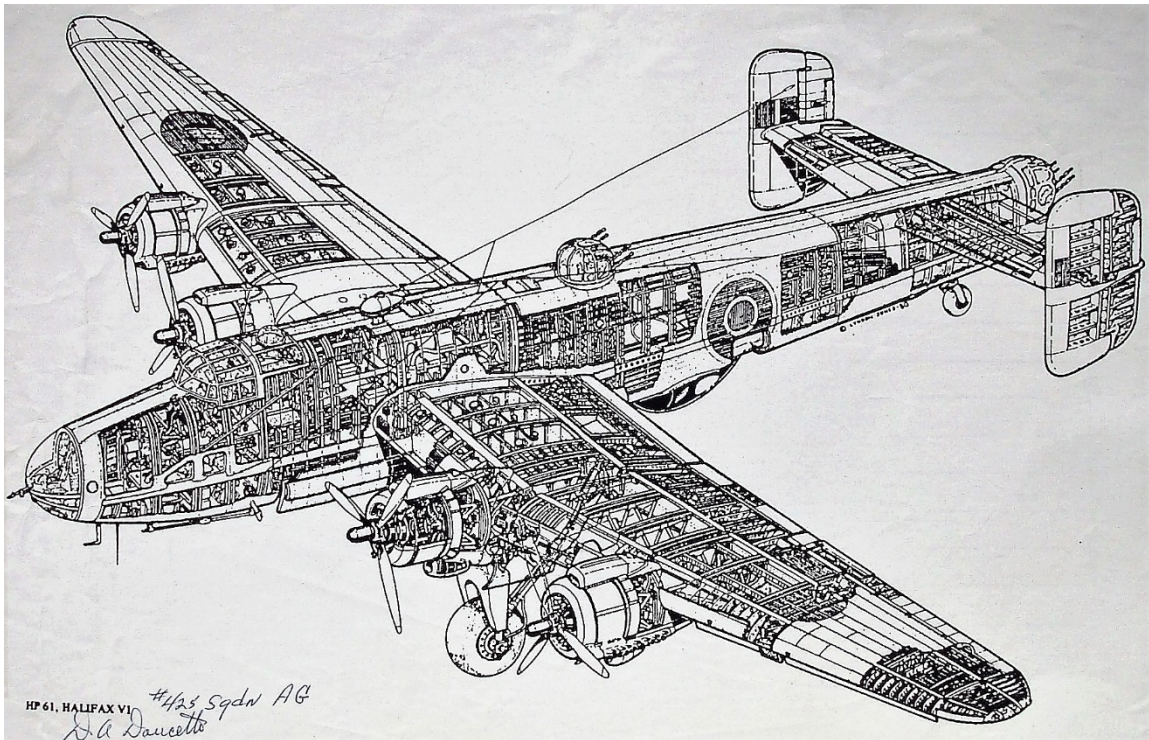


A “Halibag” named – “Avenging Angel”

The first Handley-Page Halifax four engine bomber prototype flew on 25 October 1939, with a total of 6,178 of these heavy bombers constructed in England during WWII. Peak aircraft production was reached in August 1944, where 41 major factories and over 600 sub-contractors, with over 51,000 British employees, producing one Halifax aircraft every hour. They were almost being lost in combat as fast as they could be constructed, and for that reason, only four RAF flown Halifax bombers reached the century club of “100” or more operations flown. Royal Air Force, Bomber Command, lost 57,205 personnel on active flying operations, which is a death rate of 46%, and aircrews soon understood their life expectancy could be very short. Sixty per cent of airmen in RAF Bomber Command were either killed in action, wounded in action, or taken prisoner of war, [75,446].

All fifteen Squadrons of No.6 [RCAF] Group were equipped with Halifax aircraft at one time or another, and most Canadians were killed during air combat, [8,240 K.I.A.] flying operations in the Halifax bomber. No. 6 [RCAF] Group lost 814 heavy bombers during WWII combat operations, Wellington [127] Lancaster [149] and Halifax aircraft [508], resulting in the Halifax aircraft having the largest RCAF causality rate at 32.8%. No. 6 [RCAF] Group flew over 37,000 operations in WWII, and 73% [29,000] were flown in the RCAF Halifax aircraft, with 80% flown at night. [below - gift from Sgt. Donald Doucette, who completed 31 operations, 28 flown as single 50 cal. mid-under gunner in Halifax serial MZ672, “Honey Chile” No. 425 Squadron]



With an RCAF aircrew life expectancy of around 50% [this changed from month to month during WWII] aircrew adopted many forms of custom, sequence, rituals, mascots, superstitions, and most important painting aircraft nose art to bring them luck. This Canadian graphic art painted on each bomber nose section helped fulfill a huge mix of psychological needs, to defy military authority, to show operation success, the Canadian Maple Leaf, popular songs, movie titles, comic strip and comic book characters, and most of all topless or nude pin-up girls from British, Canadian, and American magazines such as Esquire. Night after night, this generation of young aircrew climbed into 'their' metal flying machine, and for the next eight or more hours did their job, never knowing if this would become your last flight. The stress and fear, in the bitter freezing cold and dark that aircrew dealt with in a WWII bomber is inconceivable in this modern day and age.

Today, [2023] Canadian Aviation museums are being operated by a President or CEO from a generation that has never experienced war, death, and whose thoughts and opinions are sometimes shaped by American Hollywood movies, making WWII appear glamorous and heroic, it was not.

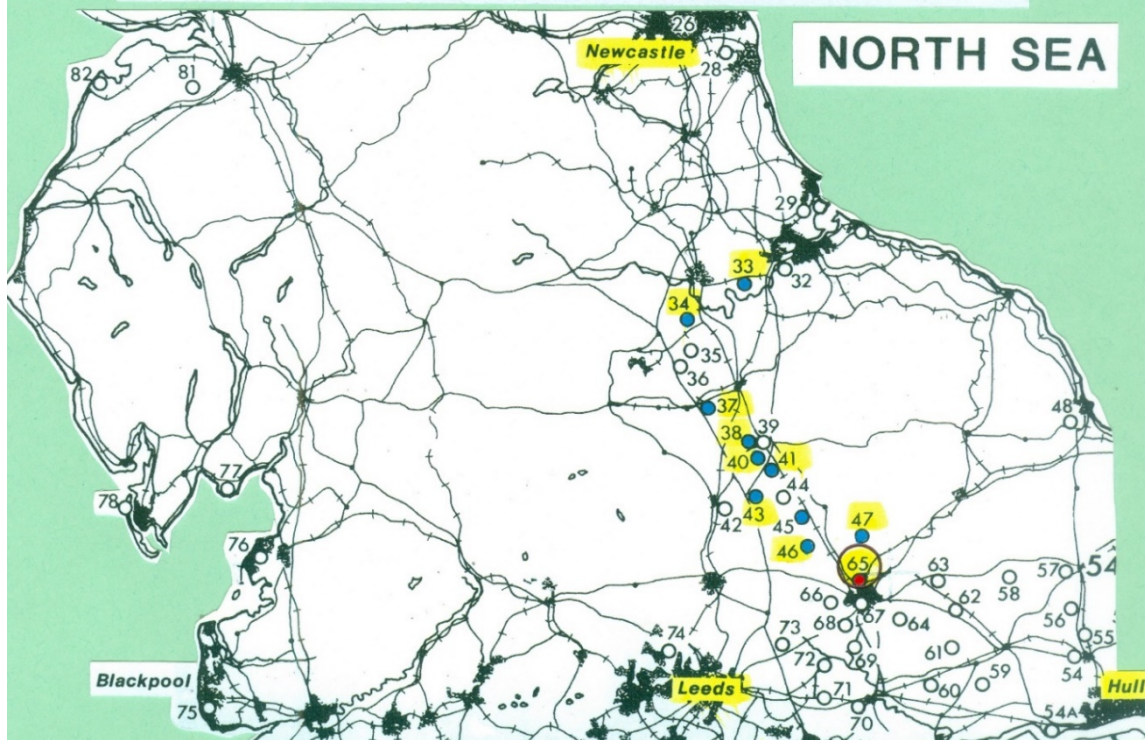
In the 1990s, Canadian political correctness also began to affect the display of WWII nude nose art and appealing to public taste was considered far more important than showing and telling the truth including the horrors of air war. RCAF WWII aircraft nose art was allowed by Commanding Officers for the simple reason they knew they were sending thousands of young men to their death, and painting a nude young lady on a bomber nose became a wartime morale builder. For the past fifty plus years the author has interviewed, recorded, and copied photos from hundreds of brave survivors of these dangerous bombing raids and only then the true danger of their many precarious operational situations becomes so apparent. They simply did not want to die, and aircraft nose art helped many aircrews in a small psychological way. Each man accepted death with his own personal feelings, which remained with them for the rest of their lives.

In April 1945, as the war in Europe was at long last coming to an end, Canadian RCAF officer F/L Harold H. Lindsay, RCAF Operations Officer stationed at High Wycombe, realized it was extremely important that some of the Halifax nose art must be saved for historical merit. RAF No. 41 Group Maintenance Unit was formed in 1940, and they operated eleven different aircraft storage bases spread around the United Kingdom. F/L Lindsay located three major storage and aircraft scrapping units where the Canadian flown Halifax aircraft were being chopped into small sections and sold for scrap. The first two RAF units which he attended were No. 29 M.U., RAF High Ercall, Shropshire, [storage] and No. 43 Group, M.U. No. 48 Scrapping unit at RAF Hawarden. At these locations Lindsay recorded twenty-two black and white 35 mm images of the RCAF veteran Halifax aircraft, and for unknown reasons, only one original Canadian nose art panel was removed and shipped to Canada and survives today in the War Museum collection at Ottawa. Out of ten veteran RCAF Halifax nose art paintings selected for return to Canada, only one, Halifax serial LK947, No. 434 Squadron named "Green Dragon" made the trip to Canada on 8 May 1946.

It is possible the others were scrapped before their art could be removed and saved, or maybe they still survive, hidden somewhere in England today. F/L Lindsay now drove to RAF No. 43

Group [scrapping] at Rawcliffe, Yorkshire, where the majority of RCAF flown Halifax aircraft were being scrapped. At this location he took 49 B & W 35 mm photos and saved thirteen paintings [one tail art panel] from twelve different RCAF bombers.

Clifton [York] civil aerodrome first association with aviation came on 27 May 1933, when an air pageant took place in Radcliffe Manor. Soon after the City of York established a grass strip with a small hangar in what was called Clifton Moor. The aerodrome was taken over by the British Air Ministry in September 1939, two weeks after war was declared. In 1941, the Ministry established a large Halifax Bomber Repair Depot which was run by Handley Page Ltd., for the duration of the war. In early May 1945, the airfield was taken over by RAF No. 43 Group [#65 red circle on map] for the scrapping of the vast number of surplus bombers in United Kingdom. This is where the majority of RCAF veteran Halifax aircraft were flown and soon scrapped. From this location RCAF F/L Harold Lindsay photographed 49 nose art images and selected at least thirteen panels to be cut from the fuselage and shipped to Ottawa, Canada. Today the War Museum in Ottawa displays these original twelve nose art and one rear-gunner tail art salvaged from twelve Halifax aircraft scrapped at Radcliffe, Yorkshire, in June 1945.



Blue circles RCAF WWII bases, #33 Middleton St. George, #34 Croft, #37 Leeming, #38 Skipton-on-Swale, #40 Topcliffe, #41 Dalton, #43 Dishforth, #45 Tholthorpe, #46 Linton-on-Ouse, and #47 East Moor.

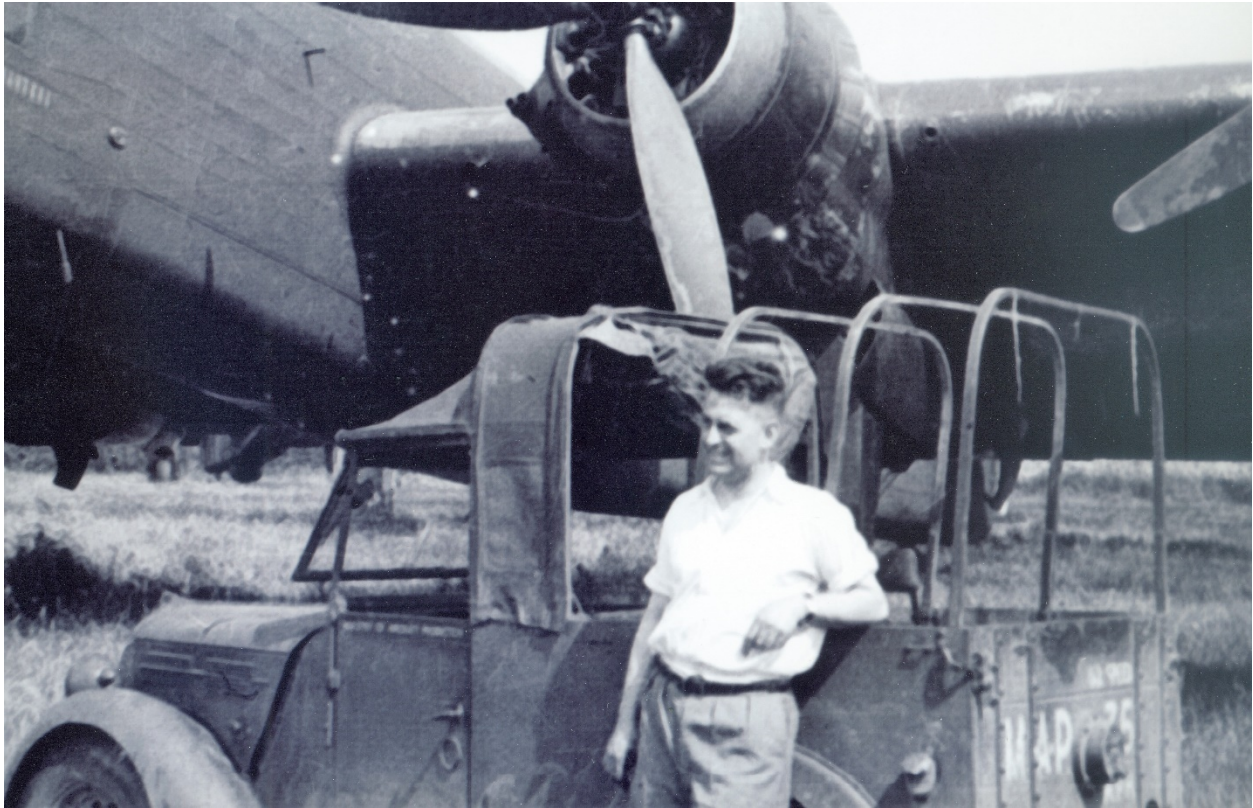
The exact date F/L H. H. Harold Lindsay began his photo taking and marking of selected RCAF Halifax nose art panels to be salvaged and shipped to Canada is not known. It's obvious he made a number of trips to the graveyards and the months were likely mid-May, to mid-June 1945.



The author began his nose art research at the old War Museum in Ottawa in 1977, and it was not easy, few Canadian historians understood what I was seeking. This original WWII 35 mm negative strip shows F/L H. Lindsay left and the man who cut the RCAF nose art from the bombers, crated, and shipped them to Canada, Robert Goodwin. Forgotten Heroes.



RCAF 35 mm negative RE77-88, possibly 9 June 1945, F/L Harold Hunter Lindsay C11987, [born in Quebec City, Quebec] at ex-Handley Page repair depot, Rawcliffe, Yorkshire, England.



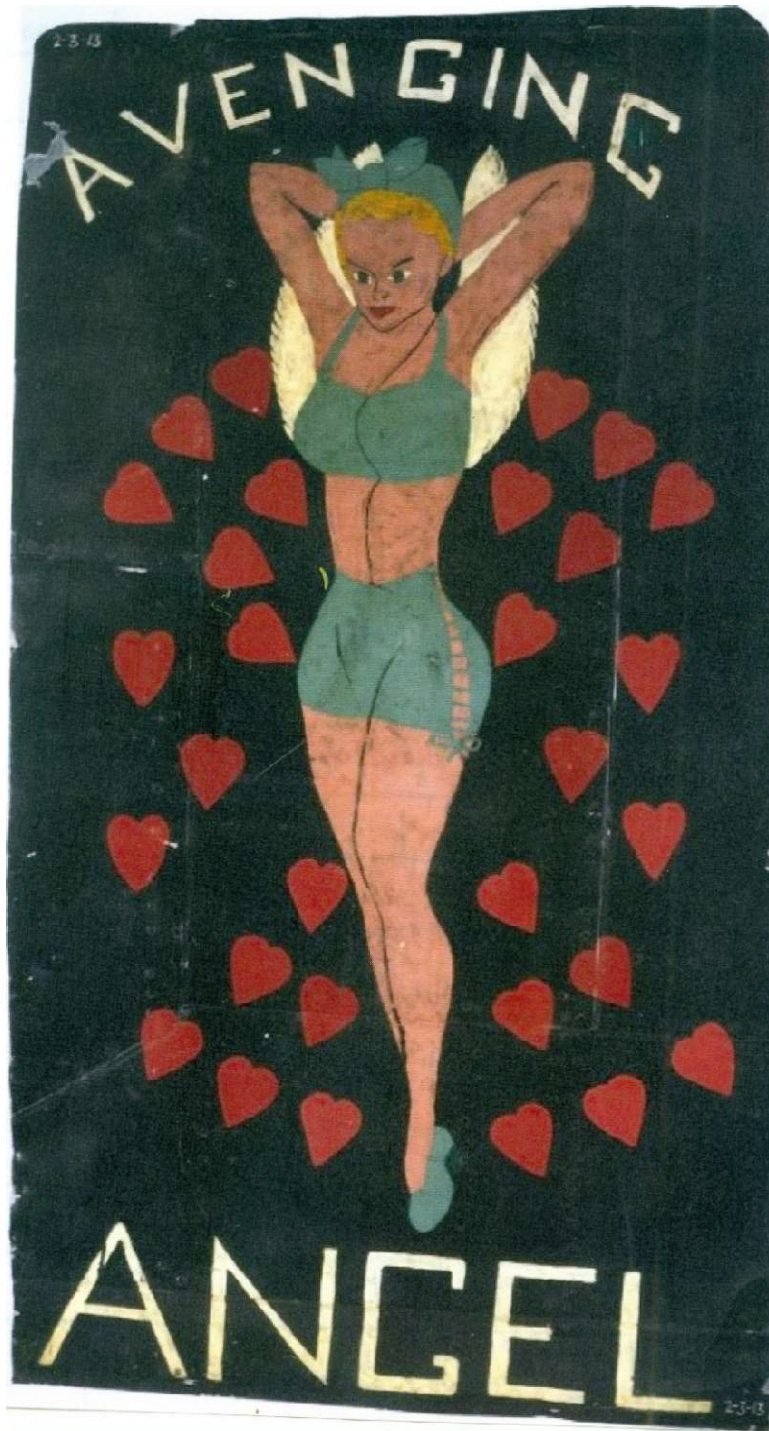
RCAF negative RE77-89, the man [Robert Goodwin] in charge of the civilian Halifax scrapping operation at No. 43 Group, Rawcliffe, Yorkshire, summer 1945. Robert drove F/L Lindsay around the huge airfield as he photographed and marked each RCAF Halifax nose art panel for salvage. Later, Robert arranged for the nose art to be cut from the bombers, crated, and shipped to RCAF War Museum in Ottawa, arriving July 1946. Beginning in May 1945, over 1,200 surplus Halifax aircraft were flown to the ex-Civilian Repair Depot [C.R.U.] at Clifton, where they were all scrapped. During the two-year operation, each bomber was chopped into two-foot sections and by 1946, the huge pile of metal reached 80 feet high and could be seen from the nearby village of Rawcliffe. The make of the British service vehicle is unknown, however it carries the marking M.A.P. 35 for Ministry of Aircraft Production at Clifton, Yorkshire. Today, these original RCAF nose art panels in Ottawa still contain the name and address of Robert scratched on the back of the Halifax skin. [Robert Goodwin – 4 Lilac Grove, New Earswick, Yorkshire, England, May 1945]

Robert drove around the perimeter track and the three concrete runways at Clifton, which now contained over a thousand parked veteran WWII Halifax aircraft. Harold Lindsay took 49 black and white 35 mm photos of the Halifax nose art, forty-three were RCAF and six were RAF. He then marked thirteen RCAF nose art paintings for salvage and return to Canada, where they remain on display today in the War Museum at Ottawa, Canada.

Harold Lindsay took seven rolls of 35 mm film, and each roll contained eight frame images of RCAF Halifax WWII nose art. In total he recorded twelve RCAF veteran Halifax aircraft and some bomber aircraft contained two images. Film roll #4, print #6 and #7 recorded the nose art and rare tail art of Halifax serial LW207, nose art "Willie the Wolf from the West", and tail art "Ol' Daid Eye" both on display in the War Museum today. After loading his camera with roll number six, Lindsay took the nose art image of Halifax serial NP717, "Willie Wolf" moved on to serial MZ857 called "The No Muttons" and then took roll #6, print #3, called "Avenging Angel."



This is the single 35 mm image F/L H. Lindsay saw and recorded in early June 1945, obtained at the old War Museum at Ottawa in March 1977, the full nude of "Avenging Angel." This original 1945 negative is in the Ottawa War Museum collection, but they could not find it.



This is the original salvaged nose art panel from RCAF Halifax serial NP755, which first went on public display 8 May 2005, in the War Museum, Ottawa. The little lady flew 60 WWII operations as a fully nude, then around 2003-04 the green bathing suit was added, before she went on public display.

Aircraft held at Aircraft Storage Maintenance Units in January 1946

Note: At the time, Roman numerals were in use for mark numbers except for those over XX (20), when Arabic figures appertained and were used for all mark numbers from 1948. Role letter prefixes were in use from 1942, but were seldom used for aircraft in their basic role.

Aircraft Type & Mark (Quantities in brackets)	Total Stock	LTS	Remarks (LTS refers to that part of the total stock prepared for Long-Term Storage)
Albemarle I (51), II (19), IV (1)	71	—	Obsolete Jun 1945. All under breakdown
V (43), VI (154)	197	45	Mk V obsolete Jan 1946, Mk VI obs Mar 1946
Anson I (9 fitted with ASV)	555	234	216 under repair, etc. Obsolete Sep 1950
X (21), XI (6), XIX (18)	45	18	LTS Mks X (14), XI (4). Mk XIX in production
Argus I (29), II (8), III (76)	113	109	Lend-Lease retention. All Mks obsolete Feb 1948
Auster I (26), III (20), IV (48), V (117)	211	142	Mk V in production. Mks I & III obsolete 1947
Baltimore IV	1	1	All marks declared obsolete by May 1946
Barracuda III (RN aircraft)	4	—	Remainder of war stock held by RAF for RN
Beaufighter I (23), II (8), VI (40), XI (7)	78	—	Mks I-IV & XI declared obsolete during 1945
X (49 tropicalised)	404	342	TF.10 obsolete Jan 1951, TT.10 served to 1960
Beaufort TB.I (3), TB.II (56), T.II (51)	110	43	LTS of Mk II only. All Mks obsolete June 1946
Blenheim IV (1), V (8)	9	—	Obsolete June 1945. Under breakdown
Boston III (8), IIIA (36), IV (39), V (2)	85	24	LTS Mk IV only. Mk III/IIIA obsolete Jan 1946
Buckingham	60	55	1 stored overseas. Obsolete October 1946
Buckmaster T.I	66	54	Still being delivered. Obsolete in 1955
Catalina IB (6), IVA (46), IVB (66)	118	1	LTS of 1 MK IVB. All obsolete January 1946
Dakota I, II, III, IV	—	—	Full service utilisation. Nil stock
Defiant F.I/II (38/18), TT.I/III (2/29)	87	—	Obsolete, F Mks July 1944, TT Mks May 1945
Dominié C.I (10), T.I (54), C.II (6)	70	57	LTS of 50 for W/T training. Obsolete Jun 1955
Fortress II (12), IIA (6), II (43)	61	55	Mks II/IIA obsolete Mar 1946. Mk III May 1946
Hadrian I	52	32	20 awaiting disposal instructions
Halifax II (114), III (533), V (164)	811	67	LTS Mk III only. Mks II & V obsolete
VI (391), VII (103), C.VIII (54), IX (17)	565	131	LTS mainly Mk VI plus 24 held for French
Hamilcar I	28	12	Still in service. Obsolete Apr 1954

The postwar aircraft scrapping operation in United Kingdom was huge from 1945-47, with 1,376 Halifax bombers in storage, only 298 were saved, and placed into long term storage. F/L Lindsay not only saved the RCAF collection for Canada, he made record cards and history sheets of each nose art painting.

AIRCRAFT TYPE AND NUMBER:		SQN. LETTER - QO-A		ROLL 6 PRINT 3		REMARKS
HOLDER	ALLOTMENT	F.1623 RECEIPT		F.1623 DESPATCH		
	NO.	DATE	NO.	DATE	NO.	DATE
HALIFAX VII	NP-755	THE AVENGING ANGEL				
432 Sqn.	41G/1581	15/8/44	FQ	16/8		
CAT. AC.	T337	19/11/44			FQ	19/11/44
432 Sqn.			FQ	5/12/44		
Disposal	20/5 ready	18/5				
To Handley Page	- 25/5 - CP.	TB935 - 25/5.				29/5

The 1945 file card on Halifax Mk. VII, serial NP755, code letters QO-A, "Avenging Angel" completed by F/L Lindsay in June 1945 and shipped to Canada with each nose art painting.



Built by Handley Page Ltd at Cricklewood, London, assembled at Park and Colney Street plant, Radlett, Hertfordshire. [1,592 aircraft built] Halifax NP-755 completed and assigned to No. 41 Group on 15 August 1944.

HALIFAX VII		NP-755		AVENGING ANGEL		
HOLDER	ALLOTMENT		F.1623 RECEIPT		F.1623 DESPATCH	
	NO.	DATE	NO.	DATE	NO.	DATE
432 Sqn.	41G/1581	15/8/44	FQ	16/8	Flown to No. 432	
CAT. AC.	T337	19/11/44			FQ	19/11/44
432 Sqn.			FQ	5/12/44		
Disposal 20/5		ready 18/5				
To Handley Page - 25/5 - GP.			TB935 - 25/5.			

First operation flown by J27647 F/O W. Saye on 31 August 1944, bombed Ile de Cezembre. Completed 70 operations the last on 25 April 1945, R189667 W/O W.J. Gelineau, Wangerooge.

Arrived Handley Page No. 43 Group, Rawcliffe, [Clifton] Yorkshire, 25 May 1945.



The manufacturer of Halifax NP755 was Handley Page Limited based in Cricklewood, London, with their airport facilities at Park Street and Colney Street, Radlett, Hertfordshire. Forty-six Halifax Mk. VII aircraft were constructed in a batch serial NP736 to NP781, 1 August until 9 September 1944. Thirty-five of these bombers were assigned to RCAF squadrons, No. 426 [4] No. 408 [24] and No. 432 [7]. Five crashed during operations, sixteen failed to return from operations, and twenty-five survived the war, all would be scrapped by 1949.

After manufacture the Halifax sections were trucked by road to Radlett where they were re-assembled and test flown. The finished aircraft were then passed to No. 41 Group, Maintenance Command, under control of the Ministry of Aircraft Production [MAP] 15 August 1944. The following day the new Halifax bomber would be flown by a British female ferry pilots [ATA] to the assigned squadron base somewhere in England. Halifax NP755 was the twentieth aircraft constructed on 15 August 1944 and arrived at No. 432 Squadron at East Moor, Yorkshire, taken on strength 17 August 1944. The Handley Page construction serial number batch follows:

Batch NP736 - NP781 delivered between 1.8.44
and 9.9.44

NP736	432	Sold for scrap 30.12.49
NP737	426/408	SOC 26.5.45
NP738	432	Crashed into tree ½ ml from Woodbridge due to flak damage; ex ops. Wanne Eickel, 12.10.44
NP739	426	FTR, Dortmund, 6.10.44
NP740	426/408	SOC 28.5.45
NP741	426	FTR, Wanne Eickel, 12.9.44
NP742	408	SOC 26.5.45
NP743	408	FTR, Stuttgart/Zuffenhausen, 29.1.45
NP744	408	FTR, Dusseldorf, 2.11.44
NP745	408	A/c became uncontrollable due to icing; crew abandoned over Ullswater and a/c crashed at Penruddock, Cumberland, and burnt, 17.10.44
NP746	408	FTR, Stuttgart/Zuffenhausen, 28.1.45
NP747	408	SOC 3.7.45
NP748	RAE	SOC 4.2.47
NP749	408	SOC 26.5.45
NP750	408	FTR, Bochum, 4.11.44
NP751	408	SOC 26.5.45
NP752	A&AEE	Struck h/t cables during unauthorised low flying; force-landed at Burnwood, Gloucs, 17.12.44
NP753	A&AEE	SOC 19.10.45
NP754	408/415	SOC 28.3.45
NP755	432	SOC 6.45? Avenging Angel - NP755
NP756	408	SOC 26.5.45
NP757	408	S.I. ran away; a/c unable to maintain height and crashed at North Witham, Lincs. On ops, 2.2.45
NP758	CRD Llandig	SOC 11.9.46
NP759	432	FTR, Hannover, 5.1.45

NP760	Boulton Paul	SOC 10.9.46
NP761	408	FTR, Gelsenkirchen, 6.11.44
NP762	Linton-on-Ouse	SOC 16.2.47
NP763	Pocklington/77/346	Sold for scrap 14.2.49
NP764	Pocklington	Sold for scrap 14.2.49
NP765	Pocklington	Sold for scrap 14.2.49
NP766	Linton-on-Ouse	Sold for scrap 16.7.47
NP767	Pocklington/77/347	Sold for scrap 30.12.49
NP768	408/426	FTR, Stuttgart/Zuffenhausen, 29.1.45
NP769	408	FTR, Hamburg, 10.4.45
NP770	408	FTR, Münster, 18.11.44
NP771	408/426	FTR, Oberhausen, 1.11.44
NP772	408	SOC 26.5.45
NP773	408	FTR, Wilhelmshaven, 16.10.44
NP774	432	Sold for scrap 30.12.49
NP775	408/426	FTR, Bochum, 4.11.44
NP776	408	FTR, Heligoland, 18.4.45
NP777	408	SOC 26.5.45
NP778	432/426	Crashed in circuit and burnt, 1½ mls from Tholthorpe. Ex ops, 21.11.44
NP779	432/426	SOC 30.5.45
NP780	408	Sold for scrap 30.12.49
NP781	408	FTR, Düsseldorf (Lohausen airfield), 24.12.44

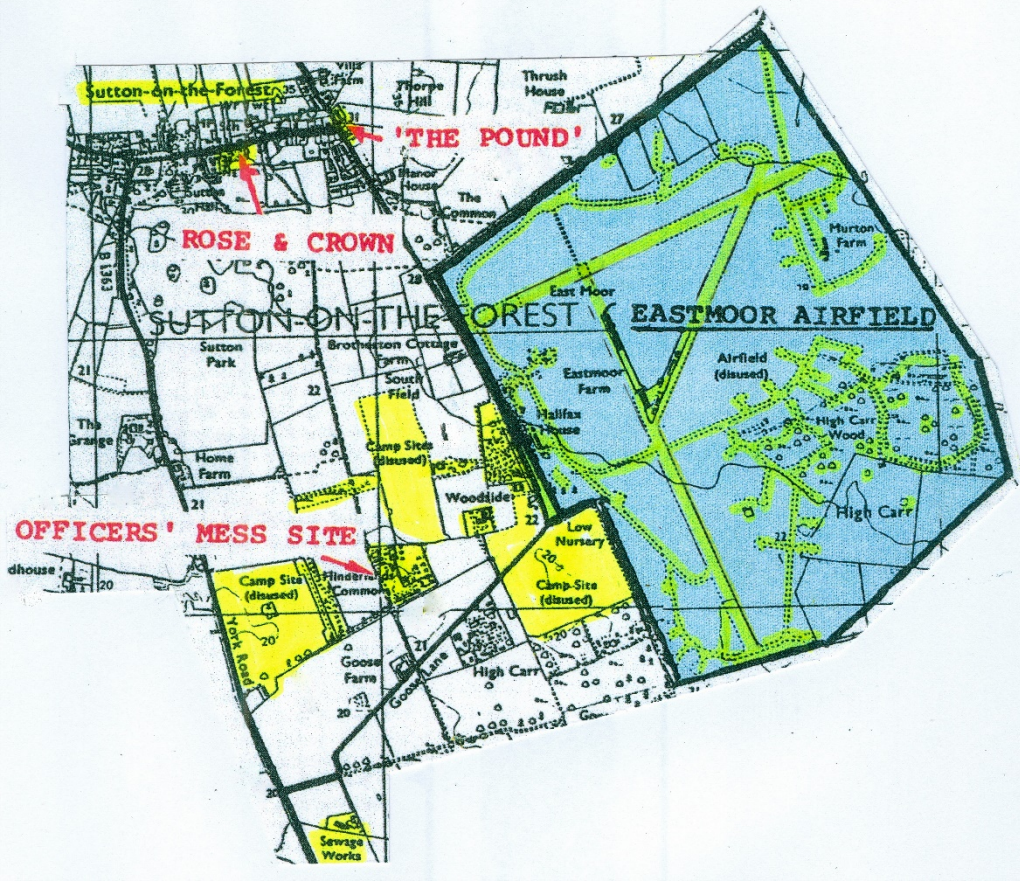
The new Halifax aircraft were delivered by both male and female pilots in the Air Transport Auxiliary [ATA] which flew all types from single engine fighters to four engine bombers. The women's section pilots flew all aircraft types from assembly plants and maintenance depots to active RAF/RCAF squadrons and airfields, including the four-engine Halifax aircraft.

No. 432 [Leaside] Squadron were based at No. 62 [RCAF] Base, East Moor, Yorkshire, from 18 September 1943 until 15 May 1945. Halifax NP755 was ferried to this base on 17 August 1944, as the squadron were re-equipping with new Mk. VII Halifax bombers and their older Mk. III aircraft were being transferred to other RCAF squadrons, mostly No. 415 Swordfish Squadron.

**432 SQUADRON
(HEAVY BOMBER)**



<u>Date</u>		<u>Aircraft</u>
<u>1-5-43</u>	Formed at SKIPTON-ON-SWALE Establishment: WAR/BC/154A. Aircraft Establishment: 16 I.E. and 2 I.R. Q.C. S. W.C., H.W. KERBY, M.C.A.P. (missing 30-7-43)	<u>Wellington III</u>
<u>5-43</u>		<u>Wellington X</u>
<u>30-7-43</u>	O.C.: W/C W.A. McKAY, (DFC, -4-44)(30-5-44, posted)	
<u>18-9-43</u>	To EAST MOOR.	
<u>25-10-43</u>	Wellington aircraft replaced by	Lancaster II
<u>31-1-44</u>	Adjutant: F/L H.H. Harris (13-5-44, posted) Squadron re-equipping with	<u>Halifax III</u>
<u>13-5-44</u>	Adjutant: F/L G.W. Jacques.	
<u>30-5-44</u>	OC: S/L J.K.F. MacDONALD, RCAF. (missing 25/26-7-44)	
<u>26-7-44</u>	OC: W/C.A.D.R. LOWE, RCAF. (Posted)	
<u>1-8-44</u>	Adjutant: F/O L.M. Kennedy.	
<u>9-44</u>	Squadron re-equipping with	<u>Halifax VII</u>
<u>27-9-44</u>	OC: W/C J.K. MacDonald (RCAF) (-1-45 awarded a DFC)	
<u>30-1-45</u>	OC: W/C S.H. Winhinnick, DFC, RCAF.	



NO	POSITION	DIMENSIONS	APPLICATION OF COLOUR	SERIAL MARKING DIMENSIONS
1.	REAR OF FUSELAGE BOTH SIDES	A=8" B=29" C=5" D=1" E=1"	All R.A.F. Aircraft. General rule: Night flying aircraft—dull red. Coastal aircraft—grey, all others black.	NP755

B. RED, BLUE, (MATT.) 1923-1947

Squadron code letters [two] and aircraft single code letter 48" high by 7" wide. Painted on by assigned squadron and not always correct size or color, dull red.

B.

C.I.

'C' TYPE ROUNDEL DIAMETERS

SIZE	R	W	B	Y
SMALL	6"	8"	16"	18"
MEDIUM	12"	16"	32"	36"
LARGE	18"	24"	48"	54"

Applicability: As per fin flash TABLE FOR 1942-47
R - RED W - WHITE
B - BLUE Y - YELLOW

STANDARD FIN FLASH JULY 1942-1947
DIMENSIONS AS PER TABLE BELOW
Positioned on both sides of fins immediately above level of tailplane, red leading.

LARGE	24" HIGH X 36" WIDE	17"	2"	17"	All four engined aircraft and Avro Manchesters.
-------	---------------------	-----	----	-----	---

C.1. RED, WHITE, BLUE, YELLOW, (DULL) 1942-1947

General use on drab surfaces, excluding upper-surfaces 1942-1944, including upper-surfaces from 1945-1947.

The ground crew 'erks' were very busy as each new Halifax arrival required the painting of large [48"] high code letters, two for the squadron [QO] and one for the assigned single aircraft letter [A] which stood for Angel. Other minor modifications were completed, the guns were fitted, and the new aircraft was now assigned to a crew for test flying.



Halifax Mk. VII, serial NP755 was assigned to the crew of F/O W. Saye J27647 on 30 of August 1944, a veteran crew who had completed ten operations beginning 17 July 1944.

OPERATIONS RECORD BOOK

of (Unit or Formation) No. 432 (R.C.A.F.) SQUADRON.

Summary of Events				SECRET.
POSTINGS IN (Continued):-				
J.26456	F/O Student, G.	(Pilot)	Posted from No. 61 Base	w.e.f. 29.6.44
J.36324	F/O Hoden, T.	(Nav.)	" " " "	" "
J.35526	F/O Krakowsky, M.	(A/B)	" " " "	" "
R164523	W/O Pritchard, G.	(WOP/AG)	" " " "	" "
R161301	Sgt Siwak, S.	(A/G)	" " " "	" "
R201341	Sgt Pegg, L.	(A/G)	" " " "	" "
1895858	Sgt Murray, W.	(F/E)	" " " "	" "
J.27647	F/O Saye, W.	(Pilot)	" " " "	30.6.44
J.28336	F/O Tinlvey, F. L.	(Nav.)	" " " "	" "
R165419	Sgt Flanagan, J.	(A/B)	" " " "	" "
R193222	Sgt Thomas, C.	(WOP/AG)	" " " "	" "
R116286	W/O Clarke, E.	(A/G)	" " " "	" "
J.37793	F/O Benson, L.	(A/G)	" " " "	" "
653943	Sgt Spivey, R.	(F/E)	" " " "	" "

DAY	HALIFAX VII	Serial	Rank	Name	Position	Time	Remarks
17.7.44	NP. 692 "D"	J. 89602	F/O	Cooper, J. J.	do	18:33	This crew report good visibility over the target area. The target was identified by the F.F.F. markers and an attack was made from 14,100 ft. at 2023 hours. The markers were in the bomb sight at moment of release. No results were seen. The base was reached without incident. Load carried: 8 x 1000 lbs. G.P., 5 x 500 lbs. G.P.
		R153028	W/O	Burrill, H.			
		J. 19845	F/O	McGlinchay, P.			
		1320152	F/W	Short, L.			
		4580756	Sgt	Waddington, G.			
		1636546	F/S	Osman, W.			
		176771	F/O	RAHINE, G.			
		J. 27647	F/O	Saye, W.	1st. PILOT		OPERATION.
			2nd Pilot				

CRASHED - BURIED
27 SEP. 1944

When trained Canadians arrived in England, their new home became a south coast seaside resort called Bournemouth, where the climate was mild, the British females were more than willing, but the competition was intense, as the RCAF aircrew members outnumbered the ladies twenty [or more] to one. This has been explained to the author hundreds of times in interviews and the main problem being they had nothing to do but wait for a posting out. The next stop was the [AFU] Advanced Flying Unit, where they had the first flight over England, lectures, and learning how to navigate and stay alive flying in wartime British conditions. After AFU came the OTU, Operational Training Unit, and this is where a group of unknowns came together as a new aircrew, known as 'crewing-up.' Groups of young men with different trades, sized each other up, talked, and simply selected other crew members by the way they looked. Today it seems absurd, however, during WWII it proved to be a good method, as the selection was left up to the young airmen themselves, and there was no person to blame. The final stop in bomber training was the Heavy Conversion Unit [HCU] and then a posting to an active RCAF squadron. The "sprog" aircrew of F/O Saye were posted to No. 432 Squadron on 30 June 1944, and now their new-found skills would be put to the real test. Pilot F/O Saye flew his first operation [Second Dickey] in Halifax NP692 "D" on 11 July 1944, to show him how experienced crews performed in real combat conditions.

After three or four cross-country training flights in their new Halifax bomber serial NP708, it was time for the new aircrew to learn the tricks of their dangerous trade and fly the first operation. First operation - 17/18 July 1944, Halifax Mk. VII serial NP708 "N", second trip - 18/19 July 1944, Halifax NP687 "A", third - 24/25 July 44, NP702 "B", fourth - 12 August [Day time] NP736 "B", fifth - 14 August [Day] NP704 "L", sixth - 15 August 44, NP703 "H", seventh - 16/17 August 44, NP738 "J", eighth - 18/19 August 44, NP723 "D", ninth - 25/26 August 44, NP720 "A", and tenth - 27/28 August 44, NP720 "A".

On 30 August 1944, Halifax Mk. III, serial NP720 "A" was transferred to No. 426 [Thunderbird] Squadron and the crew of F/O W. Saye J27647 were assigned a new Halifax Mk. VII serial NP755, squadron letters QO-A.

This panel is taken from Halifax VII aircraft NP/755 (squadron letters QO-A) assigned to No. 432 (RCAF) Squadron in August, 1944. It carried out the following operations:

Pilot Saye had completed eleven operations, his crew ten on 29

DATE	CAPTAIN	TARGET	REMARKS
		August 1944.	
31.8.44	J27647 F/O W. Saye	FRANCE - Ile de Cezembre ISLAND - 300 GERMANS.	
3.9.44	" "	Volkel - NETHERLANDS.	
6.9.44	" "	Buden - GERMANY.	
9.9.44	" "	Le Havre - FRANCE.	
10.9.44	" "	Le Havre - FRANCE.	
11.9.44	" "	Castropauxel - GERMANY	
12.9.44	" "	Wanno Bickel - GERMANY	
13.9.44	" "	Osnabruck - GERMANY	
15/16.9.44	" "	Kiel - GERMANY	
17.9.44	" "	Boulogne - FRANCE	
25.9.44	J9115 F/L J. Woodward	Undergo -	
26.9.44	" "	Calais	
27.9.44	J27647 F/O W. Saye	Bottrop - GERMANY	
28.9.44	" "	Cap Gris Nez - FRANCE	
30.9.44	" "	Sterkrade - GERMANY	
6.10.44	C890 W/C J. MacDonald	Dortmund	
14/15.10.44	" "	Duisburg	
<p>First photos of nude "Avenging Angel" nose art with seventeen red hearts, taken by ground crew LAC Russell Beach from Saskatchewan. 17th Op. 14/15 October 44.</p>		<p>The aircraft was attacked by enemy fighter. Both the rear-gunner and mid-upper gunner opened fire. The enemy fighter claimed as probably damaged.</p>	
15/16. 10.44	J27647 F/O W. Saye	Wilhelmshaven - GERMANY	
21/22.10.44	" "	Hannover - GERMANY	
23/24.10.44	" "	Essen - GERMANY	
25.10.44	" "	Homburg - GERMANY	
28.10.44	" "	Cologne - GERMANY	
30/31.10.44	" "	Cologne - GERMANY.	



This image was taken after her 17th operation completion 14/15 October 1944. The photo was in the collection of No. 432 ground crew member Russell Beach from Saskatchewan, but he did not know who painted the little nude Angel, or when it was first painted. It appears the nose art was chosen by the crew of F/O W. Saye, but that also remains unknown. The Saye aircrew completed their last 30th operation in "Avenging Angel" on 30/31 October 1944, were screened and the war was over for these seven Canadians. They had beat the odds and survived, flying nineteen operations in their assigned bomber Halifax Mk. VII, serial NP755, and I'm positive they felt their little lady was good luck. If any relatives have the log books or WWII RCAF photo albums of the aircrew of F/O W. Saye #J27647, copies would be very much appreciated to complete and preserve this RCAF Halifax nose art history.

DAY	HALIFAX VII	P J.27647 F/O Saye, W.	do	15:14	19:30	This crew report 8/10th cloud with a good visibility. The target was identified visually. The attack was made from 21000ft at 1612.7 hours on a heading 034° at 150 I.A.S.
28.10.44.	NP.755 "A"	N J.29336 F/O Tinevez, F.	COLOGNE			The target bombing was made on H2S equipment. No results were seen. The base was reached without incident. Load carried: 1 x 2000lbs. H.C., 12 x 500lbs. M.C.
		A/B J.89606 P/O Flanagan, J.				
		WOP R193222 F/S Thomas, C.				
		A/G R116286 W/O Clarke, A.				
		A/G J.37793 F/O Bensch, L.				
		F/E 653943 Sgt Spivey, R.				



Night	HALIFAX VII	P J.27647 F/O Saye, W.	BOMBING	17:57	23:54	This crew report 10/10th cloud with a good visibility. The target was identified by the Red and Green Sky markers. The attack was made from 21000ft at 2117.3 hours on a heading 107° at 150 I.A.S. The bombs were released in the center of the Red flares. The markers were plentiful. Bombing results were obscured by clouds. The aircraft was diverted to Speyer. Load carried: 1 x 2000lbs. H.C., 1080 x 4lbs. Incendiaries.
30/31.10.44.	NP.755 "A"	N J.29336 F/O Tinevez, F.	COLOGNE			
		A/B J.89606 P/O Flanagan, J.				
		WOP R193222 G/S Thomas, C.				
		A/E R205861 F/S Augustine, A.				
		A/G R205577 F/S Jeffery, H.				
		F/E 653943 Sgt Spivey, R.				

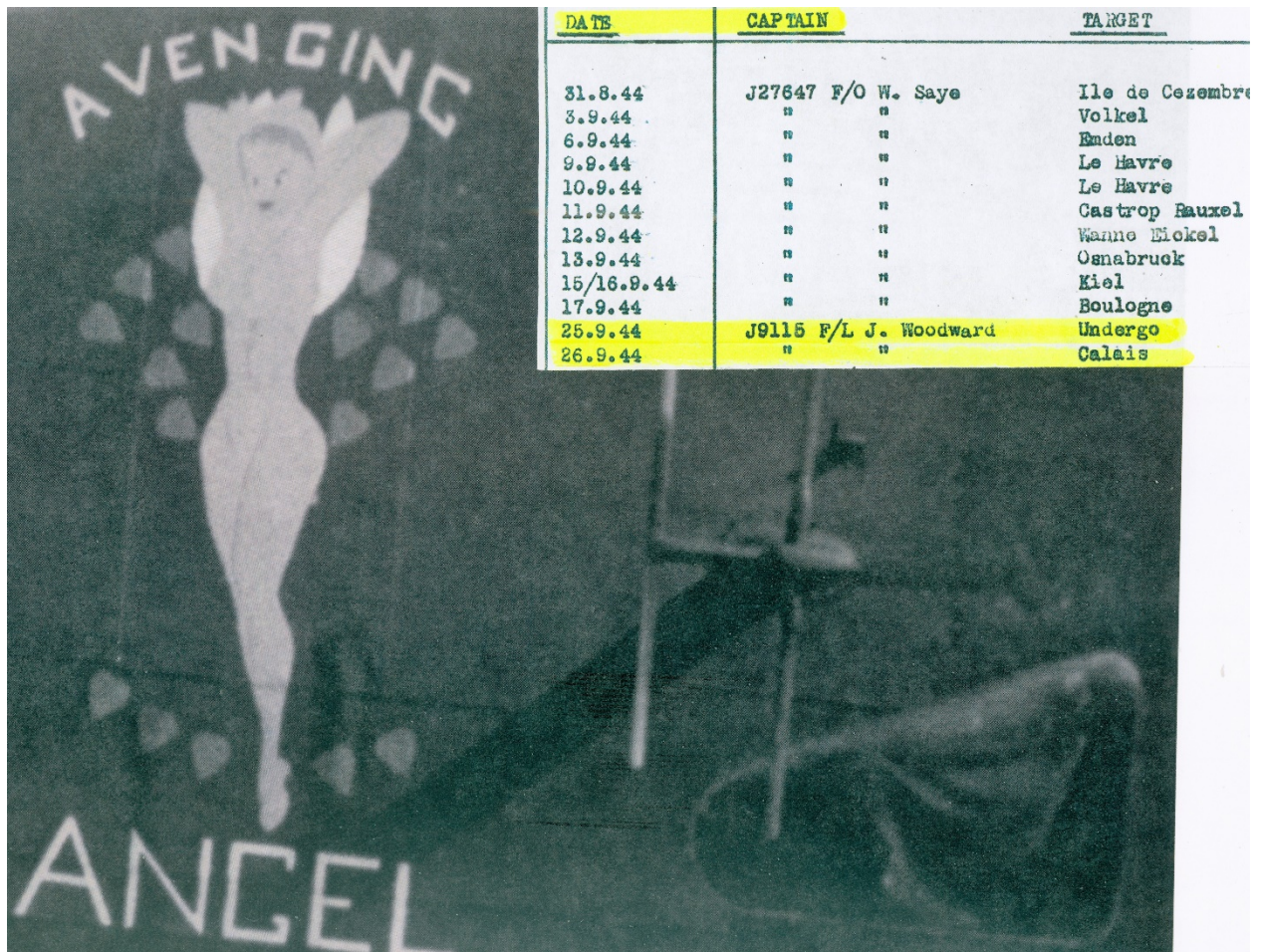
LAST OPERATION.

The two last operations flown [above] by the aircrew of F/O W. Saye, the number of red hearts painted around Angel would have totalled twenty-three.

The new aircrew of F/O A. Clarke and the Squadron C.O. W/C J. MacDonald now took turns flying Angel.

1/2.11.44	J36345 F/O A. Clarke	Oberhausen
2/3.11.44	" "	Dusseldorf
4/5.11.44	" "	Eochum
6.11.44	C890 W/C J. MacDonald	Gelsenkirchen
18.11.44	J36345 F/O A. Clarke	Munster
19.11.44		
30.11.44	C890 W/C J. MacDonald	Duisburg
5/6.12.44	J36345 F/O A. Clarke	Soest

Slightly damaged in landing at diversion drome.



DATE	CAPTAIN	TARGET
31.8.44	J27647 F/O W. Saye	Ile de Cezembre
3.9.44	" "	Volkel
6.9.44	" "	Enden
9.9.44	" "	Le Havre
10.9.44	" "	Le Havre
11.9.44	" "	Castropauxel
12.9.44	" "	Wanne Eickel
13.9.44	" "	Osnabruck
15/16.9.44	" "	Kiel
17.9.44	" "	Boulogne
25.9.44	J9115 F/L J. Woodward	Undergo
26.9.44	" "	Calais

In the first dozen RCAF operations flown in Halifax NP755, only one other sprog [rookie] Canadian aircrew of F/L J.B. Woodward #J9115 flew the bomber twice, on 25 September 1944 and their second operation the following day. On their third operation they were assigned to fly Halifax serial NP692 wearing code letter "K." The target was Bottrop, Germany, and over the target the Halifax was hit by flak, the pilot [Woodward] was severely wounded and lost control of the huge bomber. The navigator, F/O Colin Maxwell Hay from Winnipeg, took over the controls and succeeded in leveling the aircraft. Although F/O Hay had no experience as a pilot and many instruments were damaged, he was able to fly the Halifax back to the emergency airfield at Woodbridge where he made a landing and saved the lives of his complete crew, including his wounded pilot. For his display of coolness and courage under very difficult conditions navigator Hay was awarded the Distinguished Service Order, effective 5 December 1944, [AFRO 293/45 dated 16 February 1945]

These events were detailed in the Squadron Daily Diary for 27 September 1944.

BY No. 432 (R.C.A.F.) Squadron

27th.

FOR THE MONTH OF SEPTEMBER 1944

AIRCRAFT TYPE & NUMBER	CREW	DUTY	TIME	
			UP	DOWN
HALIFAX VII NP.692 "K"	F J.9115 F/L Woodward, J. N J.39394 F/O Hay, C.	BOMBING BOTTROP.	07:57	12:10
	A/B J.35521 F/O Fox, G. WOP J.39392 E/O McLennan, D. A/G R197495 Sgt Palmer, E. A/G W202115 Sgt Duffy, G. F/E 1641605 Sgt Bentley, W.			

DETAILS OF SORTIE OR FLIGHT

REFERENCE

This crew report 10/10th cloud. The target was identified by D.R. Run. The attack was made from 19000ft at 0932 hours on a heading 167° at 155 I.A.S. The bombing was made on D.R. Run. The Master Bomber's instructions were to bomb on D.R. Run. At time of bombing the aircraft was hit by flak. The Captain was hit and instructed the Bomb Aimer to drop the bombs. The bombs were released at proper time. A moment later a stick from an aircraft above fell past the nose of our aircraft ~~missed~~ barely missing it. The aircraft went into a dive on a 30° bank with the Captain slumped over the controls. The WOP/AG pulled the pilot from the seat and took him to the rear position. The Navigator took the controls intending to fly the aircraft back as far as Woodbridge, when it was hoped the pilot might take over. The Captain's condition did not improve although he was going to try and land the aircraft. His parachute was badly torn and he was in no condition to jump, so the Navigator resolved to bring the aircraft down. The Navigator had some difficulty to identify Woodbridge after breaking cloud over the sea. An aircraft was sent up to guide us in. The aircraft came down and made a first touch-down very smooth but the aircraft rose again and came down very hard. The engines caught fire when aircraft came to rest. The WOP/AG obtained all fixes necessary to ~~maximize~~ navigate to Woodbridge in a very efficient manner. The load carried: 16 x 500lbs. G.P.

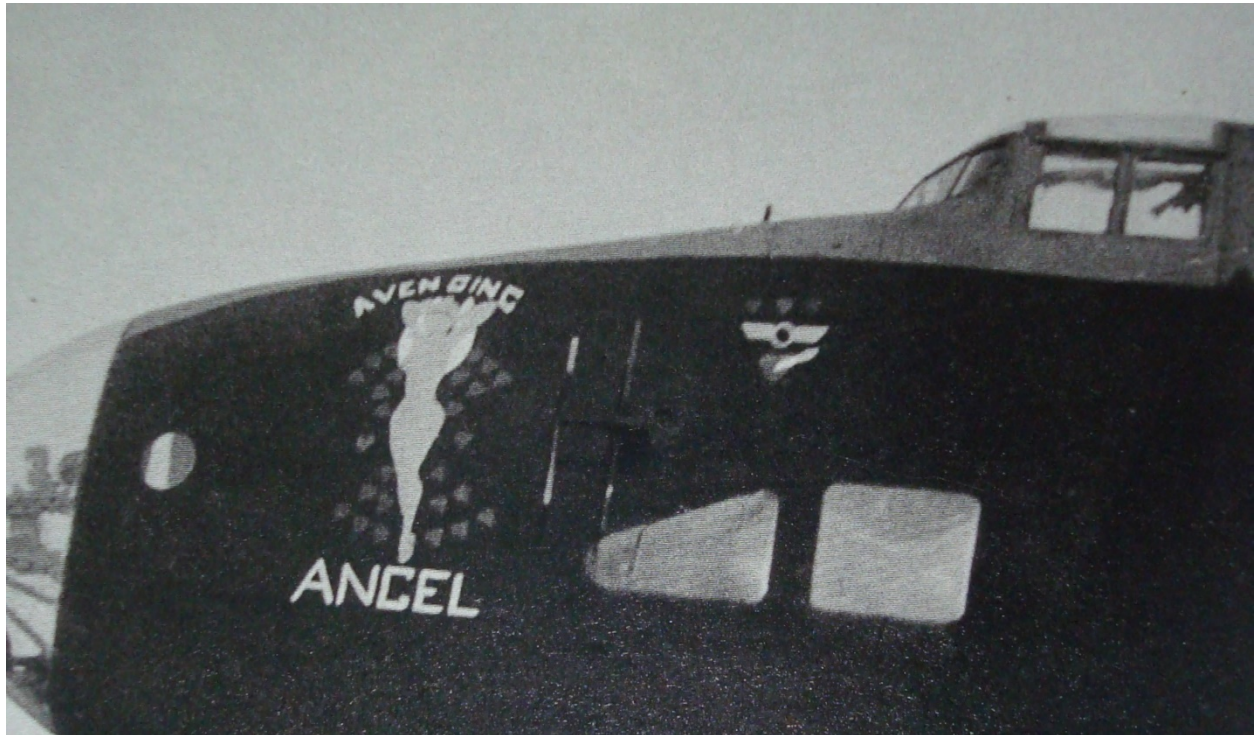
A.2008

No. 432 [Leaside] Squadron Commanding Officer, W/C J.K.F. MacDonald was shot down on 25 July 1944, [France] evaded capture and returned to command his squadron 29 September 1944. The C.O. would fly his favorite nude lady "Avenging Angel" on nine operations, the last 16/17 January 1945. During the special presentation of awards [14 November 44] to navigator F/O Colin Hay, RCAF public relations photos would be taken in front of the nude nose art showing Avenging Angel. These photos would be published in newspapers back in Canada, thus, W/C MacDonald ordered the little nude lady to be painted with a green swim suit.



RCAF official photo PL40858, taken 14 November 1944, F/O Colin Hay [left] shakes hands with his rear gunner F/Sgt. Gerry Duffy, W202115. The ground crew member on ladder could possibly be the original artist of Avenging Angel. The nude lady has received a fresh painted

green swim suit, having completed her 27th operation, [red heart just painted by ground crew member] flown on 6 November 1944 to bomb Gelsenkirchen, Germany. The pilot was none other than W/C J.K.F. MacDonald #C890.



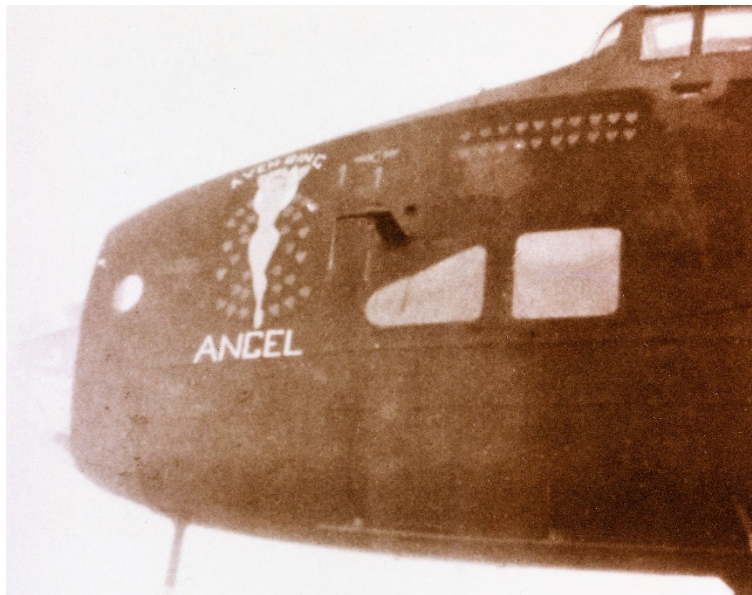
The crew of F/O A. Clarke were briefed for an operation on 19 November 1944, then it was scrubbed [cancelled] and during the landing of NP755 at a diversion air dome, a hard landing was made and the Halifax was damaged. This aborted operation would have been number 29, which now took place after repairs were completed, then was flown on 30 November to Duisburg, Germany, W/C J. MacDonald as pilot. The mile-stone 30th operation took place on 5/6 December 1944, F/O A. Clarke #J36345 and crew attacked Soest, Germany. The above photo confirms the nose art Avenging Angel has returned to her full nude form with thirteen red hearts on each side of her body [26 operations] and three more near the pilot position. The Halifax also received her "O" operational wings and below a large red heart with a single white bomb which recorded the aircraft's 30th flown RCAF operation.



These full color markings can also be found in the 1991 book RAF & RCAF Aircraft Nose Art in WWII by the author, center color page section.

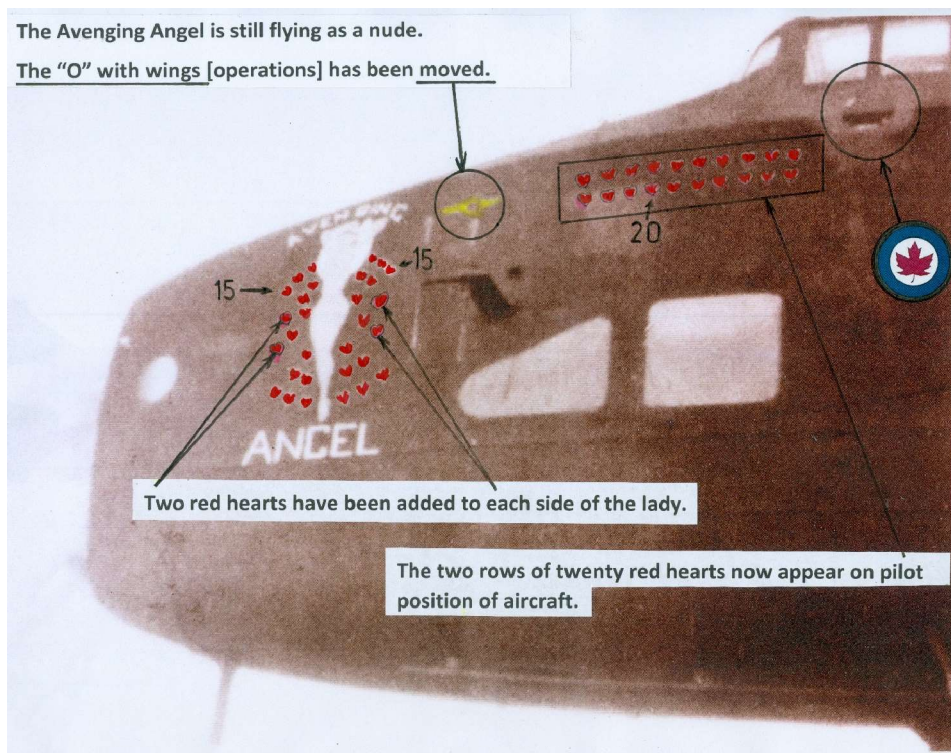
Nine aircrews will fly "Avenging Angel" on her next twenty operations with altered nose art.

6/7.12.44	J28109 F/O L.W.W. Loppe	Osnabruck
17/18.12.44	J36345 F/O A. Clarke	Duisburg
24.12.44	J26761 S/L S. Minhinnick	Dusseldorf
28.12.44	J89337 F/O J.D. Hamilton	Opladen
30/31.12.44	C890 W/C J.K. MacDonald	Cologne
2.1.45	" "	Ludwigshafen
5.1.45	J36345 F/O A.J. Clarke	Hannover
6.1.45	C890 W/C J. MacDonald	Hanau
13.1.45	J36345 F/O A.J. Clarke	Saarbrucken
14.1.45	C890 W/C J.K. MacDonald	Grevenbroich
16/17.1.45	" "	Magdeburg
28/29.1.45	J36345 F/O A.J. Clarke	Stuttgart
1.2.45	J20939 F/L E.S. Maguire	Mainz
4/5.2.45	J20939 F/L E.S. Maguire	Osterfeld
7/8.2.45	J28109 F/O L.W. Loppe	Goch
8/9.2.45	R190630 F/S Bradley R.I.	Wanne Eickel
13/14.2.45	J10491 F/L Horan F.J.	Bohlen
14/15.2.45	J90488 P/O J.S. Durand	Chemnitz
20/21.2.45	J93119 P/O R.I. Bradley	Monheim
21/22.2.45	J90488 P/O Durand. J.S.	Worms



The Avenging Angel is still flying as a nude.

The "O" with wings [operations] has been moved.



Two red hearts have been added to each side of the lady.

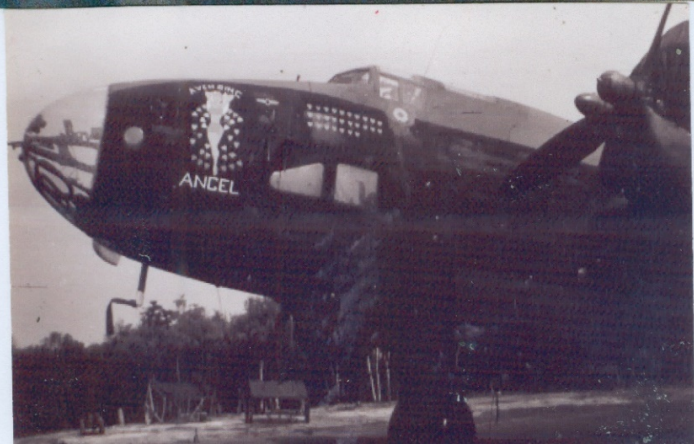
The two rows of twenty red hearts now appear on pilot position of aircraft.

Operation number fifty was flown by J90488 P/O J.S. Durand, 21/22 February 1945 to Worms, Germany. The little Angle is again flying as a full nude lady, and four red hearts have been added [two each side] of her body. The "O" with wings for thirty operations has been moved forward and twenty red hearts are now painted under pilot position. The nose artist began painting the Canadian Maple Leaf roundel under pilot position but has only completed the outer circle. He was likely painting the Maple Leaf design on all of the No. 432 Squadron Halifax aircraft and very busy with his normal RCAF duties.

The last 19 operations completed by Halifax Avenging Angel will be flown by nine different aircrews, ten by J28109 F/O L.W.W. Loppe, who flew the bomber on a total of twelve operations. Pilot Loppe and his crew completed their training at No. 61 [RCAF] Training Base at Topcliffe, Yorkshire, 18 October 1944, then were posted to No. 432 Squadron at East Moor.

J.28199	F/O Loppe, L.W.	(Pilot)
J.28757	F/O Ewing, G.P.	(Nav.)
R177404	Sgt Sturton, C.F.	A/B.
R184714	Sgt Malloch, M.	WOP.
R255895	Sgt Hardie, J.D.	A/G.
R218209	Sgt McGill, J.E.	A/G.
1256883	Sgt Woodley, C.H. (RAF)	(F/E.)

Posted from No. 61 (RCAF) Base wef. 18.18.44.



The Loppe photos record [top] pilot in NP755 on 56th operation, [14/15 March 45] and [bottom] the end of the 58th operation by Loppe on 18/19 March 1945.

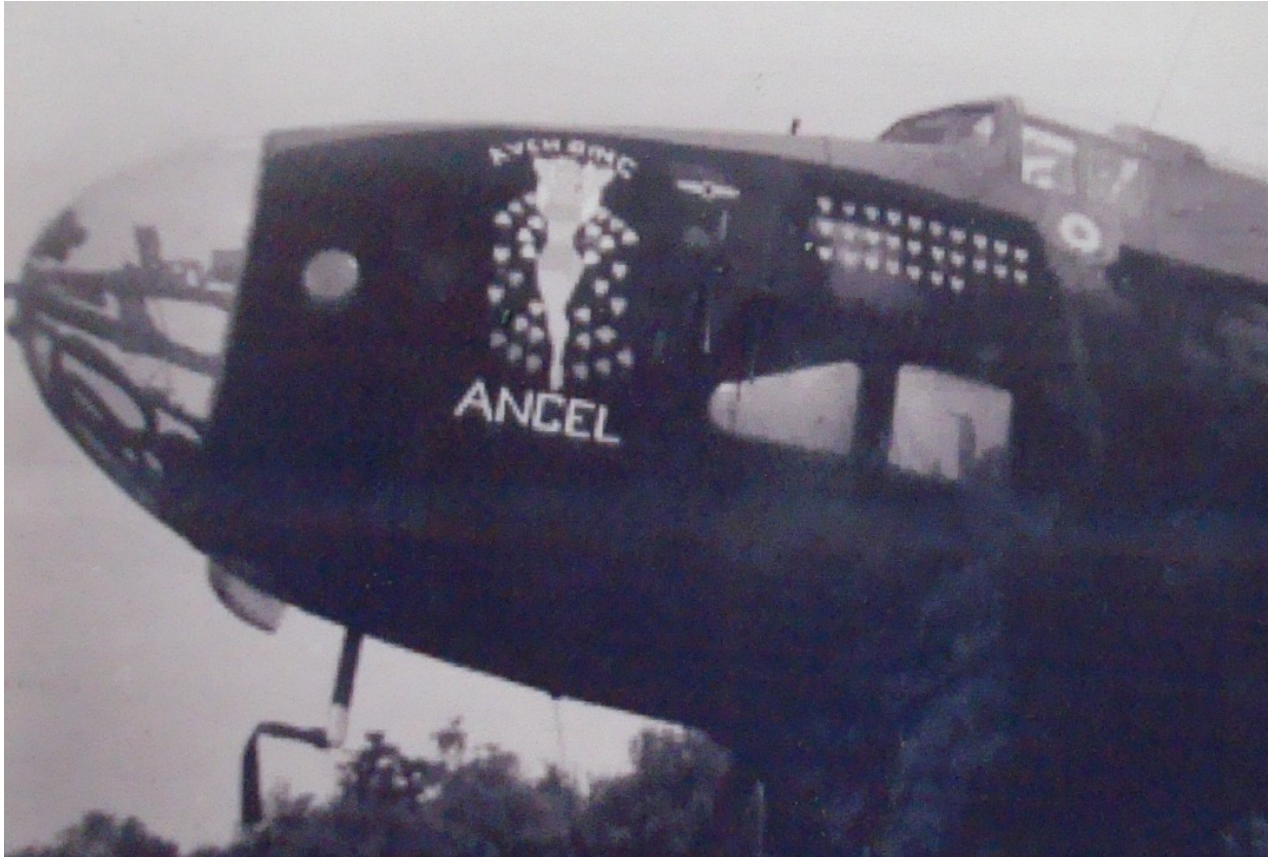
24.2.45	J90488 P/O Durand, J.S.	Kamen
27.2.45	J28714 F/L A.R.A. Bews	Mainz
1.3.45	J28109 F/O L.W.W. Loppe	Mannheim
8/9.3.45	J91181 P/O H.E. Kearn	Hamburg
12.3.45	J90510 P/O J.K. Bain	Dortmund
14/15.3.45	J28109 F/O L.W.W. Loppe	Sweidbrucken
15.3.45	J17865 F/O R.A.C. Martindale	Hagen
18/19.3.45	J28109 F/O L.W.W. Loppe	Witten
21.3.45	J28109 F/O L.W.W. Loppe	Rheine
22.3.45	" "	Dorsten
24.3.45	" "	Gladbeck
25.3.45	" "	Munster
31.3.45	" "	Hamburg
4/5.4.45	" "	Harburg-Rhenania
10.4.45	" "	Leipzig
13/14.4.45	R149113 W/O Brewer, D.A.	Kiel
18.4.45	J43185 F/O S.M. Pepler	Heligoland
22.4.45	J90510 F/L J.K. Bain	Bremen
25.4.45	R189667 W/O Gelineau, W.J.	Wangerooge

On 8/9 March 1945, the new "sprog" aircrew of P/O Harold Kearn were assigned to fly "Avenging Angel" which was their second WWII operation, to bomb Hamburg, Germany.

P/O Harold Kearn's RCAF log book records this operation -

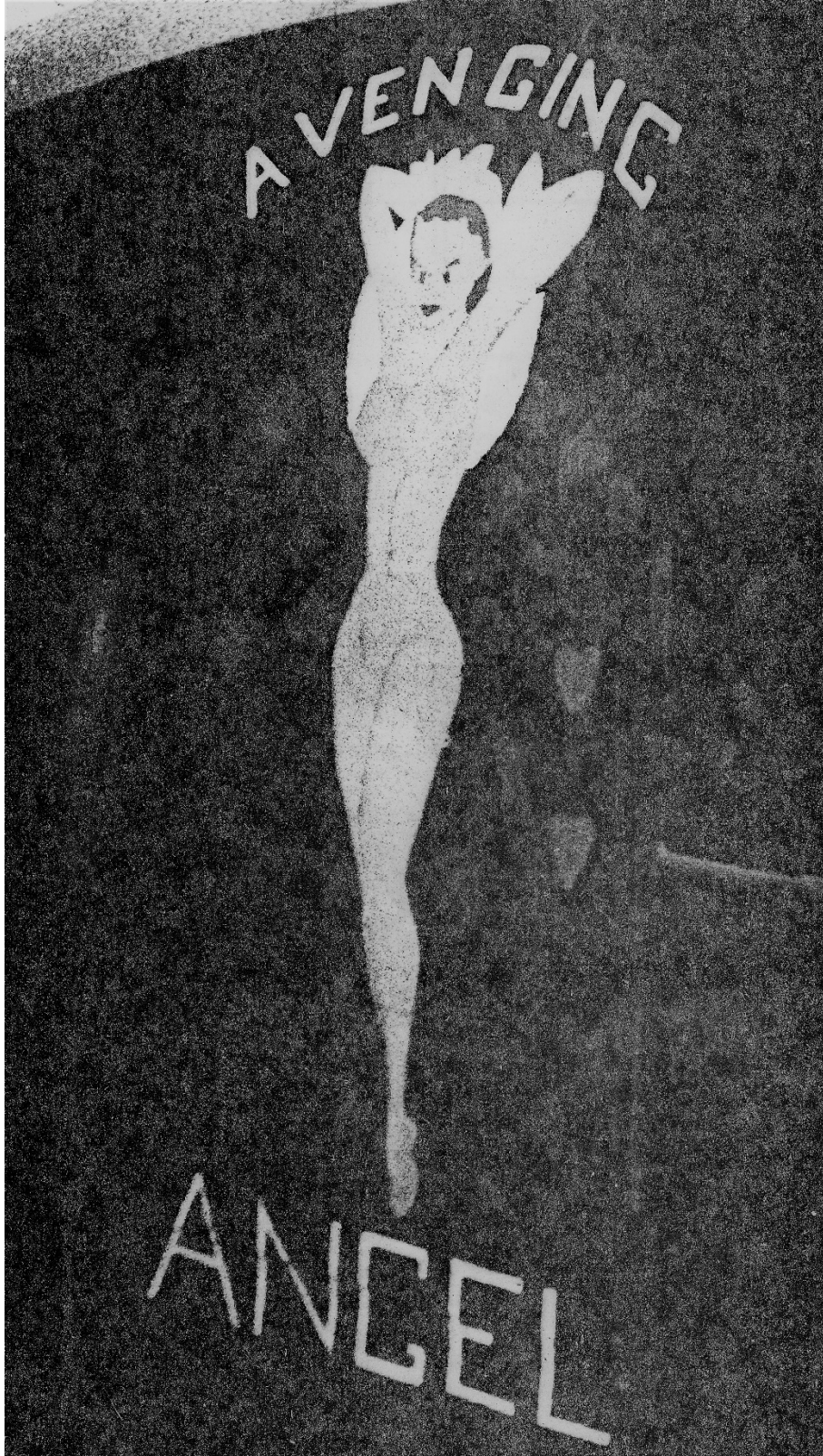
MAR 8	HALIFAX	DO A	SELF	CREW	OPERATIONS HAMBURG
					BOMB LOAD 15 - 500 lb
					2000 ft
					PROFESSIONAL & REGISTERED

The little lady was still a full nude, but that was about to change. The list of her last nineteen operations flown by Halifax Avenging Angel, ten piloted by the crew of F/O L.W.W. Loppe, and it is believed they gave her a new green bathing suit. It is possible F/O Loppe objected to flying with nude nose art and it was now his aircraft, thus the green bathing suit reappeared.



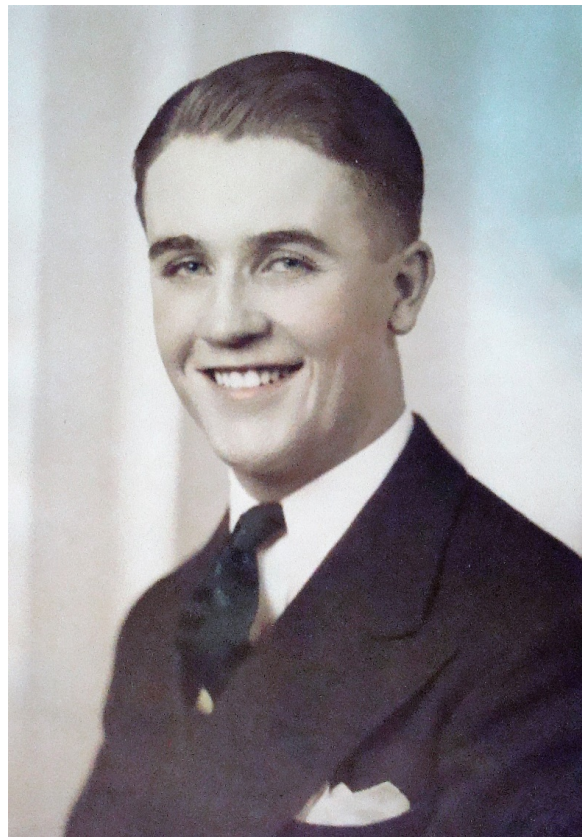
The authors last known photo of Avenging Angel after operation #58 [19 March 1945] and she is again wearing a green swim suit, with Maple Leaf roundel under pilot position. It would appear the nose art lady flew with a green bathing suit for eight operations and the nude reappeared around 15 April 1945.

In May 1945, RCAF Operations Officer, F/L Harold H. Lindsay obtained permission to visit the RAF Halifax graveyards around Yorkshire, where he would photograph and mark the best RCAF nose art for salvage and shipment to Canada. Lindsay arrived at No. 43 Group, Rawcliffe, Yorkshire, in late May and possibly again in early June, where he photographed 49 Halifax bomber nose art paintings, and 43 were RCAF nose art. From this collection of 43 paintings, he marked and selected thirteen for removal and shipment to Canada, where they arrived on 7 May 1946. The single photograph taken of Halifax "Avenging Angel" appeared on 35 mm roll #6, print #3, and these negatives are in the Canadian War Museum archive today 2023.



Lindsay 35 mm roll #3, print #3, clearly showing "Avenging Angel" as nude nose art.

In November 2005, the author met with Mr. Daniel Glenny, Director, Collections Management and Planning, War Museum, Ottawa, Canada. Mr. Glenny was the man responsible for pulling the original RCAF nose art collection together and placing them on public display 8 May 2005. Until 2003, five of the original WWII panels had been loaned to various Canadian Forces squadrons for display in their private museum's or officer mess lounges. Mr. Glenny also admitted he was responsible for having the green bathing suit repainted on the original nude "Avenging Angel." This was done in the interest of 'political correctness' and right or wrong, that is what the visiting public see in the Canadian War Museum today [2023].



Twenty-one-year-old Harold Kears joined the RCAF in November 1942, and after training as a bomber pilot, arrived at his assigned RCAF No. 432 Squadron base at Eastmoor, Yorkshire, England, on 23 February 1945.

F/O Kearn and his crew had their photo taken on 25 February 1945, at Eastmoor, Yorkshire.



The Kearsley aircrew flew their first operation on 7/8 March 1945, in a veteran RCAF Halifax Bomber serial NP736 with nose art "The Babe." The aircraft flew 56 operations, survived the war and was scrapped by RAF on 10 December 1949.

The second combat operation 8/9 March 45, flown by the Kearsley crew was another veteran RCAF Halifax bomber serial NP755, painted with the nude "Avenging Angel."



AIRCRAFT TYPE AND NUMBER:		SQN. LETTER - QO-A					
HALIFAX VII		NP-755		THE AVENGING ANGEL		ROLL 6 PRINT 3	
HOLDER	ALLOTMENT		F.1623 RECEIPT		F.1623 DESPATCH		REMARKS
	NO.	DATE	NO.	DATE	NO.	DATE	
432 Sqn.	41G/1581	15/8/44	FQ	16/8			H. Page
CAT. AC.	T337	19/11/44			FQ	19/11/44	F.B.
432 Sqn.			FQ	5/12/44			
Disposal 20/5 ready 18/5							
To Handley Page - 25/5 - CP. TB935 - 25/5.							29/5

The Halifax airframe was scrapped on 29 May 1945, however the RCAF nose art was saved and today this original hangs in the War Museum wearing a "political correct" green bathing suit.





The author has known Harold Kearsley for thirty plus years and on Tuesday 15 August 2023, this brave pilot was once again united with his two Halifax bomber nose art which he flew 78 years ago. Harold Kearsley is one-hundred years and eight months of age, a year older than the RCAF itself. He was once again able to touch original Halifax aircraft skin after so many years.

The Halifax Aircraft Association

5444 Yonge Street, Suite 1905
Willowdale, Ontario
Canada M2N 6J4



MAY 2009 NEWSLETTER

HALIFAX MK VII, NA337



The author repainted this replica No. 432 Squadron WWII Halifax nose art on original skin panels from Halifax A. Mk. VII, serial number NA337, on display at the Royal Canadian Air Force Memorial Museum in Trenton, Ontario. [seen above] Only three Halifax bombers survive in the world today [2023], one in the Royal Air Force Museum [England] which can't be restored, one in the Yorkshire Air Museum, [England] which is a replica assembled from many different aircraft, with a centre section from a Handley Page Hastings aircraft. The RCAF Museum in Trenton has the most complete [60 per cent original] and most accurately restored as a "Special Operations" Transport aircraft coded 2PX. This Transport aircraft is very unique and very close to the Halifax B. [Bomber] Mk. VII which my friend Harold Kearn flew in WWII. Salvaged by Karl Kjarsgaard on 15 August 1995, [tail section] and 3 September 1995, [main fuselage and four engines] the sections arrived in Trenton 13 November 1995. Restoration took ten years and cost \$10 million to bring this Halifax back to life. During the restoration almost all of the surface

skins would be replaced with new manufactured aluminium panels and the old skins were shipped to Calgary, Alberta, by Karl Kjarsgaard. Over one mile of new aluminium was extruded by Ideal Metals of Mississauga, Ontario. The Transport aircraft you see in Trenton today is very much a new manufactured outer airframe, while the majority of the original Halifax skins are found in the Bomber Command Museum of Canada at Nanton, Alberta. One complete Halifax original wing section plus 64 nose art images are displayed in the Nanton Museum.



This replica RCAF Halifax nose art is 21" by 24" painted by author on original WWII Halifax aircraft skin from NA337 which is today found in the RCAF Memorial Museum at Trenton, Ontario. This is as close to the original aircraft nose art you can find and that was appreciated by Harold Kearl. The full history of this Halifax aircraft can be found on Preserving the Past II under title – "A Black Monster called The Babe."





Harold signs the replica of "Avenging Angel" painted as he flew her in 1945.



The "Angel" flew 60 operations as a nude during WWII.