

Information regarding the Lancaster aircraft used by TCA.

These Lancaster aircraft were converted Lancaster X, to the long range transport as a Lancaster XPP. (PP standing for Passenger Planes).

FM184,185,186 and 187 were the last four Lancaster XPP's, these aircraft featured much improved heating and passenger facilities.

TCA operated these aircraft on behalf of the Canadian Government Trans-Atlantic Air Service (CGTAS) for mail and VIP service between Dorval, Canada and Prestwick, Scotland. They carried ten passengers and crossed the Atlantic in about twelve and half-hours. They were cold and noisy but did the job. Mainly flown by TCA pilot's Jock Barclay and George Lothian.

Following the war, TCA was permitted to carry paying passengers over the Atlantic and the Lancaster XPP's continued in service until replaced by North Star's in April 1947. On May 1, 1947, the CGTAS began operating as Trans Canada Air Lines (Atlantic) Limited.

R5727 - Lancaster type MK 1 was flown from Avro in the U.K. to Canada for use as a sample for use by Victory Aircraft at Malton in November 1942. On March 19, 1943 the modified aircraft emerged and registered as CFCMS.

Fuel consumption flights between Moncton and Goose Bay was carried out by Captain M.B. Barclay of TCA,

The aircraft was returned to the U.K. during May 1943 for further modifications to increase the range before being returned to Victory Aircraft at Malton where the camouflage was removed and ten passenger seats and three additional windows installed. Delivered to TCA as **CF-CMS** on June 7, 1943 and assigned fin # 100.for use by CGTAS service.

First flight was July 22, 1943 under the command of Captain R.F. George of TCA. Later, "Old 100" was destroyed by fire following a crash on takeoff from Dorval on June 1, 1945 while engaged on engine trials of the new Merlin 85 engines. There were no casualties.

KB702 - C/N #37003

Registered **CF-CMT**; delivered to TCA on 17 September, 1943; Fin #101. First flight in service with CGTAS was January 12, 1944, and flown by Captain M.B. Barclay completing the crossing in 11 hours 14 minutes from Dorval to Prestwick. Withdrawn from service during May 1947. No subsequent information.

KB703 - C/N #37004

Registered **CF-CMU**, First flown on 25 September, 1943. The aircraft was delivered to TCA on September 17, 1943 and assigned Fin #102. No date is available when the aircraft was first in service with CGTAS. Damaged at Lajes in the Azores on July 28, 1944 and shipped to Montreal for repairs. The repairs were effected and the aircraft returned to service.

Later, this aircraft was lost at sea on 30 December, 1944. It had left Dorval at 23:59 on 29 December 1944, with a crew of four and a single passenger, Sir Alfred E. Evans, Chief of the British Admiralty Technical Mission in Ottawa. Piloted by Capt. Maurice Gauthier.

At 06:49 Goose Bay received a Mayday signal when the aircraft was believed to have been flying at 23,000 feet about 600 miles east of Torbay, Newfoundland. A sea and air search found no trace and an inquiry was unable to determine a probable cause of its loss.

KB729 - C/N #37030

Registered as **CF-CMV** and delivered to TCA during June, 1944 being assigned fin #103 and entered service June 27, 1944 for CGTAS.

Captain G.B. Lothian made the fastest flight between Montreal and Prestwick in 10 hours 15 minutes on November 5/6, 1944.

Sold to Flight Refueling Ltd., during September 1947.

On the British register as G-AKDO, this aircraft gave excellent service during the Berlin airlift as a fuel transporter.

Withdrawn August 10, 1949 after Berlin airlift ended, and withdrawn from use and scrapped at Tarrant Rushton during May 1951.

KB730 - C/N #37031

Registered as **CF-CMW** and delivered to TCA on May 9, 1944 and assigned fin #104, entering service June 27, 1944 with CGTAS.

Flown by G.B. Lothian this aircraft made a notable flight from Prestwick - Montreal - Vancouver in an elapsed time of 28 hours 23 minutes on July 28, 1946.

Sold to Skyways and leased to Onzeair Ltd. of Karachi, India, as AP-ACM; crashed at Manipur airport while landing on a flight from Rawalpindi on August 1, 1948 while carrying a cargo of illegal arms.

FM184 - C/N #3385

Registered as **CF-CMX** and delivered to TCA on August 9, 1946 then assigned fin #105. There are no details of the date this aircraft entered service with CGTAS.

Sold to Skyways and leased to Onzeair Ltd. of Karachi, India as AP-ACL. It was intended to sell the aircraft to the Pakistan Company, but found it was illegal to sell aircraft without a license. It was decided to lease to the company set up by Skyways purely to smuggle illegal arms into Pakistan together with 3 other Lancaster's. Exact details of its fate is unknown.

FM185 - C/N #3386

Registered as **CF-CMY** and delivered to TCA on August 9, 1945 being assigned fin #106. The date of service with CGTAS is not recorded.

Sold to Flight Refueling Ltd. during 1947 and registered on the U.K. Registry as G-AKDP; used on the Berlin Airlift as a fuel transport tanker.

The aircraft made a forced landing near Schiveria in Germany on May 10, 1949, 10 days before the Russians ended the Berlin blockade, Captain Tucker and 3 other crew members were unhurt and the RAF were eventually able to take away the wreckage.

FM186 - C/N #3387

Registered as **CF-CMZ** and delivered to TCA on August 23, 1945 then assigned fin #107.

No details are available regarding the date of service for the CGTAS.

Sold to Flight Refueling Ltd. in 1945 on the U.K. Registry as G-AKDR, used on the Berlin Airlift as a fuel transport tanker;

Flight Refueling Ltd tankers had flown all together 4,438 sorties, considerably more than any other airline.

This aircraft had the highest individual score of 526 sorties carrying 3,070 tons.

Withdrawn from service during May 1951 and scrapped at Tarrant Rushton.

FM187 - C/N #3388

Registered as **CF-CNA** it was delivered to TCA on August 25, 1945 and assigned fin #108.

No date of service with CGTAS is available.

Sold to Flight Refueling Ltd., on the U.K. Registry as G-AKDS, used on the Berlin Airlift as a fuel transport tanker

Withdrawn from the operation August 10, 1949 and subsequently scrapped during May 1951.

(Source: www.bombercommandmuseum.ca/lanccanadian.html and Air Canada Pocket Guide)