



Royal Canadian NAVY Serial Numbers

Updated Jan 2020

Albacore

Fairey Albacore 1 (British serialled) Initially to RAF. Taken on strength by RCN but never flown

N4191 TOS May 5th 1943. SOS Jul 2nd 1949

N4315 TOS May 5th 1943. SOS Jul 2nd 1949

T9244 TOS May 5th 1943. SOS Jul 2nd 1949

T9246 TOS May 5th 1943. SOS Jul 2nd 1949

X8947 TOS May 5th 1943. SOS Jul 2nd 1949

X8952 TOS May 5th 1943. SOS Jul 2nd 1949

Walrus

Supermarine Walrus II Block built by Saro for RN, but transferred to RAF. Z1768, Z1771, Z1814 to RCAF in 1945. 8 that were in Canada were listed as MK 1's. However, production records show seven of the eight were actually MK II's.

ND 909 Mk II at No 1 Naval Air Gunnery School(NAGS), Yarmouth, NS. SOS 02/04/46. Sold to Mr E.Webb in Montreal

L2330 Mk I was at 3 SFTS, Calgary, AB and went to War Assets(WA) for disposal.

W3089 Mk II sent to RCN but cancelled and SOS 05/04/46 to WA

Z1768 Mk II No 1 NAGS, Yarmouth NS, SOS 02/04/46 sold to Mr E.Webb, Montreal

Z1771 Mk II No 1 NAGS, Yarmouth, NS, to RCN then WA and sold to Mr E Webb, Montreal.

Z1775 Mk II sent to RCN then cancelled , SOS 05/04/46 to WA

Z1781 Mk II to RCN RNAS Shearwater 20/03/46, SOS 06/12/47 to WA, sold to Kenting Aviation registered as CF-GKA
Named Putsy - Ended up as a house boat in Gander NFLD

Z1814 Mk II was at 14 SFTS, Kingston, ON, SOS 30/06/47 to WA

Seafire

Supermarine Seafire F.XV GV1 Built by Cunliffe Owen supplied to RCN

PR375

PR410 PR410 was preserved in Canada

PR425

PR428

PR434 PR434 del 26-9-45

PR451 PR451 del 4-10-45 extant Abbotsford Ins Tech

PR458 PR458 del 8-10-45

PR460

PR461 PR461 del 5-10-45

PR470 PR470 del 11-1-45

PR471

PR479 PR479 del 22-11-45 Marked as AA-B. Deck accident

PR494 del 30-11-45 GV1 to RCAF for winter trials

PR496

PR498 PR498 del 4-12-45

PR499 del 28-11-45 GV1 to RCAF for winter trials

PR500

PR501

PR502

PR503 PR503 del 7-12-45 RCN was preserved in Canada.Hamilton. extant C-GCWK

PR504

PR505

PR506

SR459

SR464

SR530

SR545

SW802

SW809 BC-M

SW815 BC-T

SW860 BC-H

SW869 AA-H

SW870

SW909

Seafury

TG114 Hawker Sea Fury FB.II (Batch of 50 supplied to RCN del 1948)
Registered CF-OYF in 1962. In 1967 (then registered N54M) TG114
was rebuilt using sections of VR918 & VR919 (fuselage section) also pre-RCN aircraft, in Phoenix.
Resulting aircraft registered as N232J. Took part in the Reno Air Races 2000 as >September Fury=
Hawker Sea Fury FB.II
WH589 Cold Lake 1989 ex RAN Bankstown NSW
Hawker Sea Fury FB.II
TG119 with VF-871 RCN Sqn 30th Air Group. Bristol Centaurus XVIIC

Tiger Moth

5014 DeHavilland DH-82C Tiger Moth
Navy 813 TOS May 16th 1948 SOC Mar 1st 1950 was CF CJJ
was CF CJG
8865 Navy 800 TOS May 17th 1948 SOC Mar 1st 1950 EAA Oshkosh as N667EA was CF CJH

Firefly

? Firefly Mk AS-5. RCN employed 65 Anti -sub Fireflys on board its own carrier aircraft 1946-1954
Fairey Firefly
To RCAF then Ethiopian AF
Fairey Firefly AS Mk. 6
WH632 Ex RAN as. To Canadian Warplane heritage 1978. As C-GBDG
Fairey Firefly AS Mk. 6
WD901 Ex RAN as. To Canadian Warplane heritage 1971/77. As CF-BDH Crashed Lake Ontario Sept 1977
Fairey Firefly AS Mk. 6
WD840 Ex RAN as. To Bob Diemert Carman Manitoba 1969/75
Fairey Firefly Trainer TI / I 16
DK445
DT975
MB433
MB443
MB694
PP408

Fairey Firefly FR 1 27
British registrations

DK 485
DK 535
DK 537
DK 555
DK 560
DK 561
DK 563
DK 564
DK 565
DK 569
MB 566
MB 579
MB 588
MB 668
MB748
PP 411

Fairey Firefly FR IV 15

TW730
TW734
TW741
VG753
VG963
VG966

Fairey Firefly AS V 18

***Avenger**

303 Grumman TBM-3E Avenger
ex USN Bu 53610 to RCN

304 Grumman TBM-3E Avenger
ex USN Bu 53489 to RCN

306 Grumman TBM-3E Avenger
ex USN Bu 53392 to RCN

307 Grumman TBM-3E Avenger
ex USN Bu 53241 to RCN

309 Grumman TBM-3E Avenger
ex USN Bu 53632 to RCN

312 Grumman TBM-3E Avenger
ex USN Bu 53488 to RCN

315 Grumman TBM-3E Avenger
ex USN Bu 53503 to RCN

316 Grumman TBM-3E Avenger
ex USN Bu 53732 to RCN

322 Grumman TBM-3E Avenger
ex USN Bu 85665 to RCN

324 Grumman TBM-3E Avenger
ex USN Bu 86180 to RCN

326 Grumman TBM-3E Avenger
ex USN Bu 69327 to RCN

327 Grumman TBM-3E Avenger
ex USN Bu 86020 to RCN

328 Grumman TBM-3E Avenger
ex USN Bu 53626 to RCN

338 Grumman TBM-3E Avenger
ex USN Bu 85928 to RCN

339 Grumman TBM-3E Avenger
ex USN Bu 53496 to RCN

343 Grumman TBM-3E Avenger
ex USN Bu 53420 to RCN

378 Grumman TBM-3 Avenger
ex USN Bu 53119 to RCN

361 Grumman TBM-3 Avenger
ex USN Bu 53139 to RCN

377 Grumman TBM-3 Avenger
ex USN Bu 53200 to RCN

349 Grumman TBM-3 Avenger
ex USN Bu 53334 to RCN

390 Grumman TBM-3 Avenger
ex USN Bu 53337 to RCN

368 Grumman TBM-3 Avenger
ex USN Bu 53507 to RCN

387 Grumman TBM-3 Avenger
ex USN Bu 53559 to RCN

391 Grumman TBM-3 Avenger
ex USN Bu 53759 to RCN

392 Grumman TBM-3E Avenger
ex USN Bu 53760 to RCN

386 Grumman TBM-3E Avenger
ex USN Bu 53818 to RCN

388 Grumman TBM-3 Avenger
ex USN Bu 53828 to RCN

380 Grumman TBM-3 Avenger
ex USN Bu 69347 to RCN

347 Grumman TBM-3 Avenger
ex USN Bu 69354 to RCN

346 Grumman TBM-3 Avenger
ex USN Bu 85460 to RCN

385 Grumman TBM-3 Avenger
ex USN Bu 85506 to RCN

381 Grumman TBM-3 Avenger
ex USN Bu 85597 to RCN

383	Grumman TBM-3 Avenger ex USN Bu 85652 to RCN
369	Grumman TBM-3 Avenger ex USN Bu 85829 to RCN
364	Grumman TBM-3 Avenger ex USN Bu 85652 to RCN
372	Grumman TBM-3 Avenger ex USN Bu 85870 to RCN
374	Grumman TBM-3 Avenger ex USN Bu 85983 to RCN
366	Grumman TBM-3 Avenger ex USN Bu 86098 to RCN
420	Grumman TBM-3 Avenger ex USN Bu 53078 to RCN
421	Grumman TBM-3 Avenger ex USN Bu 86175 to RCN
907?	Grumman TBM-3 Avenger ex USN Bu to RCN
908	General Motors TBM-3 Avenger Ex USN 53697 of VC-920, Taken on strength July 25 th 1952. Struck off July 5 th 1960. Later CF-LEH operated in New Brunswick Canada as bud worm spray plane.

[Curtis/Fairchild Helldivers by Canadian Car foundry](#)

[*Banshee](#)

All 39 Banshees flew with VF-870 & VF871 Sqns until amalgamated into VF-870 in 1959.
In service from 26 Nov 1955 till 12 Sep 1962 Operated from HCMS Bonaventure (8/Sqn,16 reserve,7 for attrition)

12100	<u>McDonnell Banshee F2H 1955/62</u>
12108	
12112	
12121	
12120	
12330?	

McDonnell F2H-3 Banshee (34)
From US Navy serial block:BU# 126291-126350: BU# 126354-126489
BU#127493/127546

126294 transferred to RCN. RCAF serials not known
126295
126306
126310
126313
126327
126330
126331
126333
126334
126335
126337
126339
126343
126346
126347 transferred to RCN. RCAF serials not known
126361
126381
126382
126390
126392
126400
126402 VF-870 Sqn RCN (display Shearwater NS 1987) 12464 ex VF-870 Sqn RCN
126403
126414
126415
126422
126428

126429
126434
126443
126444
126446
126449
126454
126464
126469

126488 transferred to Royal Canadian Navy.

127510 transferred to Royal Canadian Navy

126291/126350 McDonnell F2H-3 Banshee

126294 to Royal Canadian Navy Apr 1950. Retired Mar 21, 1962
126295 to Royal Canadian Navy Dec 14, 1955. Retired Jul 18, 1962.
126306 to Royal Canadian Navy Dec 8, 1955. While landing at Shearwater naval air station Aug 27, 1957 it collided with a TBM Avenger. Both pilots killed.
126310 to Royal Canadian Navy Jan 23, 1956. Crashed into ground at Prospect, Nova Scotia May 14, 1957.
126313 to Royal Canadian Navy Dec 1955. Starboard wing separated in flight May 31, 1957 and plane crashed on McNab's Island Halifax, Nova Scotia.
126327 to Royal Canadian Navy Mar 1957. Retired May 8, 1962
126330 to Royal Canadian Navy but crashed in ocean on delivery lost on ferry flight Apr 22, 1956 flight from NAS Quonset Point, RI Apr 22, 1956. Wreck never found.
126331 to Royal Canadian Navy Dec 1955. Taxied into other Banshees on icy aprons in winter Canada but survived to retire May 23, 1961. Stripped for parts and burned in airfield fire training.
126333 to Royal Canadian Navy May 14, 1956. Landed on HMCS Bonaventure OK Mar 4, 1958 but while taxiing forward went over side into the ocean and pilot ejected but was killed.
126334 to Royal Canadian Navy Jul 4, 1956. Made last flight by a Canadian Navy Banshee (and perhaps the last flight of any Banshee) Jan 10, 1956 when it was flown to Southern Alberta (Calgary) Institute of Technology as a ground instructional airframe. Later displayed on lawn of Naval Reserve Division in Calgary, HMCS Tecumseh. In 2007 was at the Naval Museum of Alberta, Calgary, Canada
126335 to Royal Canadian Navy Aug 15, 1957. Retired Sep 10, 1962
126337 to Royal Canadian Navy Apr 17, 1956. Suffered engine fire on takeoff Apr 12, 1957. To instructional aircraft at Shearwater Naval Air Station. Burned many times to train the station's crash crew.
126339 to Royal Canadian Navy Dec 13, 1956. Retired Sep 12, 1962.
126343 to Royal Canadian Navy. Damaged Mar 1956 when landed with starboard wheel retracted but was repaired and flown again. Retired Jul 12, 1962.
126346 to Royal Canadian Navy Aug 6, 1956. Retired Sep 12, 1962 and scrapped at Shearwater in 1963.
126347 to Royal Canadian Navy Apr 22, 1956. Retired May 3, 1962

126354/126489 McDonnell F2H-3 Banshee

126361 to Royal Canadian Navy May 5, 1957. Retired May 23, 1961
126381 to Royal Canadian Navy Dec 4, 1955. Retired Sep 12, 1962 and scrapped at Shearwater in 1963.
126382 to Royal Canadian Navy Aug 17, 1956. Retired Sep 12, 1962
126390 to Royal Canadian Navy Aug 29, 1957. SOC Oct 1961.
Burnt at Shearwater in 1964 to train the airfield crash crew.
126392 to Royal Canadian Navy Nov 26, 1955. SOC Feb 14, 1962.
126400 to Royal Canadian Navy Feb 4, 1957. Crashed into Irish Sea from HMCAS Bonaventure Nov 11, 1959 when pilot got a "cold shot". Pilot survived
126402 to Royal Canadian Navy Mar 18, 1957. Retired Sep 12, 1962.
On display in 2007 at Shearwater Aviation Museum, Halifax, Canada.
126403 to Royal Canadian Navy May 24, 1956. Ditched in Atlantic Ocean off Nova Scotia Oct 2, 1957 off HMCS Bonaventure. Tail recovered from ocean floor in 1964 by a fishing boat.
126414 to Royal Canadian Navy Dec 4, 1955. SOC Apr 10, 1962 and burnt at Shearwater in 1964 for fire training.
126415 to Royal Canadian Navy Aug 29, 1957. SOC Oct 28, 1969 because it hit the practice deck landing mirror at Shearwater Oct 25, 1960
126419 on display at National Museum of Naval Aviation, Pensacola, FL
126422 to Royal Canadian Navy Nov 26, 1955. Retired Jan 8, 1962.
Used for crash crew fire training.
126424 crashed Jul 13, 1955 at NAS China Lake, CA

126428 to Royal Canadian Navy Oct 31, 1956. Crashed at sea off Jacksonville, FL Feb 25, 1958 when flying out of Mayport NAS with HMCS Bonaventure.
 126429 to Royal Canadian Navy Sep 25, 1956. Retired Sep 12, 1962.
 126434 to Royal Canadian Navy Jul 2, 1956. Crashed near Peggy's Cove, Nova Scotia Jun 16, 1961 while practicing aerobatics. Pilot killed.
 126443 to Royal Canadian Navy Dec 16, 1955. SOC Oct 18, 1961.
 126444 to Royal Canadian Navy Dec 14, 1955. Last flight Jul 20, 1961. Burned for crash crew training in 1964
 126446 to Royal Canadian Navy Aug 14, 1957. Retired Sep 12, 1962.
 126449 to Royal Canadian Navy Feb 8, 1957. Retired Sep 12, 1962.
 126454 to Royal Canadian Navy Apr 5, 1957. SOC May 10, 1962.
 126464 to Royal Canadian Navy Aug 14, 1957. Retired Sep 12, 1962.
 By Jul 1997 was in Canadian National Aviation Museum, Rockcliffe.
 In 2007 was with Canadian Aviation Museum, Ottawa, Canada.
 126469 to Royal Canadian Navy May 18, 1956. Retired Sep 12, 1962 and scrapped in 1963.
 126488 to Royal Canadian Navy May 13, 1957. Ditched on the shore at Key West Jan 14, 1959 after the engine flamed out. Pilot OK

***Corsair**

8314 Vought O2U-4 Corsair
 ex USN Bu to RCN
 8315 Vought O2U-4 Corsair
 ex USN Bu to RCN
 8316 Vought O2U-4 Corsair
 ex USN Bu to RCN
 8317 Vought O2U-4 Corsair
 ex USN Bu to RCN
 8318 Vought O2U-4 Corsair
 ex USN Bu to RCN
 8319 Vought O2U-4 Corsair
 ex USN Bu to RCN

***Tracker**

Grumman XS2F-1 S-2 Tracker (FF Dec 1952. Total built 1281)
 RCN replaced fleet of Avengers in 1954. (99 Trackers were Canadian assembled by De Havilland)
 Canadian CS2F-1, 2 & 3 re-designated CP-121 Mk I, Mk2, Mk3. after unification of Canadian Forces (1968)
 VS-880 & VS-881 from HCMS Bonaventure (ex HMS Powerful)

To fit aboard *Bonaventure*, Canadian Trackers had their length reduced from the standard S2F length of 43 ft, 6 in (13.26 m) to an even 42 feet (12.80 m), and due to the reduced yaw moment of the shorter fuselage, an additional hydraulic booster was added in the tail assembly to reduce rudder effort in the case of an engine-out situation.

In 1960, 17 active-duty CS2F-1 aircraft were transferred to the Royal Netherlands Navy.

12121 renumbered from RCN 1521
 12125 renumbered from RCN 1525
 12127 renumbered from RCN 1527
 12128 renumbered from RCN 1528
 12129 renumbered from RCN 1529
 12131 renumbered from RCN 1531
 12132 renumbered from RCN 1532
 12133 renumbered from RCN 1533
 12134 renumbered from RCN 1534
 12138 renumbered from RCN 1538
 12140 renumbered from RCN 1540
 12141 renumbered from RCN 1541
 12144 renumbered from RCN 1544
 CP-121 Tracker (Grumman S-2)stored at Trenton AMDU Nov 1990
 12145 renumbered from RCN 1545
 12146 renumbered from RCN 1546
 12147 renumbered from RCN 1547
 CP-121 Tracker (Grumman S-2)Stored at Trenton AMDU Nov 1990
 12148 renumbered from RCN 1548
 12149 renumbered from RCN 1549
 12150 renumbered from RCN 1550

CP-121 Tracker (Grumman S-2)Stored at Trenton AMDU Nov 1990
 12151 renumbered from RCN 1551
 12152 renumbered from RCN 1552
 12154 renumbered from RCN 1554
 12155 renumbered from RCN 1555
 CP-121 Tracker (Grumman S-2)Stored at Trenton AMDU Nov 1990
 12156 renumbered from RCN 1556
 CP-121 Tracker (Grumman S-2)Stored at Trenton AMDU Nov 1990
 12157 renumbered from RCN 1557
 12159 renumbered from RCN 1559
 CP-121 Tracker (Grumman S-2)Stored at Trenton AMDU Nov 1990
 12160 renumbered from RCN 1560
 12161 renumbered from RCN 1561
 CP-121 Tracker (Grumman S-2)Stored at Trenton AMDU Nov 1990
 12163 renumbered from RCN 1563
 CP-121 Tracker (Grumman S-2) stored at Trenton AMDU Nov 1990
 12164 renumbered from RCN 1564
 12165 renumbered from RCN 1565
 CP-121 Tracker (Grumman S-2)
 Stored at Trenton AMDU Nov 1990
 12166 renumbered from RCN 1566
 CP-121 Tracker (Grumman S-2)Stored at Trenton AMDU Nov 1990
 12167 renumbered from RCN 1567
 12168 renumbered from RCN 1568
 CP-121 Tracker (Grumman S-2)Stored at Trenton AMDU Nov 1990
 12169 renumbered from RCN 1569
 CP-121 Tracker (Grumman S-2)Stored at Trenton AMDU Nov 1990
 12170 renumbered from RCN 1570
 1572 CS2F-2/3 From VS880 Ditched Mar 1969 (renumbered)
 12173 renumbered from RCN 1573
 CP-121 Tracker (Grumman S-2)
 Stored at Trenton AMDU Nov 1990
 12174 CP-121 Tracker (Grumman S-2)
 Stored at Trenton AMDU Nov 1990
 12175 Renumbered from RCN 1575
 12178 CP-121 Tracker (Grumman S-2)
 Stored at Trenton AMDU Nov 1990
 12180 CP-121 Tracker (Grumman S-2)
 Stored at Trenton AMDU Nov 1990
 12181 CP-121 Tracker (Grumman S-2)
 Stored at Trenton AMDU Nov 1990
 12182 CP-121 Tracker (Grumman S-2)
 Stored at Trenton AMDU Nov 1990
 12183 CP-121 Tracker (Grumman S-2)
 Stored at Trenton AMDU Nov 1990
 12185 CP-121 Tracker (Grumman S-2)
[Prototype turbo prop ex C-GTRT 1988](#)
 1586 VS880 W/O Crashed 1960
 12187/1587 Heavy Landing
 12188/1588 Crashed Oct 1968
 1592 Crashed Feb 1968 3 KIA
 1594 VS880 Crashed Sep 1969
 1600 Fake 121600
 12189 CP-121 Tracker (Grumman S-2)
 Stored at Trenton AMDU Nov 1990
 12190 CP-121 Tracker (Grumman S-2)
 Stored at Trenton AMDU Nov 1990
 12195 CP-121 Tracker (Grumman S-2)
 Stored at Trenton AMDU Nov 1990
 12196 CP-121 Tracker (Grumman S-2)
 Stored at Trenton AMDU Nov 1990
 12197 CP-121 Tracker (Grumman S-2)
 Stored at Trenton AMDU Nov 1990
 12198 CP-121 Tracker (Grumman S-2)
 renumbered from RCN 1598

12199 Stored at Trenton AMDU Nov 1990
CP-121 Tracker (Grumman S-2)
renumbered from RCN 1599

12200? renumbered from RCN 1600
At Borden, with School of Aerospace Technology and Engineering, in 1993, wearing fake serial "121600". Registered 7 April 1995 as C-FUDQ, to Aero Composites Canada Inc. In 1997 to Downsview for restoration. Registration cancelled on 15 May 1998. Now on display at Toronto Aerospace Museum.

12727? CP-121 Tracker (Grumman S-2)
Stored at Trenton AMDU Nov 1990

*Sikorsky

Sikorsky HO4-S Helicopters with HS-50
From HCMS Bonaventure (ex HMS Powerful)

From British Royal Navy

Walrus II
Fairey Swordfish
Fairey Albacore

Loan from RCAF

DH Tiger moth
Avro Anson V
Na Harvard II
Beech Expeditor
Lockheed T-33 Silver Star

RCN for Operational Requirements

Supermarine Seafire XV	33
Fairey Firefly Trainer TI / I	16
Fairey Firefly FR 1	27
Fairey Firefly FR IV	15
Fairey Firefly AS V	18
Hawker Sea fury FB X1	74
Grumman TBM Avenger AS3	117
Avenger 3W2 Guppy	8
McDonnell F2H-3 Banshee	39
Grumman CS2F-1 (CP-121) Tracker	43
CS2F-2 Tracker	55
CS2F-3 (CP-121) Tracker	2
COD (CP-121) Tracker	2
Bell HTL-4/ HTL-6	8
Piasecki HUP-3	3
Sikorsky H04S-2/3	13
Sikorsky CHSS-2 (CH-124) Sea King	40

NOTE : For period mid 1947 to November 1951.

To comply with the International Civil Aviation Organization (ICAO) request for visual identification of aircraft radio call signs the RCAF was assigned VC, the RCN assigned VG plus three letters. The VG plus the three letters were applied under the wing with the VG on the starboard wing and the three letters under the port wing.. The three letters were also used on the aircraft fuselage.

The VG was a service identifier ie NAVY, the third and fourth letters identified the squadron and the fifth the individual aircraft. The fifth letter was assigned to the aircraft as it moved from one squadron to another or as a replacement aircraft.

List of the unit codes:

VG-AAA to AAZ 883/871 Squadron

VG-ABA to ABY 826/881 Sqdn
VG-BCA to BCY 803/870 Sqdn
VG-BDA to BDY 825/881 Sqdn
VG-TFA to TFZ 1 TAG/VU 32 Sqdn
VG-TGA to TGY 1 TAG
VG-THA to THY 1 TAG

When aircraft went to station maintenance it would not normally be returned to the same sqdn but a replacement aircraft would be sent to make up the unit establishment(UE) ie PR479 was in 883/871 sqdn as AA-B and in 803/870 as BC-L-P.

The use of the VG system ended in November 1951 and the RCN started using the word NAVY plus three numbers on the side of its aircraft. It also used the words ROYAL CANADIAN NAVY and the aircraft serial number on the rear of the fuselage ie ROYAL CANADIAN NAVY

When the BANSHEE arrived, VF 870 sqdn was assigned the three number designation 100 to 120. When VF 871 was reformed in Jan 1957 it was assigned 141 to 149. The sqdn number held until the RCN went to the USN system of using the last three numbers of the aircraft serial number. Each aircraft then had the word NAVY and the last three numbers of the serial on the fuselage and under the aircraft wings. The word NAVY under the stbd wing the three number under the port wing.

All fixed wing aircraft in the Navy used the red, white and blue tail flash

1945 to mid 1947

SEAFIRE & FIREFLY aircraft retained the painting and numbering system of the Fleet Air Arm. The main change was the replacing of the word Royal Navy with Royal Canadian Navy.

Mid 1947 to November 1951

Both RCAF and RCN aircraft followed the ICAO regulation of VC+ three letters for the RCAF and VG+three letters for the RCN

November 1951 to July 1958

Nov' 58 saw the end of the use of only letters and replace them with three numbers based on the number of aircrew for each aircraft ie BELL helos 200, AVENGER 300, SEA FURY 100, BANSHEE 100, HO4S & HUP 200. There were exceptions 800 for training aircraft, HARVARD, C-45 and 900 for reserve aircraft and VU-33. VX 10 used 700 for its aircraft.

July 1958 to the end of Naval Air in 1968.

The final system used in the RCN was the last three digits of the aircraft serial number.

BU# 85459/86296 General Motors TBM-3E Avenger

85460 (c/n 2279) to Royal Canadian Navy Jul 1950 as 346. To Forest Protection, Ltd as GFPS.

85475 to Royal Canadian Navy Jun 1952 as 375. Damaged on HMCS Magnificent Aug 9, 1956 and later w/o.

85506 (c/n 2325) to Royal Canadian Navy Jun 1952 as 385.

85536 to Royal Canadian Navy Jul 1950 as 333. Reduced to spares Aug 1956

85574 to Royal Canadian Navy Aug 1952. Reduced to spares Jan 1956.

85587 to Royal Canadian Navy Oct 1950 as 352. Fire in air over Shearwater Dec 14, 1954 and crashed in water. Pilot OK

85597 to Royal Canadian Navy Jun 1952 as 381. To Conair Ltd as CF-IMK. From 85613 to Royal Canadian Navy Jul 1950 as instructional aircraft.

85652 to Royal Canadian Navy Jun 1952 as 382

85665 to Royal Canadian Navy Jun 1950 as 322. To Forest Protection, Ltd as CF-IMV. W/o at Blissville 6/8/1977.

85685 to Royal Canadian Navy Jul 1950 as 348. Burned to train crash crew in 1957.

85688 to Royal Canadian Navy Jul 1950 as 357. Flying in formation Apr 9, 1953 hit ground and burned out near Aylesford Lake in Nova Scotia. 4 crew OK.

85711 to Royal Canadian Navy Jul 1950 as 329. Fatal midair collision with Avenger 86168 Apr 17, 1952 during night exercises with cruiser HMCS Quebec. 7 killed.

85716 to [Royal Canadian Navy](#) Oct 1950 as 356.
85779 to [Royal Canadian Navy](#) Aug 1952. Reduced to spares in 1956 85787 to N7000C
85823 to [Royal Canadian Navy](#) Jul 1950 as 340. Ditched 75 mi S of
Yarmouth, Nova Scotia May 6, 1954. 4 killed.
85829 to [Royal Canadian Navy](#) Oct 1950 as 369. To civil reg as N6584D, then CF-XON.
85833 to [Royal Canadian Navy](#) Jun 1950 as 364. To civil registry as
CF-IMO. Crashed at Boston Brook, New Brunswick Jul 6, 1970.
85861 to [Royal Canadian Navy](#) Jul 1950 as 330. Ditched Aug 6, 1953 in Bedford
Basin, which is part of Halifax Harbour, Nova Scotia. Pilot OK. Plane was hauled out of
the water Jun 1972 and cleaned up. Put on display 1975 at the main entrance of the
Shearwater Aviation Museum at Dartmouth, Nova Scotia. It is now (2007) inside and is
being restored
85870 to [Royal Canadian Navy](#) Oct 1950 as 372. To Canadian civil
registry as CF-IMJ with Skyways. Crashed New Brunswick in 1969
85913 to [Royal Canadian Navy](#) Jun 1950 as 363. Crashed and burned
at Kenora, Ontario Oct 4, 1953. Crew killed.
85916 to [Royal Canadian Navy](#) Oct 1950 as 367.
85928 to [Royal Canadian Navy](#) Jun 1950 as 338. To civil registry as CF-IMW.
W/o at Chipman 6/10/1975.
85943 to [Royal Canadian Navy](#) Aug 1952. Reduced to spares Jan 1956.
85950 to [Royal Canadian Navy](#) Jun 1950 as 345
85960 to [Royal Canadian Navy](#) Sep 1950 as 358. Fatal crash on takeoff from Shearwater
Jan 26, 1954.
85983 to [Royal Canadian Navy](#) May 1952 as 374. To US civil
registry as N4039A, then to Canadian civil registry as
CF-BEG with Miramichi and the Hicks & Lawrence. Now warbird N28SF.
86001 to [Royal Canadian Navy](#) Jun 1950 as 371. Ditched in Lake Erie Jan 23, 1957.
86008 to [Royal Canadian Navy](#) Jun 1950 as 331. Ditched at
Chebucto head in outer Halifax harbor Jun 13, 1952 Crew killed.
86020 to [Royal Canadian Navy](#) Oct 1950 as 327. To Forest Protection, Ltd as C-GFPL.
86028 to [Royal Canadian Navy](#) Jul 1950 as 325.
86038 to [Royal Canadian Navy](#) Oct 1950 as 359.
86065 to [Royal Canadian Navy](#) Oct 1950 as 370.
86098 to [Royal Canadian Navy](#) Jul 1950 as 366. To civil registry as CF-IMX. W/o at
Sevogle 6/7/1974.
86108 to [Royal Canadian Navy](#) May 1952 as 382.
86138 to [Royal Canadian Navy](#) Oct 1950 as 334. Lost at sea Mar 4, 1953.
86158 to [Royal Canadian Navy](#) Jun 1950. Lost at sea Feb 28, 1951.
86168 to [Royal Canadian Navy](#) Oct 1950 as 321. In midair collision
with 85711 Apr 17, 1952 during night exercises with cruiser HMCS Quebec. 7 killed.
86169 to [Royal Canadian Navy](#) Oct 1950 as 351.
86175 (c/n 5979) to [Royal Canadian Navy](#) May 1952 as 421, later 386.
To US civil registry as N68684. Crashed Oct 16, 1967.
86180 to [Royal Canadian Navy](#) Oct 1950 as 324. To Conair, Ltd as
CF-MUD. Now a museum aircraft at former US naval air station, Wildwood, NJ.
86182 to [Royal Canadian Navy](#) Jun 1952 as 389. Ditched Sep 26, 1956.
86185 to [Royal Canadian Navy](#) Jul 1952.
86233 to [Royal Canadian Navy](#) Jul 1950 as 302.
86281 to [Royal Canadian Navy](#) Oct 1950 as 335.

Ref: Joseph Baugher.

[US Navy/US Marine Corps Aircraft Bureau Numbers](#)