



Kestrel Publications



**AIRBUS CC-150 POLARIS
ROYAL CANADIAN AIR FORCE SERIAL NUMBERS &
INDIVIDUAL HISTORIES**



by T.F.J. Leversedge

COPYRIGHT

Copyright © 2019. All rights reserved. No part of this electronic file may be further reproduced or utilized in any form or by any means, electronic or mechanical, including photocopying and digital recording, or by any information storage and retrieval system, without permission in writing from the publisher.

Overview

This publication is intended to provide a brief overview / summary of individual aircraft histories using information drawn from personal documents / records and other publicly available references identified at the end of the publication. In addition, this information has been further supplemented and / or verified against available RCAF incident / accident reports.

About the Author



Terry Leversedge was born in Moose Jaw, Saskatchewan, while his father was serving at Royal Canadian Air Force (RCAF) Station Moose Jaw. He later graduated from the Royal Military College, Kingston, with a degree in Mechanical Engineering in 1979, and then received a Masters degree in aerospace vehicle design from the Cranfield Institute of Technology in the United Kingdom. His career in military aerospace engineering encompassed a wide number of positions at both field units and within the headquarters of the RCAF, before he retired after 35 years of service at the rank of Brigadier General. Now an aviation consultant and amateur historian, he is the author of other commercially available books on Canadian military aviation subjects and has published numerous articles as the Editor-In-Chief at *Airforce* magazine, the flagship publication of the Royal Canadian Air Force Association.

Additional Information

The information in this serial as accurate and up to date as possible based upon the available public sources. It should not, however, be construed as an "official" list nor 100% accurate. Any errors of commission or omission are solely those of the author. As with all endeavours of this nature, however, the author would be pleased to hear of any additional information and / or corrections. Please provide any details to: Kestrel Publications at kestrelpubs@gmail.com

Dedication

This publication is dedicated to all those who fly and maintain these CC-150 *Polaris* aircraft.

Cover Image Notes

CC-150 #150004 in air-to-air refuelling configuration on the tarmac in 8 Wing, Trenton. - (Unknown Photo Credit)



Kestrel Publications
Ottawa, Ontario, Canada
www.kestrelpublications.com

CC-150 Polaris Serials

Serial #	Manufacturer	Model	c/n	Designation	Variant	Name
15001	Airbus Industries	A310-304(F)	446	CC-150	VIP	Polaris

TOS: 5 June 1993

Production test as F-WWCM, first flight on 17 December 1987 as a Model A310-304. To Wardair as C-GBWD, delivered on 23 February 1988. To Canadian Airlines International on 15 January 1990. Temporarily registered as F-WQCQ for conversion to military role in France, as Model A310-304(F). These 5 aircraft were purchased at prices of \$51.2 to \$57.1 million each, purchase agreed to in January 1993. Assigned to 8 Wing at CFB Trenton, and operated by crews of No. 437 (T) Squadron. Originally equipped as head of state VIP aircraft, known unofficially by its crew as "the Taj Mahal". Converted to -304(F) freighter by August 1996, In 2013 this a/c was returned to VIP use with special overall white (with red and blue accents) GoC paint scheme. On 25 August 2013, this a/c suffered a Cat "C" accident when a contractor technician was lockwiring the drainplug of the left no. 4 flap screwjack gearbox while another technician, who was concurrently working on the right main landing gear brake system, applied hydraulic power to the a/c. When the hydraulic system was activated, the left no. 6 wing spoiler closed onto the lockwiring technician, seriously injuring him. On 18 October 2019 150001 was towed from the North ramp to 10 hangar at 8 Wing Trneton. This space was not normally used by the CC150, and the D-14 tow tractor normally used was too large for the limited space available inside 10 hangar. Before entering the hangar, the ground crew were required to stop and swap the tow tractor from the bigger D-14 to the smaller D-12. Once the aircraft reached a position in front of 10 hangar, the tow crew stopped the aircraft, set the chocks and the parking brake. During the tow tractor change, while no tractor was attached, the aircraft started moving forward and over the chocks. Attempts to stop the aircraft by the tow crew were unsuccessful. The right engine struck the D-12 tow tractor parked inside the hangar, before the nose contacted the hangar far wall structure, finally stopping the aircraft. The aircraft sustained very serious Cat "B" damage.

SOS: In-service

15002	Airbus Industries	A310-304(F)	482	CC-150	Combi	Polaris
-------	-------------------	-------------	-----	--------	-------	---------

TOS: 8 January 1993

Production test as F-WWCR, first flight on 13 July 1987 as an A310-304. To Wardair as C-GLWD, delivered on 29 September 1988. To Canadian Airlines International on 15 January 1990. Acquired by GoC. Assigned to 8 Wing at CFB Trenton by 20 February 1993, and operated by crews of No. 437 (T) Squadron.

SOS: In-service

15003	Airbus Industries	A310-304(F)	425	CC-150	Combi	Polaris
-------	-------------------	-------------	-----	--------	-------	---------

TOS: 30 November 1994

Production test as F-WWCP, first flight on 24 December 1986. To Wardair as C-FWDX, delivered on 31 January 1988. To Canadian Airlines International on 15 January 1991. Leased to Compass Airlines as VH-YMI, 21 June 1991 to 28 January 1992. Acquired by GoC. Assigned to 8 Wing at CFB Trenton, and operated by crews of No. 437 (T) Squadron.

SOS: In-service



15004	Airbus Industries	A310-304(F)	444	CC-150	MRTT	Polaris
--------------	--------------------------	--------------------	------------	---------------	-------------	----------------

TOS: 26 April 1993

Production test as F-WWCR, first flight on 26 October 1987. To Wardair as C-FNWD, delivered on 22 December 1987. To Canadian Airlines International on 15 January 1990. Leased to GIE-Charly Bail as F-GHUD from 19 July 1991. Operated by Tango division of Air Canada, 1991 to 1993. Acquired by GoC. Assigned to 8 Wing at CFB Trenton, and operated by crews of No. 437 (T) Squadron. Temporarily registered as F-WQCQ for conversion to A310-304(F) in France, in 1997. Converted to MRTT (Multi-Role Tanker Transport) from August 2005. From 2014 to end 2018, 150004 & 150005 flew a total of 1,166 sorties, flew for more than 7,050 hours and delivered more than 65 million pounds [29.5 million kilograms] of fuel in support of Operation IMPACT (the global Coalition operation against Daesh in Iraq and Syria).

SOS: In-service

15005	Airbus Industries	A310-304(F)	441	CC-150	MRTT	Polaris
--------------	--------------------------	--------------------	------------	---------------	-------------	----------------

TOS: 10 January 1994

Production test as F-WWCQ, first flight on 5 October 1987. To Wardair as C-FHWD, delivered on 28 November 1987. To Canadian Airlines International on 15 January 1990. Leased to Thai Airways International as HS-TIF from 25 July 1990. Acquired by GoC. Converted to A310-304(F), delivered on 12 July 1997. First conversion to MRTT (Multi-Role Tanker Transport). Rolled out, but not complete, on 29 September 2004, at Elbe Flugzeugwerke plant in Dresden, Germany. Had been scheduled for completion in August 2004. Assigned to 8 Wing at CFB Trenton, and operated by crews of No. 437 (T) Squadron. First seen at Trenton with wing tip refueling pods in February 2007. From 2014 to end 2018, 150004 & 150005 flew a total of 1,166 sorties, flew for more than 7,050 hours and delivered more than 65 million pounds [29.5 million kilograms] of fuel in support of Operation IMPACT (the global Coalition operation against Daesh in Iraq and Syria).

SOS: In-service

ADDITIONAL NOTES

Operating Units

The following units are using or have flown CC-150 *Polaris* transports:

- No. 437 (Transport) Squadron, Trenton, ON
- No. 436 (OTU) Squadron, Trenton, ON

Aircraft (or Air Vehicle) Damage Level (ADL) Categories: ¹

The RCAF's ADL is a qualitative categorization system used to determine the level of damage sustained by an aircraft / air vehicle during an occurrence. The following damage level definitions are used to reflect the degree of damage:

Cat "A" = Destroyed / missing: The aircraft has been totally destroyed, is assessed as having suffered damage beyond economical repair or is declared "missing";

NB - Aircraft totally destroyed are normally written off the inventory. Accidents with a lower ADL may also subsequently result in administrative write-off of the aircraft for reasons (primarily economic) not directly related to the original damage assessment.

Cat "B" = Very Serious: The aircraft has sustained damage to multiple major components;

Cat "C" = Serious: The aircraft has sustained damage to a major component;

Cat "D" = Minor: The aircraft has sustained damage to non-major components; and

¹ Drawn from: A-GA-135-001/AA-001 *Manual of Flight Safety for the CF*



Cat “E” = Nil: The aircraft, including the power plant, has not been damaged.

Number of CF CC-150 Cat “A” write-offs = 0

ABBREVIATIONS

a/c	=	aircraft
Cat	=	Category
CF	=	Canadian Forces
CFB	=	Canadian Forces Base
C/N	=	Construction Number
ft	=	feet
NATO	=	North Atlantic Treaty Organization
ON	=	Ontario (Canada)
OTU	=	Operational Training Unit
RCAF	=	Royal Canadian Air Force
RTB	=	Returned To Base
S/N	=	Serial Number
Sqn	=	Squadron
SOS	=	Struck Off Strength
TOS	=	Taken On Strength

(Current) RCAF RANKS

Aviator	-	Avr
Corporal	-	Cpl
Master Corporal	-	MCpl
Sergeant	-	Sgt
Warrant Officer	-	WO
Master Warrant Officer	-	MWO
Chief Warrant Officer	-	CWO
Officer Cadet	-	Ocdt
2nd Lieutenant	-	2nd Lt
1st Lieutenant	-	Lt
Captain	-	Capt
Major	-	Maj
Lieutenant Colonel	-	LCol
Colonel	-	Col
Brigadier General	-	BGen
Major General	-	MGen
Lieutenant General	-	LGen

REFERENCES:

Websites

- <http://www.rwrwalker.ca>
- <http://www.rcf-arc.forces.gc.ca/en/flight-safety/investigation-reports.page>

