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## **CANADA AVIATION AND SPACE MUSEUM AIRCRAFT**

### **CANADAIR CF-116 A/D FREEDOM FIGHTER ROYAL CANADIAN AIR FORCE SERIAL NUMBERS INDIVIDUAL HISTORIES**



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## Overview

This publication is intended to provide a brief overview / summary of individual aircraft histories using information drawn from the Royal Canadian Air Force (RCAF) Aircraft Record Cards and the associated Accident Record Cards held by the Canada Aviation & Space Museum. In addition, this information has been further supplemented and / or verified against accident reports held by the Library & Archives Canada along with various other publicly available references identified at the end of the publication.

## 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 an associate editor at *Airforce* magazine, the flagship publication of the Royal Canadian Air Force Association.

## Additional Information

The information in this publication as accurate and up to date as possible (as of 2017) based upon the available references. 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: [kestrelaerospaceresearch@gmail.com](mailto:kestrelaerospaceresearch@gmail.com)

## Acknowledgements

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## Dedication

This publication is dedicated to all those who flew and maintained these Canadair CF-116 Freedom Fighter aircraft and especially to those who gave their lives in the service of their country while flying or maintaining the CF-5.

## Cover Image Notes

A view of #116763 during its time with No. 419 Squadron in CFB Cold Lake. This aircraft is now part of the Canada Aviation & Space Museum collection - CF Photo #AEC93-1702

## RCAF CF-116 Freedom Fighter Serials

### Single-Seat Aircraft

RCAF / CAF#	Manufacturer Designation	Manufacturer's number	Basic Designation	Variant	Name
14701 116701	CL-219-1A10	Canadair #1001	CF-116	CF-116A	CF5
<p><b>TOS:</b> 8 Feb 1968</p> <p>First Canadian built F-5. Rolled out at Cartierville 6 Feb 1968, bearing old style RCAF serial 14701. Flown as cargo in CAF Hercules to Edwards AFB, 8 Feb 1968, for first flight. First flight, at Edwards AFB on 6 May 1968, by CL-219-1A10 pilot Hank Chouteau. Re-marked as CAF 116701 before first flight. Used for Category II flight tests. Officially taken on strength by Mobile Command on 5 Nov 1968, but remained at Edwards. Crashed at Edwards AFB during these tests, on 3 December 1969.</p> <p><b>SOS:</b> 19 May 1970 - Struck off after "Category A" crash</p>					
116702	CL-219-1A10	Canadair #1002	CF-116	CF-116A	CF5
<p><b>TOS:</b> 7 Feb 1968</p> <p>Originally ordered as RCAF 14702, re-marked before completion. Assembled at Cartierville. Rolled out at Cartierville on 15 April 1968, flown as cargo to Edwards AFB, 6 May 1968. First flight on 18 May 1968, at Edwards. Used to test interchangeable camera nose. Delivered to CFB Cold Lake, AB, after these tests. On strength with No. 448 (Test) Sqn. Used by AETE, CFB Cold Lake, AB, in 1973. With 433e L'Escadre de Combat, CFB Bagotville, QC in 1978. Back to AETE at Cold Lake in 1979. Seen with Camera nose at Cold Lake in May 1985. Still at AETE in 1994. In storage at AMDU, CFB Trenton, by Feb 1995. Reported stored at Mountain View in 1997 and 2002. To Ottawa War Museum from Mar 2004, still there January 2006.</p> <p><b>SOS:</b> 19 April 2004 - Transferred to Museum</p>					
116703	CL-219-1A10	Canadair #1003	CF-116	CF-116A	CF5
<p><b>TOS:</b> 14 January 1969</p> <p>Originally ordered as RCAF 14703, re-marked before completion. Initial delivery to AETE at CFB Uplands, ON, on 25 January 1969. With No. 419 Sqn, CFB Cold Lake, AB in 1979 and 1985. Stored at CFB Trenton in 1987, back to No. 419 Sqn by 1989. Special markings (red and white all over) in c.1989 to 1990 for air show displays. Was on display at Kamloops Airport, in colour scheme designed by Robert Thomson and Capt. Patrick R. Penley. Stored at Mountain View in 1991. In storage at AMDU, CFB Trenton, by Feb 1995. Then stored at Hanger 3 at CFD Mountain View, ON. To Canadian Air Land Sea Museum in Markham in Nov 2005. Stored outdoors at Markham, ON airport by Jul 2007.</p> <p><b>SOS:</b> Nov 2005 - Transferred to Museum</p>					
116704	CL-219-1A10	Canadair #1004	CF-116	CF-116A	CF5
<p><b>TOS:</b> 6 January 1971</p> <p>Originally ordered as RCAF 14704, re-marked before completion. Delivered direct to storage at CFB North Bay or CFB Trenton. With No. 434 Sqn at CFB Cold Lake by 1975. With No. 419 Sqn, CFB Cold Lake, AB in 1992. Stored at Trenton in 1992 and 1995. Originally scheduled for Avionics Upgrade Program (AUP), but did not receive it. Replaced by 116754 in this program. In storage at CFD Mountain View in 1997 and 2002. On display at Museum at town of Cold Lake, AB by May 2006.</p> <p><b>SOS:</b> c.2006 - Transferred to Museum</p>					

<b>116705</b>	CL-219-1A10	Canadair #1005	CF-116	CF-116A	CF5
<b>A711</b>	<b>TOS:</b> 22 Oct 1969				
Originally ordered as RCAF 14705, re-marked before completion. Delivered direct to CFB Cold Lake, AB for use by No. 419 Sqn. Became instructional airframe #A711 on 22 Oct 1969, returned to flying status on 4 Jun 1982. Operated in aggressor markings by No. 419 Sqn, and with flight refuelling probe, 1984. With No. 433 Sqn, dates not known. With No. 434 Sqn at CFB Chatham, NB in 1988 and 1989. Stored at CFB Trenton in 1990. Back to No. 419 Sqn by 1992, still there in 1994. Received full Avionic Update Program modifications c.1995. In storage at Bristol Aerospace, Winnipeg, MB in Feb 1995. Delivered to Botswana on 22 Mar 1997 by Bristol Aerospace. Botswana Defence Force serial OJ 1. Operated by Z28 Sqn at Thebephatshwa Air Base, near Molepolole, Botswana in Oct 2002.					
<b>SOS:</b> 14 Jun 1996 - Sold to Botswana					
<b>116706</b>	CL-219-1A10	Canadair # 1006	CF-116	CF-116A	CF5
<b>TOS:</b> 22 Oct 1969					
Originally ordered as RCAF 14706, re-marked before completion. Delivered direct to CFB Cold Lake, AB. Later to 433e L'Escadre de Combat at CFB Bagotville, QC. Still with this Sqn when seen at Prestwick in Sep 1977. Later with No. 434 Sqn, seen at Cold Lake with this Sqn in May 1979. With 433e Sqn when it was destroyed in non-fatal crash during low level training, near Bagotville, on 13 December 1979. The pilot ejected safely. Also reported as engine failure on take off?					
<b>SOS:</b> 3 Nov 1980 - Struck off after " <b>Category A</b> " crash					
<b>116707</b>	CL-219-1A10	Canadair # 1007	CF-116	CF-116A	CF5
<b>TOS:</b> 22 Oct 1969 -					
Originally ordered as RCAF 14707, re-marked before completion. Initial delivery to CFB Cold Lake, AB, left Cartierville on 27 Oct, arrived 29 Oct 1969. First single seater delivered to Cold Lake. Delivery pilot was Capt. Jake Miller, later to be 434 Sqn solo demo pilot for 1970 to 1974. With No. 434 Sqn at Cold Lake in 1973 and 1977. Stored at CFB Trenton c.1982 to 1985. Back to 434 Sqn at CFB Chatham, NB in 1986. With No. 419 Sqn at Cold Lake in 1988 and 1989. Received full Avionic Update Program modifications in early 1990s. In use with AETE at CFB Cold Lake, AB in Aug 1994, and in Feb 1995, one of the last operational CF-5s. Stored at Mountain View by 1996. Seen in storage, inside Hanger 1 at CFD Mountain View, ON in Oct 2005. Transported to Calgary in early 2006, reported destined for a local museum. Publicly unveiled in Jun 2007, mounted on pedestal at Museum of the Regiments, in Calgary, AB.					
<b>SOS:</b> c.2006 - Transferred to Museum					
<b>116708</b>	CL-219-1A10	Canadair #1008	CF-116	CF-116A	CF5
<b>TOS:</b> 10 Nov 1969					
Originally ordered as RCAF 14708, re-marked before completion. Initial delivery to 433e L'Escadre de Combat, CFB Bagotville, QC, on 10 Nov 1969. First single seater to this unit. With this unit when it was written off in mid-air collision with 116718 on 21 Aug 1970.					
<b>SOS:</b> 30 Sep 1970 - Struck off after " <b>Category A</b> " crash					
<b>116709</b>	CL-219-1A10	Canadair #1009	CF-116	CF-116A	CF5
<b>TOS:</b> 27 January 1970					
Originally ordered as RCAF 14709, re-marked before completion. Initial delivery to CFB Bagotville, QC, for use by 433e L'Escadre de Combat. With No. 434 Sqn by 1987. To storage in 1990. In storage at AMDU at CFB Trenton in Feb 1995. Seen in storage, inside Hanger 3 at CFD Mountain View, ON in Oct 2005. To Canadian Air Land Sea Museum in Markham Nov 2005. Stored outdoors at Markham, ON airport by Jul 2007.					
<b>SOS:</b> c.2005 - Transferred to Museum					

<b>116710</b>	CL-219-1A10	Canadair #1010	CF-116	CF-116A	CF5
<b>911B</b>	<p><b>TOS:</b> 7 April 1970</p> <p>Originally ordered as RCAF 14710, re-marked before completion. Delivered direct to storage at CFB North Bay or CFB Trenton. To No. 434 Sqn, CFB Cold Lake, AB by 1976. At Cold Lake in this unit's markings in 1982. In storage at CFB Trenton in 1987. With No. 419 Sqn at CFB Cold Lake in Jul 1991. Classified as Instructional Airframe #911B on 24 Aug 1993. In use at CFSATE, CFB Borden, ON in Feb 1995. Parked outside of Museum at CFB Borden by May 2006, still there Oct 2008. Displayed inside the Museum by early 2012.</p> <p><b>SOS:</b> - Still on strength?</p>				
<b>116711</b>	CL-219-1A10	Canadair #1011	CF-116	CF-116A	CF5
	<p><b>TOS:</b> 22 May 1970</p> <p>Originally ordered as RCAF 14711, re-marked before completion. Delivered direct to storage at CFB North Bay or CFB Trenton. Later to 433e L'Escadre de Combat, CFB Bagotville, QC. With this unit when it crashed on 3 January 1974, after entering a flat spin.</p> <p><b>SOS:</b> 10 Jul 1974 - Struck off after "<b>Category A</b>" crash</p>				
<b>116712</b>	CL-219-1A10	Canadair #1012	CF-116	CF-116A	CF5
	<p><b>TOS:</b> 7 April 1970</p> <p>Originally ordered as RCAF 14712, re-marked before completion. Delivered direct to storage at CFB North Bay or CFB Trenton. With No. 434 Sqn at CFB Cold Lake by 1975. Fitted with camera nose for missions over Soviet Arctic research station on 25 April 1977. With No. 419 Sqn at Cold Lake by April 1987. In storage at AMDU at CFB Trenton by Sep 1989, still there in Feb 1995. Seen in storage, inside Hanger 3 at CFD Mountain View, ON in Oct 2005. To Canadian Air Land Sea Museum in Markham Nov 2005. Some pieces reported still at Mountain View in Jul 2006. Stored outdoors at Markham, ON airport by Jul 2007.</p> <p><b>SOS:</b> c.2005 - Transferred to Museum</p>				
<b>116713</b>	CL-219-1A10	Canadair #1013	CF-116	CF-116A	CF5
<b>774B</b>	<p><b>TOS:</b> 22 Oct 1969</p> <p>Originally ordered as RCAF 14713, re-marked before completion. Delivered direct to storage at CFB North Bay or CFB Trenton. Later to No. 434 Sqn. With this unit for Exercise Perfect Season at CFB Petawawa in January 1977, basing out of CFB North Bay, ON. With No. 419 Sqn, dates not known. Became instructional airframe # 774B on 7 Sep 1979. In use as a training aid at CFB Borden in 1984 and 1994. In storage at AMDU at CFB Trenton by Feb 1995. Seen in storage, inside Hanger 3 at CFD Mountain View, ON in Oct 2005. To Canadian Air Land Sea Museum in Markham Nov 2005. Stored outdoors at Markham, ON airport by Jul 2007.</p> <p><b>SOS:</b> c.2005 - Transferred to Museum</p>				
<b>116714</b>	CL-219-1A10	Canadair #1014	CF-116	CF-116A	CF5
	<p><b>TOS:</b> 22 Oct 1969</p> <p>Originally ordered as RCAF 14714, re-marked before completion. Delivered direct to CFB Cold Lake, AB, where it served with No. 434 Sqn. With No. 419 Sqn in 1979, 1982 and 1985. Used by AETE at Cold Lake in 1990. Back to 419 Sqn by 1993. In storage at AMDU at CFB Trenton by Feb 1995. Seen in storage, inside Hanger 3 at CFD Mountain View, ON in Oct 2005. To Canadian Air Land Sea Museum in Markham Nov 2005. Stored outdoors at Markham, ON airport by Jul 2007.</p> <p><b>SOS:</b> c.2005 - Transferred to Museum</p>				
<b>116715</b>	CL-219-1A10	Canadair #1015	CF-116	CF-116A	CF5
<b>A855</b>	<p><b>TOS:</b> 24 December 1969</p> <p>Originally ordered as RCAF 14715, re-marked before completion. Used at Edwards AFB for company trials. Delivered direct to CFB Cold Lake, AB after these trials. With No. 448 Sqn at Cold Lake. With No. 419 Sqn in 1979, 1982, 1983 and 1994. Became instructional airframe #A855 on 7 Mar 1986, but apparently returned to flight status by 1994. Originally scheduled for Avionics Upgrade Program, but did not receive modifications. Replaced by 116764 in this program. In storage at AMDU at CFB Trenton by Feb 1995. Preserved, displayed at CFB Kingston, ON by Oct 2000.</p> <p><b>SOS:</b> - Still on strength?</p>				

<b>116716</b>	CL-219-1A10	Canadair #1016	CF-116	CF-116A	CF5
<b>TOS:</b> 27 December 1969					
Originally ordered as RCAF 14716, re-marked before completion. Initial delivery to CFB Bagotville, QC for use by 433e L'Escadre de Combat. With No. 419 Sqn at Cold Lake in 1979. Appeared in Yellowknife air show in May, 1983, in No. 419 Sqn colours. Received full Avionic Update Program modifications in early 1990s. Still with 419 Sqn in 1994. Stored at Trenton in 1995, and at Mountain View in 1995. To Bristol Aerospace in Jun 1996 for further upgrading, in preparation for delivery to Botswana. Delivered to Botswana on 22 Mar 1997 as their serial # OJ 3.					
<b>SOS:</b> 14 Jun 1996 - Sold to Botswana					
<b>116717</b>	CL-219-1A10	Canadair #1017	CF-116	CF-116A	CF5
<b>TOS:</b> 22 Oct 1969					
Originally ordered as RCAF 14717, re-marked before completion. Delivered direct to storage at CFB North Bay or CFB Trenton. Reported with No. 434 Sqn at Cold Lake in 1972. With 433e L'Escadre de Combat in 1975, and in 1981 when it was seen at Nellis AFB, Nevada. With No. 434 Sqn at CFB Bagotville in 1984. With No. 419 Sqn, CFB Cold Lake, AB in 1987 and 1990. In storage at AMDU at CFB Trenton by Jul 1991, still there in Feb 1995. Seen in storage, inside Hanger 3 at CFD Mountain View, ON in Oct 2005. Stored outdoors at Markham, ON airport by Jul 2007.					
<b>SOS:</b> c.2006 - Transferred to Museum					
<b>116718</b>	CL-219-1A10	Canadair #1018	CF-116	CF-116A	CF5
<b>TOS:</b> 15 January 1970					
Originally ordered as RCAF 14718, re-marked before completion. Initial delivery to CFB Bagotville, QC. Written off after mid-air collision with 116708 on 21 Aug 1970, while with 433e L'Escadre de Combat.					
<b>SOS:</b> 4 May 1971 - Struck off after "Category A" crash					
<b>116719</b>	CL-219-1A10	Canadair #1019	CF-116	CF-116A	CF5
<b>TOS:</b> 24 December 1969					
Originally ordered as RCAF 14719, re-marked before completion. Delivered direct to CFB Cold Lake, AB. With No. 434 Sqn, dates not known. With No. 419 Sqn, CFB Cold Lake, Alta. in 1983 and 1987. Received upgrades at Bristol Aerospace in 1989. With 433e L'Escadre de Combat, CFB Bagotville, QC, dates not known. Received full Avionic Update Program modifications in early 1990s. Operational with No. 419 Sqn at Cold Lake in Sep 1991 and in Feb 1995, one of the last operational CF-5s. To Bristol Aerospace in Jun 1996 for preparation for delivery to Botswana, delivered there on 23 Mar 1997 as their serial #OJ 4.					
<b>SOS:</b> 14 Jun 1996 - Sold to Botswana					
<b>116720</b>	CL-219-1A10	Canadair #1020	CF-116	CF-116A	CF5
<b>TOS:</b> 24 December 1969					
Originally ordered as RCAF 14720, re-marked before completion. Initial delivery to CFB Bagotville, QC. Served with 433e L'Escadre de Combat, CFB Bagotville, QC. in 1982, 1983 and 1986. Crashed on 12 Nov 1987 while with No. 434 TAC (F) Sqn at CFB Chatham, NB. Entered a spin after losing control at high altitude during dissimilar Air Combat Manoeuvring training near Tyndall AFB, Florida. Capt. M. Singh ejected into Gulf of Mexico, survived.					
<b>SOS:</b> 5 May 1988 - Struck off after "Category A" crash					
<b>116721</b>	CL-219-1A10	Canadair #1021	CF-116	CF-116A	CF5
<b>TOS:</b> 22 Oct 1969					
Originally ordered as RCAF 14721, re-marked before completion. Delivered direct to CFB Cold Lake, AB. With No. 434 Sqn at Cold Lake in 1978. Used by AETE at Cold Lake in 1979 and 1982. With 433e L'Escadre de Combat, CFB Bagotville, QC, dates not known. With No. 419 Sqn, CFB Cold Lake, AB in 1990. Special air show markings (red and white all over) as 1994 solo display aircraft, the "Moose Bird". Was seen at Kamloops Airport during an air show in this colour scheme that was designed by Robert Thomson. Back in storage at the AMDU at CFB Trenton by Sep 1995. At RCAF Memorial Museum in Trenton, ON by summer of 2000. Still there in 2009.					
<b>SOS:</b> - Still on technically on strength?					

<b>116722</b>	CL-219-1A10	Canadair #1022	CF-116	CF-116A	CF5
	<b>TOS:</b> 12 January 1970				
	Originally ordered as RCAF 14722, re-marked before completion. Initial delivery to CFB Bagotville, QC. Operated by 433e L'Escadre de Combat, CFB Bagotville, QC. when it was destroyed in non-fatal crash, near Chatham, NB on 22 Sep 1971. Pilot ejected safely.				
	<b>SOS:</b> 13 Mar 1972 - Struck off after " <b>Category A</b> " crash				
<b>116723</b>	CL-219-1A10	Canadair #1023	CF-116	CF-116A	CF5
	<b>TOS:</b> 24 December 1969				
	Originally ordered as RCAF 14723, re-marked before completion. Delivered direct to CFB Cold Lake, Alta. Served with No. 419 Sqn, CFB Cold Lake, AB. With No. 434 Sqn in 1980 when it visited Eggebeck, Germany, and in 1990. Received full Avionic Update Program modifications in early 1990s. Operational with No. 419 Sqn at Cold Lake in Feb 1995, one of the last operational CF-5s. In storage at CFB Trenton by Jun 1995. Stored at CFD Mountain View by Jun 1997. Delivered to Botswana c.2000 by Bristol Aerospace, part of a second batch of aircraft for this country.				
	<b>SOS:</b> c.2000 - Sold to Botswana				
<b>116724</b> <b>812A/B</b>	CL-219-1A10	Canadair #1024	CF-116	CF-116A	CF5
	<b>TOS:</b> 24 December 1969				
	Originally ordered as RCAF 14724, re-marked before completion. Delivered direct to CFB Cold Lake, Alta. With No.419 Sqn at CFB Cold Lake in 1982, also with No. 434 Sqn at Cold Lake. Favourite demo aircraft of Capt. Jake Miller, 434 Sqn solo demo pilot. Used by Miller to set coast to coast record on 2 May 1970, "Operation Bluenose". Flew Vancouver to Halifax in 4 hours 23 minutes, including fuel stops at Gimli and Val d'Or. Became instructional airframe #A812 on 2 Sep 1982, later 812B. In storage at AMDU at CFB Trenton by Sep 1987, still there in Feb 1995. Being disassembled for spares at that time. To Canadian Air Land Sea Museum in Markham Nov 2005. Stored outdoors at Markham, ON airport by Jul 2007.				
	<b>SOS:</b> 24 Mar 1992				
<b>116725</b> <b>904B</b>	CL-219-1A10	Canadair #1025	CF-116	CF-116A	CF5
	<b>TOS:</b> 24 December 1969				
	Originally ordered as RCAF 14725, re-marked before completion. Delivered direct to CFB Cold Lake, AB. Served there with No. 434 Sqn, and later at CFB Chatham, NB with this Sqn. With 433e L'Escadre de Combat, CFB Bagotville, QC in 1975. In storage at CFB Trenton on April 1984, still there in Jun 1990. Classified as Instructional Airframe 904B on 3 April 1993. In use at CFSATE, CFB Borden, ON as battlefield damage instructional airframe #904B, in December 1993.				
	<b>SOS:</b> - Still on strength?				
<b>116726</b>	CL-219-1A10	Canadair #1026	CF-116	CF-116A	CF5
	<b>TOS:</b> 27 January 1970				
	Originally ordered as RCAF 14726, re-marked before completion. Initial delivery to CFB Bagotville, QC for use by 433e L'Escadre de Combat. With 434 and 419 Sqns, dates not known. In storage at AMDU at CFB Trenton by Sep 1982, still there in Feb 1995. Being disassembled for spares at that time. At Mountain View by Jun 1995. Reported assigned to Canadian Museum of Flight, but transferred to Canadian Air Land Sea Museum in Markham. Present location unclear.				
	<b>SOS:</b> 24 Mar 1992				
<b>116727</b>	CL-219-1A10	Canadair #1027	CF-116	CF-116A	CF5
	<b>TOS:</b> 27 January 1970				
	Originally ordered as RCAF 14727, re-marked before completion. Initial delivery to CFB Bagotville, QC for use by 433e L'Escadre de Combat. With No. 434 Sqn at CFB Cols Lake on 1981. Later used by AETE at Cold Lake, Alta. With No. 419 Sqn at Cold Lake in 1989 and 1990. With No. 434 Sqn, dates not known. Received full Avionic Update Program modifications in early 1990s. In storage at Bristol Aerospace, Winnipeg, in Feb 1995. Stored at CFB Trenton later in 1995. To Bristol Aerospace for preparation for export in Jun 1996. Delivered to Botswana on 22 Mar 1997. Reported as replacement for CF-116D 116830. With Z28 Sqn at Thebephatshwa Air Base, near Molepolole, Botswana in Oct 2002 as their serial #OJ 5.				
	<b>SOS:</b> 14 Jun 1996 - Sold to Botswana				

<b>116728</b>	CL-219-1A10	Canadair #1028	CF-116	CF-116A	CF5
<b>TOS:</b> 7 April 1970					
Originally ordered as RCAF 14728, re-marked before completion. Delivered direct to storage at CFB North Bay or CFB Trenton. With 433e L'Escadre de Combat at CFB Bagotville, QC in 1974. With this unit when it crashed on 11 Jul 1979 at CFB Cold Lake, AB.					
<b>SOS:</b> 20 Feb 1980 - Struck off after " <b>Category A</b> " crash					
<b>116729</b>	CL-219-1A10	Canadair #1029	CF-116	CF-116A	CF5
<b>TOS:</b> 22 January 1970					
Originally ordered as RCAF 14729, re-marked before completion. Initial delivery to CFB Bagotville, QC, for use by 433e L'Escadre de Combat, CFB Bagotville, QC. With No. 1 Flying Training School and then No. 419 Sqn at CFB Cold Lake in late 1970s. Returned to Canadair 4 Jun 1987, being prepared for structural testing. Airframe later used at CFD Mountain View for structural testing in support of fatigue life extension for the fleet. Stored at Trenton on 1995, and pieces seen at Mountain View in May 2001. Reported on display at CFB Trenton.					
<b>SOS:</b> 26 May 1988					
<b>116730</b>	CL-219-1A10	Canadair #1030	CF-116	CF-116A	CF5
<b>TOS:</b> 7 April 1970					
Originally ordered as RCAF 14730, re-marked before completion. Delivered direct to storage at CFB North Bay or CFB Trenton. With No. 419 Sqn, CFB Cold Lake, AB. in 1978, 1979, 1982 and 1983, and then 433e L'Escadre de Combat, CFB Bagotville, QC. Also with No. 434 Sqn, dates not known. In storage at AMDU at CFB Trenton by Feb 1995. Stored at CFD Mountain view by Jun 1995. Reported stored outdoors at "museum" in Campbellford, ON in Aug 2009, in aggressor paint scheme.					
<b>SOS:</b> 18 Jun 1998 - Struck off, transferred to Memorial Military Museum in Campbellford					
<b>116731</b>	CL-219-1A10	Canadair #1031	CF-116	CF-116A	CF5
<b>TOS:</b> 11 Jun 1970 - Acceptance flight by CAF, at Cartierville					
Originally ordered as RCAF 14731, re-marked before completion. Taken on strength on 10 Jul 1970. Delivered direct to storage at CFB North Bay or CFB Trenton. With 433e L'Escadre de Combat, CFB Bagotville, QC by Sep 1974, when it was seen at Lossiemouth, UK. With this unit when it crashed on 20 May 1977. The pilot ejected safely and the aircraft came down in the St. Lawrence River.					
<b>SOS:</b> 26 Sep 1977 - Struck off after " <b>Category A</b> " crash					
<b>116732</b>	CL-219-1A10	Canadair #1032	CF-116	CF-116A	CF5
<b>TOS:</b> 7 April 1970					
Originally ordered as RCAF 14732, re-marked before completion. Delivered direct to storage at CFB North Bay or CFB Trenton. With 433e L'Escadre de Combat, CFB Bagotville, QC in 1973. Became instructional airframe #A747 on 2 Jul 1974. Returned to flight status on 16 Aug 1976. With No. 419 Sqn at CFB Cold Lake in 1982, 1983 and 1985. With No. 434 Sqn at CFB Chatham, NB in 1988. Back to No. 419 Sqn at Cold Lake in 1990 and 1992. Received full Avionic Update Program modifications in early 1990s. In storage at Bristol Aerospace, Winnipeg, in Feb 1995. Later stored at Trenton. Back to Bristol Aerospace in Jun 1996, being prepared for export. Delivered to Botswana in Oct 1997. Their serial OJ 6. With Z28 Sqn at Thebephatshwa Air Base, near Molepolole, Botswana.					
<b>SOS:</b> 14 Jun 1996 - Sold to Botswana					
<b>116733</b>	CL-219-1A10	Canadair #1033	CF-116	CF-116A	CF5
<b>TOS:</b> 7 April 1970					
Originally ordered as RCAF 14733, re-marked before completion. Delivered direct to storage at CFB North Bay or CFB Trenton. Used to test Canadair designed camera nose. With 433e L'Escadre de Combat, CFB Bagotville, QC. Also with No. 434 Sqn at CFB Chatham, NB in 1988. Stored at CFB Trenton by May 1990. Reported with 433 Sqn in Sep 1992, possibly just displayed in Sqn markings (Sqn had converted to CF-18 by then). Preserved, displayed at Bagotville by Aug 1993.					
<b>SOS:</b> 9 Aug 1991 - Struck off					



<b>116734</b>	CL-219-1A10	Canadair #1034	CF-116	CF-116A	CF5
<b>TOS:</b> 27 January 1970					
Originally ordered as RCAF 14734, re-marked before completion. Initial delivery to CFB Bagotville, QC, where it served with 433e L'Escadre de Combat. With No. 1 Flying Training School at CFB Cold Lake, AB in 1975. With No. 419 Sqn at Cold Lake in 1979 and 1982. Received full Avionic Update Program modifications in early 1990s. In storage at Bristol Aerospace, Winnipeg, in Feb 1995. Delivered to Botswana 22 Mar 1997 as their serial #OJ 2. Damaged at Gaberone airport shortly after delivery, while practicing for an air show. Apparently repaired, reported with Z28 Sqn at Thebephatshwa Air Base, near Molepolole, Botswana in Oct 2002.					
<b>SOS:</b> 14 Jun 1996 - Sold to Botswana					
<b>116735</b>	CL-219-1A10	Canadair #1035	CF-116	CF-116A	CF5
<b>TOS:</b> 24 Aug 1970					
Originally ordered as RCAF 14735, re-marked before completion. Initial delivery to CFB Bagotville, QC. Seen at Frobisher Bay, NWT, during exercises in Jun 1972. With No. 1 Flying Training School at CFB Cold Lake in 1975. Destroyed in crash on 26 Feb 1981, while with 433e L'Escadre de Combat. Dove into a lake 60 miles south of Bagotville during Aerial Combat Manoeuvring training, Capt. L.G. Boutin was killed. Some wreckage reported stored at CFD Mountain View in 1990, not confirmed.					
<b>SOS:</b> 16 January 1984 - Struck off after "Category A" crash					
<b>116736</b>	CL-219-1A10	Canadair #1036	CF-116	CF-116A	CF5
<b>TOS:</b> 24 Aug 1970					
Originally ordered as RCAF 14736, re-marked before completion. Initial delivery to CFB Bagotville, QC. With 433e L'Escadre de Combat, CFB Bagotville, QC when it was seen at Prestwick, UK in Sep 1977. Later with No. 419 Sqn at CFB Cold Lake, AB. Stored at CFB Trenton in Sep 1987. Preserved, displayed at Cold Lake by May 1990. On display at main gate to CFB Cold Lake by 2010.					
<b>SOS:</b> 10 Nov 1988 - Struck off					
<b>116737</b>	CL-219-1A10	Canadair #1037	CF-116	CF-116A	CF5
<b>TOS:</b> 7 April 1970					
Originally ordered as RCAF 14737, re-marked before completion. Delivered direct to storage at CFB North Bay or CFB Trenton. Served with No. 434 Sqn in 1974 when it was seen at Prestwick, UK. Still with this Sqn in 1982, and later at CFB Chatham, NB. Stored at Trenton in 1984 and 1990. Became instructional airframe 905B on 3 April 1994. At Canadian Forces School of Aerospace Technology and Engineering, CFB Borden, ON in Mar 1994, being used for battlefield damage repair. Still there in 2001.					
<b>SOS:</b> 26 April 1988 - Possibly the date it was withdrawn from use					
<b>116738</b>	CL-219-1A10	Canadair #1038	CF-116	CF-116A	CF5
<b>TOS:</b> 7 April 1970					
Originally ordered as RCAF 14738, re-marked before completion. Delivered direct to storage at CFB North Bay or CFB Trenton. With 433e L'Escadre de Combat at CFB Bagotville, QC in 1975, 1982, 1983 and 1984. Also with No. 434 Sqn at CFB Chatham, NB in 1988. Reported used for R&D projects, no further information. In storage at AMDU at CFB Trenton by Sep 1989, still there in Feb 1995. Being disassembled for spares at that time. At CFD Mountain View in Jun 1995. Struck off and transferred to David J. Carlaw's Memorial Military Museum in Campbellford, ON. It was purchased by Stonehenge Museum owner, James Smith, from the Memorial Military Museum in October 1998. Under Mr. Smith's direction, the aircraft was given USAF markings and on 30 Jul 2015 was mounted on a post near the museum in Crystal Lakes, Montana.					
<b>SOS:</b> 18 Jun 1998 - Struck off, transferred to Memorial Military Museum in Campbellford, ON					
<b>116739</b>	CL-219-1A10	Canadair #1039	CF-116	CF-116A	CF5
<b>TOS:</b> 7 April 1970					
Originally ordered as RCAF 14739, re-marked before completion. Delivered direct to storage at CFB North Bay or CFB Trenton. With 433e L'Escadre de Combat, CFB Bagotville, QC. With No. 434 Sqn at CFB Chatham, NB in 1988. With No. 419 Sqn at CFB Cold Lake in 1989 and 1990. Stored at CFB Trenton in 1991. Preserved, displayed at CFB Trenton, ON by April 1995. On a pole in front of the Holiday Inn in Trenton by 2000.					
<b>SOS:</b> 24 Oct 1994					

<b>116740</b>	CL-219-1A10	Canadair #1040	CF-116	CF-116A	CF5
	<b>TOS:</b> 6 January 1971				
	Originally ordered as RCAF 14740, re-marked before completion. Delivered direct to storage at CFB North Bay or CFB Trenton. With 433e L'Escadre de Combat in 1983. With No. 434 Sqn at CFB Bagotville in 1983. With No. 434 Sqn at CFB Chatham, NB when it visited CFB Baden, Germany in April 1987. Used by AETE at CFB Cold Lake in 1989. With No. 419 Sqn, CFB Cold Lake, in 1990. Special airshow markings (red and white all over) as "Moose Bird". At London, ON air show in this scheme, summer of 1992. Mounted on pedestal at Fulton Field, Kamloops, BC, on 17 Jun 1995. (Fulton Field is named after first commander of 419 Sqn, W/C J. "Moose" Fulton, lost in action Jul 1942.) This colour scheme was designed by Robert Thomson. Still there in January 2006.				
	<b>SOS:</b> c.1995 - placed on display at Kamloops, BC				
<b>116741</b>	CL-219-1A10	Canadair #1041	CF-116	CF-116A	CF5
	<b>TOS:</b> 5 Aug 1970				
	Originally ordered as RCAF 14741, re-marked before completion. Delivered direct to storage at CFB North Bay or CFB Trenton. Used by AETE at CFB Cold Lake, AB, instrumented to record airframe loads. Written off after crash on 2 Mar 1976, still with AETE.				
	<b>SOS:</b> 12 Oct 1976 - Struck off after "Category A" crash				
<b>116742</b>	CL-219-1A10	Canadair #1042	CF-116	CF-116A	CF5
	<b>TOS:</b> 13 Oct 1970				
	Originally ordered as RCAF 14742, re-marked before completion. Delivered direct to CFB Cold Lake, AB, where it served with No. 419 Sqn. With 433e L'Escadre de Combat in 1983. With No. 434 Sqn at CFB Chatham, NB in 1988. Back to No. 419 Sqn, with them in Jul 1989. Became instructional airframe #900B on 3 April 1993, used as a cockpit procedures trainer. In storage at Bristol Aerospace, Winnipeg, in December 1994. Reported damaged in handling accident at CFD Mountain View in summer of 1995. Front fuselage in storage at CFB Cold Lake, AB in May 2006. Still there in 2009, stored for Cold Lake Museum. Nose section on display at Cold Lake Museum by 2010. Reported sold to Botswana, but that may just have been pieces of the airframe for spares.				
	<b>SOS:</b> 14 April 1994 - Struck off				
<b>116743</b>	CL-219-1A10	Canadair #1043	CF-116	CF-116A	CF5
	<b>TOS:</b> 7 April 1970				
	Delivered direct to storage at CFB North Bay or CFB Trenton. With 433e L'Escadre de Combat when it visited Lossiemouth, UK in Nov 1975 and Prestwick, UK in Sep 1977. With No. 434 Sqn in 1987. Still with this Sqn in 1988, carried Sqn markings on tail. With No. 419 Sqn at CFB Cold Lake, dates not known. In storage at AMDU at CFB Trenton by Feb 1995. Being disassembled for spares at that time. At CFD Mountain View in 2000, partially disassembled. Reported assigned to Canadian Air Land Sea Museum, fuselage reported stored at Markham, ON in Jun 2000.				
	<b>SOS:</b> 24 Mar 1992 - Struck off				
<b>116744</b>	CL-219-1A10	Canadair #1044	CF-116	CF-116A	CF5
<b>906B</b>	<b>TOS:</b> 7 April 1970				
	Originally ordered as RCAF 14744, re-marked before completion. Delivered direct to storage at CFB North Bay or CFB Trenton. With No. 434 Sqn at CFB Cold Lake by 1975, operated with camera nose. Given temporary all-over camouflage for Maple Flag Eleven, 1983. With 434 Sqn at CFB Chatham, NB in mid 1980s. Stored at CFB Trenton by 1987. Classified as Instructional Airframe # 906B on 3 Apr 1993. In use at CFSATE, CFB Borden, ON for battlefield damage repair in Mar 1994. Still there in 2001.				
	<b>SOS:</b> - Still on strength?				
<b>116745</b>	CL-219-1A10	Canadair #1045	CF-116	CF-116A	CF5
	<b>TOS:</b> 5 Sep 1970				
	Originally ordered as RCAF 14745, re-marked before completion. Delivered direct to CFB Cold Lake, AB. With 433e L'Escadre de Combat at CFB Bagotville, QC in 1972 and 1979. With No. 434 Sqn in 1980. Stored at CFD Mountain View in 1984, but reported back at CFB Bagotville in 1986. Stored at Trenton again by 1991. Later used for spares.				
	<b>SOS:</b> 26 May 1988				

<b>116746</b>	CL-219-1A10	Canadair #1046	CF-116	CF-116A	CF5
<b>TOS:</b> 8 Jun 1971					
Originally ordered as RCAF 14746, re-marked before completion. Delivered direct to storage at CFB North Bay or CFB Trenton. With 433e L'Escadre de Combat at CFB Bagotville, QC in 1975. With No. 434 Sqn at Cold Lake late in 1975. Served with No. 419 Sqn in 1979, 1982, 1983 and 1989. Stored at CFB Trenton by Sep 1989. In storage at AMDU at CFD Mountain View by Feb 1995. Being disassembled for spares at that time. Some parts may have been used in aircraft seen in parking lot at Land Force Central Headquarters at Downsview in May 2007, with no visible serials. Still there in 2009. Reported destined for the Museum at Downsview, but had not been transferred there by the time the Museum shut down in 2012.					
<b>SOS:</b> 18 Jun 1998 - Struck off, transferred to Toronto Aerospace Museum					
<b>116747</b>	CL-219-1A10	Canadair #1047	CF-116	CF-116A	CF5
<b>TOS:</b> 7 April 1970					
Originally ordered as RCAF 14747, re-marked before completion. Delivered direct to storage at CFB North Bay or CFB Trenton. With 433e L'Escadre de Combat at CFB Bagotville, in Nov 1975, still with this Sqn in 1985. With No. 419 Sqn at CFB Cold Lake, dates not known. In storage at AMDU at CFD Mountain View by Sep 1989, still there in Feb 1995. Being disassembled for spares at that time. Reported assigned to Canadian Air Land Sea Museum in Markham, ON. Fuselage reported stored at Markham in 2000 and 2005, present location unclear.					
<b>SOS:</b> 24 Mar 1992					
<b>116748</b>	CL-219-1A10	Canadair #1048	CF-116	CF-116A	CF5
<b>TOS:</b> 7 April 1970					
Originally ordered as RCAF 14748, re-marked before completion. Delivered direct to storage at CFB North Bay or CFB Trenton. To AETE, CFB Cold Lake, AB in 1972. With 433e L'Escadre de Combat at CFB Bagotville, QC in Jun 1978. With No. 434 Sqn Bagotville in 1983. With No. 419 Sqn at Cold Lake in 1988 and 1990. In storage at AMDU at CFB Trenton by Feb 1995. Being disassembled for spares at that time. To Atlantic Canada Aviation Museum, Halifax International Airport, spring of 1998. Repainted in 434 Sqn markings from 1980s. On display at the museum in 2009.					
<b>SOS:</b> 27 Mar 1998					
<b>116749</b>	CL-219-1A10	Canadair #1049	CF-116	CF-116A	CF5
<b>A887</b>					
<b>TOS:</b> 7 April 1970					
Originally ordered as RCAF 14749, re-marked before completion. Delivered direct to storage at CFB North Bay or CFB Trenton. With No. 434 Sqn in Sep 1975, equipped with a photo nose. Still with this unit when it took part in Red Flag in 1984. With 433e L'Escadre de Combat in 1983. With No. 419 Sqn at CFB Cold Lake in 1988. Became instructional airframe #A887 on 9 May 1988, used at Cold Lake. Preserved, on display at Air Command Headquarters in Winnipeg, MB by April 1995.					
<b>SOS:</b> 4 Feb 1993					
<b>116750</b>	CL-219-1A10	Canadair #1050	CF-116	CF-116A	CF5
<b>TOS:</b> 15 Sep 1970					
Originally ordered as RCAF 14750, re-marked before completion. Delivered direct to CFB Cold Lake, AB. With No. 434 Sqn at Cold Lake in May 1971 and used for refuelling trials with an RAF Victor tanker. Also with 433e L'Escadre de Combat at CFB Bagotville in 1982 and 1984. With No. 434 Sqn at Bagotville in 1987 and 1988. Used by No. 419 Sqn, CFB Cold Lake in 1989. In storage at AMDU at CFB Trenton by May 1990, still there in Feb 1995. Being disassembled for spares at that time. At CFD Mountain View in Jun 1995. Reported assigned to Canadian Air Land Sea Museum at Markham, ON. Fuselage reported stored at Markham between 2000 and 2005, present location unclear.					
<b>SOS:</b> c.2000 - Transferred to Museum					

<b>116751</b>	CL-219-1A10	Canadair #1051	CF-116	CF-116A	CF5
<b>TOS:</b> 7 April 1970					
Originally ordered as RCAF 14751, re-marked before completion. Delivered direct to storage at CFB North Bay or CFB Trenton. With No. 434 Sqn, CFB Cold Lake in April 1977. Carried Sqn marking on tail, plus speed bird on intake. With this unit in 1978, 1982, 1983 and 1985. In storage at AMDU at CFB Trenton by Sep 1989, still there in Feb 1995. Seen in storage, inside Hanger 3 at CFD Mountain View, ON in Oct 2005. Reported assigned to Canadian Air Land Sea Museum. Stored outdoors at Markham, ON airport by Jul 2007. Present location unclear.					
<b>SOS:</b> c.2005 - Transferred to Museum					
<b>116752</b>	CL-219-1A10	Canadair #1052	CF-116	CF-116A	CF5
<b>TOS:</b> 21 Sep 1970					
Originally ordered as RCAF 14752, re-marked before completion. Never delivered. Crashed on third flight on 16 Jun 1970, during company trials. Pilot Capt. John Peter Felix, of No. 204 Canadian Forces Technical Services Detachment, never ejected, and was killed. Oxygen starvation was suspected, but never proved. Taken on strength after crash only for accounting purposes.					
<b>SOS:</b> 21 Sep 1970 - Struck off after " <b>Category A</b> " crash					
<b>116753</b>	CL-219-1A10	Canadair #1053	CF-116	CF-116A	CF5
<b>TOS:</b> 7 Jul 1970					
Originally ordered as RCAF 14753, re-marked before completion. Delivered direct to storage at CFB North Bay or CFB Trenton. With No. 434 Sqn in Sep 1977 and California in 1983. With No. 419 Sqn at CFB Cold Lake in 1989. With No. 433 Sqn, dates not known. In storage at AMDU at CFB Trenton by Feb 1995. Being disassembled for spares at that time. Fuselage in storage at CFB Cold Lake, AB in May 2006. Still there in 2009, stored for Cold Lake Museum. Front fuselage reported in Cold Lake Museum.					
<b>SOS:</b> 24 Mar 1992 - Struck off					
<b>116754</b>	CL-219-1A10	Canadair #1054	CF-116	CF-116A	CF5
<b>TOS:</b> 7 April 1970					
Originally ordered as RCAF 14754, re-marked before completion. Damaged during company trials in Jun 1970, repaired before final delivery. Delivered direct to storage at CFB North Bay or CFB Trenton. With No. 434 Sqn at CFB Cold Lake in 1976. Used by AETE for rocket firing trials in 1979 and 1989. With No. 419 Sqn in spring of 1990. Received full Avionic Update Program modifications in early 1990s. With No. 419 Sqn at CFB Cold Lake, AB in Feb 1995, one of the last operational CF-5s. Stored at CFB Trenton by Jun 1995. Delivered to Botswana in Oct 1997 as their serial # OJ 7. With Z28 Sqn at Thebephatshwa Air Base, near Molepolole, Botswana.					
<b>SOS:</b> 14 Jun 1996 - Sold to Botswana					
<b>116755</b>	CL-219-1A10	Canadair #1055	CF-116	CF-116A	CF5
<b>TOS:</b> 17 Aug 1970					
Originally ordered as RCAF 14755, re-marked before completion. Delivered direct to storage at CFB North Bay or CFB Trenton. Later to 433e L'Escadre de Combat, CFB Bagotville, QC. Was with No. 419 F(T) Sqn, CFB Cold Lake, AB when it crashed near Cold Lake on 7 Jun 1977. Struck the ground at high speed during Air Combat Manoeuvring training, Capt. P.R. Challoner killed.					
<b>SOS:</b> 7 Oct 1977 - Struck off after " <b>Category A</b> " crash					
<b>116756</b>	CL-219-1A10	Canadair #1056	CF-116	CF-116A	CF5
<b>TOS:</b> 21 Oct 1970					
Originally ordered as RCAF 14756, re-marked before completion. Initial delivery to CFB Bagotville, QC. With 433e L'Escadre de Combat, CFB Bagotville, QC in May 1972. Still with this Sqn when it crashed 12 May 1974 at CFB Cold Lake, AB, during Exercise <i>Open Challenge II</i> . Pilot started run on wrong target at Jimmy Lake Range, and attempted steep corrective turn at low altitude when he noted his error. The a/c lost altitude, & struck trees. The pilot successfully ejected with aircraft in steep nose up attitude and was picked up by rescue helicopter. Aircraft completely destroyed by post impact fire.					
<b>SOS:</b> 27 Nov 1974 - Struck off after " <b>Category A</b> " crash					

<b>116757</b>	CL-219-1A10	Canadair #1057	CF-116	CF-116A	CF5
<b>TOS:</b> 7 April 1970					
Originally ordered as RCAF 14757, re-marked before completion. Delivered direct to storage at CFB North Bay or CFB Trenton. Later to No. 434 Sqn at CFB Cold Lake, carried Sqn markings on tail, and speed bird on intake. Took part in gun camp at CFB Portage, MB in December 1974 while with this unit. Stored at CFB Trenton by May 1989. Preserved, on display at RCAF Memorial Museum at CFB Trenton, ON by April 1995. On display at the Canadian Warplanes Heritage Museum in Hamilton by Jun 2000, believed to be on loan from RCAF Museum.					
<b>SOS:</b> 8 May 1989					
<b>116758</b>	CL-219-1A10	Canadair #1058	CF-116	CF-116A	CF5
<b>TOS:</b> 20 Aug 1970					
Originally ordered as RCAF 14758, re-marked before completion. Delivered direct to storage at CFB North Bay or CFB Trenton. With No. 419 Sqn at CFB Cold Lake in 1979. With 433e L'Escadre de Combat, CFB Bagotville, QC, dates not known. Later to 434 Sqn and used by Schooner Bluenose demo team in 1980s. With No. 419 in April 1987. In storage at AMDU at CFB Trenton by Sep 1989, still there in Feb 1995. Stored at CFD Mountain View, ON by Jun 1995. Still there, inside Hanger 3, in Oct 2005. Assigned to Canadian Air Land Sea Museum in Markham in Nov 2005. Stored outdoors at Markham, ON airport by Jul 2007.					
<b>SOS:</b> c.2005 - Transferred to Museum					
<b>116759</b> <b>912B</b>	CL-219-1A10	Canadair #1059	CF-116	CF-116A	CF5
<b>TOS:</b> 15 Sep 1970					
Originally ordered as RCAF 14759, re-marked before completion. Delivered direct to CFB Cold Lake, Alta. With 433e L'Escadre de Combat, CFB Bagotville, QC in 1978 and 1981. With No. 434 Sqn in 1983. With No. 419 Sqn at CFB Cold Lake in 1990. In storage at CFB Trenton in Aug 1991. Back with No. 419 Sqn, in aggressor camouflage, in 1992. Classified as Instructional Airframe # 912B on 24 Aug 1993. In use at CFSATE, CFB Borden, ON in Feb 1995. Parked outside of Museum at CFB Borden by May 2006, still there in Oct 2008.					
<b>SOS:</b> - Still on strength?					
<b>116760</b>	CL-219-1A10	Canadair #1060	CF-116	CF-116A	CF5
<b>TOS:</b> 2 December 1970					
Originally ordered as RCAF 14760, re-marked before completion. Delivered direct to storage at CFB North Bay or CFB Trenton. Written off after crash on 2 May 1976, while being delivered from storage to No. 419 TF(T) Sqn at CFB Cold Lake, AB. Major G. Kennedy ejected at 300 feet AGL.					
<b>SOS:</b> 22 April 1977 - Struck off after " <b>Category A</b> " crash					
<b>116761</b>	CL-219-1A10	Canadair #1061	CF-116	CF-116A	CF5
<b>TOS:</b> 20 Aug 1970					
Originally ordered as RCAF 14761, re-marked before completion. Delivered direct to storage at CFB North Bay or CFB Trenton. Later to No. 419 F(T) Sqn, CFB Cold Lake, Alta. With this unit when it crashed on 12 Feb 1979 near Cold Lake, after pilot ejected. Landing gear inadvertently extended during a high "G" turn, resulting in major airframe damage. Wreck still in use as training aid, # 116761B and later #733B from 23 April 1979. Still in use 4 years after crash. Identifiable remains of fuselage in storage at CFB Cold Lake in May 2006.					
<b>SOS:</b> 18 Oct 1983 - Struck off					
<b>116762</b> <b>907B</b>	CL-219-1A10	Canadair #1062	CF-116	CF-116A	CF5
<b>TOS:</b> 16 December 1970					
Originally ordered as RCAF 14762, re-marked before completion. Delivered direct to storage at CFB North Bay or CFB Trenton. With No. 434 Sqn in May 1972. To Nellis AFB, Nevada in December 1981 for Red Flag exercise. Operated by AETE in Aug 1984. Stored at CFB Trenton by 1987, and at CFD Mountain View by 1989. Classified as Instructional Airframe #907B on 3 April 1993. In use at CFSATE, CFB Borden, ON for battlefield damage repair 907B, in Mar 1994. In fire training area at Borden by May 2006, still marked 907B and "ABDR TRAINING AID".					
<b>SOS:</b> - Still on strength?					

<b>116763</b>	CL-219-1A10	Canadair #1063	CF-116	CF-116A	CF5
<b>TOS:</b> 20 Aug 1970					
Originally ordered as RCAF 14763, re-marked before completion. Delivered direct to storage at CFB North Bay or CFB Trenton. With No. 419 Sqn at CFB Cold Lake, AB in 1979, 1982, 1983 and 1985. Operated in aggressor camouflage, coded "63". With No. 434 Sqn on 1988. Back with 419 Sqn in May 1990. Operated by AETE at Cold Lake in 1993 and 1994. In storage at AMDU at CFB Trenton by Feb 1995, still there in Jun 1996. Assigned to Canada Aviation & Space Museum when struck off, on display at Rockcliffe by May 2007.					
<b>SOS:</b> 29 Sep 1997					
<b>116764</b>	CL-219-1A10	Canadair #1064	CF-116	CF-116A	CF5
<b>TOS:</b> 20 Aug 1970					
Originally ordered as RCAF 14764, re-marked before completion. Delivered direct to storage at CFB North Bay or CFB Trenton. With No. 419 Sqn at CFB Cold Lake, AB in 1979, 1982 and 1983. Received full Avionic Update Program modifications in early 1990s. With No. 419 Sqn again in 1994. Stored at Bristol Aerospace, at Winnipeg, by Feb 1995. Delivered to Botswana Oct 1997 as their serial # OJ 8.					
<b>SOS:</b> 14 Jun 1996 - Sold to Botswana					
<b>116765</b>	CL-219-1A10	Canadair #1065	CF-116	CF-116A	CF5
<b>TOS:</b> 7 April 1970					
Originally ordered as RCAF 14765, re-marked before completion. Delivered direct to storage at CFB North Bay or CFB Trenton. With No. 419 Sqn at CFB Cold Lake, AB in 1979 and 1983. With No. 434 Sqn, dates not known. Received full Avionic Update Program modifications in early 1990s. Still with 419 Sqn in Feb 1995, one of the last operational CF-5s. Stored at Bristol Aerospace at Winnipeg by Jun 1997. Delivered to Botswana in Oct 1997 as their serial #OJ 9. With Z28 Sqn at Thebephatshwa Air Base, near Molepolole, Botswana in Oct 2002.					
<b>SOS:</b> 14 Jun 1996 - Sold to Botswana					
<b>116766</b> <b>908B</b>	CL-219-1A10	Canadair #1066	CF-116	CF-116A	CF5
<b>TOS:</b> 16 December 1970					
Originally ordered as RCAF 14766, re-marked before completion. Delivered direct to storage at CFB North Bay or CFB Trenton. With No. 434 Sqn at CFB Cold Lake, AB in 1972 and 1975. Later to No. 419 Sqn at Cold Lake, with them from 1979 to 1985. Stored at CFB Trenton from 1987 to 1991. Classified as Instructional Airframe #908B on 3 April 1993. In use at Canadian Forces School of Aerospace Technology and Engineering, CFB Borden, ON in Mar 1994, still there in 2001. Still on Canadian Forces books in early 2012?					
<b>SOS:</b> - Still on strength?					
<b>116767</b>	CL-219-1A10	Canadair #1067	CF-116	CF-116A	CF5
<b>TOS:</b> 6 January 1971					
Originally ordered as RCAF 14767, re-marked before completion. Delivered direct to storage at CFB North Bay. Never operated by Canadian Forces, apart from ferry flights. Sold to Venezuela, their serial 6719, delivered 11 Feb 1972. Designated VF-5A. With 36 Sqn when destroyed at Barquisimeto on 27 Nov 1992. Possibly collision with 8707 (ex 116789), destroyed same day.					
<b>SOS:</b> 3 Feb 1972 - Struck off and sold					
<b>116768</b>	CL-219-1A10	Canadair #1068	CF-116	CF-116A	CF5
<b>TOS:</b> 20 Aug 1970					
Originally ordered as RCAF 14768, re-marked before completion. Delivered direct to storage at CFB North Bay or CFB Trenton. With 433e L'Escadre de Combat, CFB Bagotville, QC in 1977 when it was seen at Prestwick, UK, and in 1984. With No. 434 Sqn at CFB Chatham, NB in 1986. With No. 419 Sqn at CFB Cold Lake in 1989. In storage at CFB Trenton by 1989. Received full Avionic Update Program modifications in early 1990s. With No. 419 Sqn at CFB Cold Lake, AB in Feb 1995, one of the last operational CF-5s. Seen in storage, inside Hanger 2 at CFD Mountain View, ON in Oct 2005. At CFB Borden by Jun 2006, still there in Oct 2008. Still on Canadian Forces books early 2012?					
<b>SOS:</b> - Still on strength?					

<b>116769</b> <b>845A/B</b>	CL-219-1A10	Canadair #1069	CF-116	CF-116A	CF5
<b>TOS:</b> 16 December 1970					
Originally ordered as RCAF 14769, re-marked before completion. Delivered direct to CFB Cold Lake, AB. Used by No. 434 Sqn at CFB Cold Lake in 1976 and 1981. Stored at CFB Trenton in 1982. Reported back with No. 434 Sqn in 1989, not confirmed. Used as instructional airframe #A845 and 845B. Preserved, at CFB Borden, ON by April 1995 in front of Borden Officers Mess. <b>SOS:</b> 24 Oct 1994					
<b>116770</b>	CL-219-1A10	Canadair #1070	CF-116	CF-116A	CF5
<b>TOS:</b> 29 December 1970					
Originally ordered as RCAF 14770, re-marked before completion. Delivered direct to storage at CFB North Bay or CFB Trenton. Crashed on 10 Aug 1977, while with 433e L'Escadre de Combat at CFB Bagotville, QC. Strike off date also reported as April 1978? <b>SOS:</b> 16 Aug 1977 - Struck off after " <b>Category A</b> " crash					
<b>116771</b>	CL-219-1A10	Canadair #1071	CF-116	CF-116A	CF5
<b>TOS:</b> 20 Aug 1970					
Originally ordered as RCAF 14771, re-marked before completion. Delivered direct to storage at CFB North Bay or CFB Trenton. With No. 434 Sqn at CFB Cold Lake from 1976 to 1982. Crashed 20 nautical miles north of Bagotville on 20 January 1983 while with this unit. Lt. A.G. Paterson was killed. <b>SOS:</b> 16 January 1984 - Struck off after " <b>Category A</b> " crash					
<b>116772</b>	CL-219-1A10	Canadair #1072	CF-116	CF-116A	CF5
<b>TOS:</b> 20 Aug 1970					
Originally ordered as RCAF 14772, re-marked before completion. Delivered direct to storage at CFB North Bay or CFB Trenton. With No. 434 Sqn at Cold Lake when it was seen at Prestwick, UK in Sep 1977. With 433e L'Escadre de Combat, CFB Bagotville, QC in Jun 1978. Still with this unit in 1986. Stored at CFB Trenton by Jun 1990. In storage at AMDU at CFD Mountain View by Feb 1995. Being disassembled for spares at that time. Reported assigned to Memorial Military Museum. <b>SOS:</b> 18 Jun 1998 - Struck off					
<b>116773</b>	CL-219-1A10	Canadair #1073	CF-116	CF-116A	CF5
<b>TOS:</b> 20 Aug 1970					
Originally ordered as RCAF 14773, re-marked before completion. Delivered direct to storage at CFB Trenton. Delivered to Venezuela as 7200 on 12 Jun 1972, their serial 6200, never operated by CAF. Designated VF-5A. With No. 36 Sqn in 1990. Damaged at Barquisimeto on 27 Nov 1992, probably never repaired. Reported in a Museum at Maracay in 1998. <b>SOS:</b> 26 May 1972 - Struck off, later sold					
<b>116774</b>	CL-219-1A10	Canadair #1074	CF-116	CF-116A	CF5
<b>TOS:</b> 10 Mar 1971					
Originally ordered as RCAF 14774, re-marked before completion. Delivered direct to storage at CFB North Bay. To Venezuela, their serial 6539, never operated by CAF. Left CFB Trenton, in Venezuelan markings, 11 Feb 1972. Also reported as delivered on 12 April 1974? Designated VF-5A. Fatal crash in Venezuela 26 Sep 1979. <b>SOS:</b> 3 Feb 1972 - Struck off and sold					
<b>116775</b>	CL-219-1A10	Canadair #1075	CF-116	CF-116A	CF5
<b>TOS:</b> 29 Jun 1971					
Originally ordered as RCAF 14775, re-marked before completion. Delivered direct to storage at CFB Trenton. To Venezuela, their serial 9124, on 13 April 1972, never operated by CAF. Delivered on 11 Feb 1972. Designated VF-5A. Based at Porlamar in 1990. To Singapore for upgrades in early 1990s, redesignated VF-5Au. With 36 Sqn in 1996. With 12 Wing at Porlamar in 1998. <b>SOS:</b> 29 Mar 1972 - Struck off and sold					

<b>116776</b>	CL-219-1A10	Canadair #1076	CF-116	CF-116A	CF5
<b>TOS:</b> 20 January 1971					
Originally ordered as RCAF 14776, re-marked before completion. Delivered direct to storage at CFB North Bay. Sold to Venezuela, their serial # 6323, never operated by CAF. Delivered on 12 Jun 1972. Designated VF-5A. Crashed after mid -air with 2985 (ex CAF116827) on 2 Mar 1976.					
<b>SOS:</b> 12 Jun 1972 - Struck off and sold					
<b>116777</b>	CL-219-1A10	Canadair #1077	CF-116	CF-116A	CF5
<b>TOS:</b> 13 January 1971					
Originally ordered as RCAF 14777, re-marked before completion. Delivered direct to storage at CFB North Bay. Sold to Venezuela, their serial #6018, never operated by CAF. Delivered on 12/13 April 1972. With 36 Sqn in 1990 and 1992. To Singapore for upgrades in 1993, re-designated VF-5Au. With 12 Wing in 1998 and 2008. Reported stored at Barquisimeto in 2009.					
<b>SOS:</b> 29 Mar 1972 - Struck off and sold					
<b>116778</b>	CL-219-1A10	Canadair #1078	CF-116	CF-116A	CF5
<b>TOS:</b> 29 January 1971					
Originally ordered as RCAF 14778, re-marked before completion. Delivered direct to storage at CFB North Bay. Sold to Venezuela as 5276, never operated by CAF. Delivered on 13 April 1972. Designated VF-5A in Venezuelan service. With 36 Sqn in 1990 and 1992. To Singapore for upgrades in 1993, re-designated VF-5Au. With 12 Wing in 1998 and 2002.					
<b>SOS:</b> 29 Mar 1972 - Struck off and sold					
<b>116779</b>	CL-219-1A10	Canadair #1079	CF-116	CF-116A	CF5
<b>TOS:</b> 19 January 1971					
Originally ordered as RCAF 14779, re-marked before completion. Delivered direct to storage at CFB North Bay. Sold to Venezuela, their serial 3318, never operated by CAF. Delivered on 12 Jun 1972. Designated VF-5A in Venezuelan service. Operated by 36 Sqn in 1990 and 1992. To Singapore for upgrades in 1993, re-designated VF-5Au. Still in use in 1998 and 2009.					
<b>SOS:</b> 26 May 1972 - Struck off and sold					
<b>116780</b>	CL-219-1A10	Canadair #1080	CF-116	CF-116A	CF5
<b>TOS:</b> 29 January 1971					
Originally ordered as RCAF 14780, re-marked before completion. Delivered direct to storage at CFB North Bay. Sold to Venezuela, their serial 3274, never operated by CAF. Delivered on 13 April 1972. Designated VF-5A in Venezuelan service. Operated by 36 Sqn in 1992. To Singapore for upgrades in 1993, re-designated VF-5Au. With 12 Wing in 1998 and 2010.					
<b>SOS:</b> 29 Mar 1972 - Struck off and sold					
<b>116781</b>	CL-219-1A10	Canadair #1081	CF-116	CF-116A	CF5
<b>TOS:</b> 29 January 1971					
Originally ordered as RCAF 14781, re-marked before completion. Delivered direct to storage at CFB North Bay. Sold to Venezuela, their serial 2950, never operated by CAF. Delivered on 12/13 April 1972. Crashed in Venezuela on 1 Oct 1974.					
<b>SOS:</b> 29 Mar 1972 - Struck off and sold					
<b>116782</b>	CL-219-1A10	Canadair #1082	CF-116	CF-116A	CF5
<b>TOS:</b> 12 Feb 1971					
Originally ordered as RCAF 14782, re-marked before completion. Delivered direct to storage at CFB North Bay. Sold to Venezuela, their serial 9538, never operated by CAF. Delivered on 13 April 1972. Designated VF-5A. With 36 Sqn in 1990 and 1992. To Singapore for upgrades in 1993, re-designated VF-5Au. With 12 Wing in 2003.					
<b>SOS:</b> 29 Mar 1972 - Struck off and sold					



<b>116783</b>	CL-219-1A10	Canadair #1083	CF-116	CF-116A	CF5
<b>TOS:</b> 11 Feb 1971					
Originally ordered as RCAF 14783, re-marked before completion. Delivered direct to storage at CFB North Bay. Sold to Venezuela, their serial 9456, never operated by CAF. Delivered on 13 April 1972 (also reported as 11 Feb 1972?). With 36 Sqn in 1990 and 1992. To Singapore for upgrades in 1993, re-designated VF-5Au. With 36 Sqn in 2001. It appears that the tail section of this aircraft was fitted to other frames in the early 2000s, without the serial being changed. This aircraft (or maybe parts of it) still in service in 2009.					
<b>SOS:</b> 29 Mar 1972 - Struck off and sold					
<b>116784</b>	CL-219-1A10	Canadair #1084	CF-116	CF-116A	CF5
<b>TOS:</b> 1 Feb 1971					
Originally ordered as RCAF 14784, re-marked before completion. Delivered direct to CFB Cold Lake, AB. With No. 419 Sqn at CFB Cold Lake in 1979. With 433e L'Escadre de Combat, CFB Bagotville, QC in 1980s. Received structural upgrades in 1989. Originally scheduled for Avionics Upgrade Program, but did not receive modifications. May have been updated prior to delivery to Botswana? With No. 434 Sqn in 1984. Back with No. 419 Sqn, CFB Cold Lake, in 1994 and early 1995, one of the last operational CF-5s. In storage at CFB Trenton by Sep 1995. Delivered to Botswana in Oct 1997 as their serial #OJ 10.					
<b>SOS:</b> c.1996 - Sold to Botswana					
<b>116785</b> <b>909B</b>	CL-219-1A10	Canadair #1085	CF-116	CF-116A	CF5
<b>TOS:</b> 1 Feb 1971					
Originally ordered as RCAF 14785, re-marked before completion. Initial delivery to CFB Bagotville, QC. With 433e L'Escadre de Combat at that base in 1976 and 1986. With No. 434 Sqn in 1987. Stored at CFB Trenton by May 1988. Withdrawn from use on 8 May 1989. Classified as Instructional Airframe #909B on 3 April 1993. In use at Canadian Forces School of Aerospace Technology and Engineering, CFB Borden, ON in Mar 1994. Seen at the Radiation Safety Training Area in 2006, still there in Oct 2008. Stored in the fire training area at Borden as of 2011.					
<b>SOS:</b> - Still on strength?					
<b>116786</b>	CL-219-1A10	Canadair #1086	CF-116	CF-116A	CF5
<b>TOS:</b> 24 Mar 1971					
Originally ordered as RCAF 14786, re-marked before completion. Delivered direct to storage at CFB North Bay. Sold to Venezuela, their serial 9348, never operated by CAF. Delivered on 13 April 1972 (also reported as 7 Jun 1972?). Designated VF-5A. With 36 Sqn in 1990 and 1992. To Singapore for upgrades in 1993, re-designated as VF-5Au. With 12 Wing at Barquisimeto in 1998. Crashed in Venezuela, 21 May 2000.					
<b>SOS:</b> 29 Mar 1972 - Struck off and sold					
<b>116787</b>	CL-219-1A10	Canadair #1087	CF-116	CF-116A	CF5
<b>TOS:</b> 15 Jun 1971					
Originally ordered as RCAF 14787, re-marked before completion. Delivered direct to storage at CFB North Bay. Sold to Venezuela, their serial 8792, never operated by CAF. Delivered on 12 Jun 1972. With 36 Sqn in 1990. Reported damaged at Barquisimeto late 2000. Some parts still stored at Barquisimeto in 2001, along with parts from 9456 (ex-CAF 116783).					
<b>SOS:</b> 26 May 1972 - Struck off and sold					
<b>116788</b>	CL-219-1A10	Canadair #1088	CF-116	CF-116A	CF5
<b>TOS:</b> 6 April 1971					
Originally ordered as RCAF 14788, re-marked before completion. Delivered direct to storage at CFB North Bay. Sold to Venezuela, their serial 9215, never operated by CAF. Delivered on 7 (or 12?) Jun 1972. Re-designated VF-5A. Damaged at Barquisimeto on 27 Nov 1992, apparently not repaired. Fuselage stored at Palo Negro in 2002.					
<b>SOS:</b> 26 May 1972 - Struck off and sold					

<b>116789</b>	CL-219-1A10	Canadair #1089	CF-116	CF-116A	CF5
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**TOS:** 18 Aug 1971 - First flight, at Cartierville

Originally ordered as RCAF 14789, re-marked before completion. Last CF-116A built, and last delivered to CAF. Delivered direct to storage at CFB North Bay, ON, 21 Sep 1971, taken on strength that day. Never operated by CAF. To Venezuela, their serial 8707, delivered on 12 Jun 1972. With 36 Sqn in 1990. Destroyed at Barquisimeto on 27 Nov 1992. Possibly in a collision with 6719 (ex 116767), destroyed same day.

**SOS:** 26 May 1972 - Struck off and sold

### Dual-Seat Aircraft

<b>116801</b>	CL-219-1A10	Canadair #2001	CF-116	CF-116D	CF5 Dual
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**TOS:** 28 Aug 1968 - First flight, at Cartierville, QC., by Bill Longhurst and Henry Chouteau

Originally ordered as RCAF 14801, re-marked before completion. First Canadian built 2-seat F-5, first Canadian built F-5 to have first flight in Canada. Taken on strength on 3 Oct 1968. Delivered to AETE, CFB Uplands, ON on 19 Dec 1968. Moved to CFB Cold Lake, AB, Sep 1971. Used for towed target trials at Cold Lake. With AETE in 1982, with No. 419 Sqn in 1983. Received full Avionic Update Program modifications in early 1990s. Still with AETE in 1994. In storage at Bristol Aerospace in Winnipeg, Feb 1995, with 2559 flying hours reported. Delivered to Botswana on 18 Sep 1996 by Bristol Aerospace, on board an AN124 freighter. Botswanian serial # OJ 21.

**SOS:** 14 Jun 1996 - Sold to Botswana

<b>116802</b>	CL-219-1A10	Canadair #2002	CF-116	CF-116D	CF5 Dual
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**TOS:** 18 Oct 1968

Originally ordered as RCAF 14802, re-marked before completion. First production delivery to CAF, when delivered to CFB Cold Lake, AB, on 5 Nov 1968. Used by No. 434 Sqn at Cold Lake. Later to No. 419 Sqn, CFB Cold Lake by 1985. With 433e L'Escadre de Combat at CFB Bagotville, dates not known. Became instructional airframe #A772 on 16 Mar 1979. Received full Avionic Update Program modifications in early 1990s. Back with No. 419 Sqn in 1993. In storage at Bristol Aerospace in Winnipeg, Feb 1995. Delivered to Botswana on 18 Sep 1996 (or 1997?) as their serial #OJ 22. Still in use in 2004.

**SOS:** 14 Jun 1996 - Sold to Botswana

<b>116803</b>	CL-219-1A10	Canadair #2003	CF-116	CF-116D	CF5 Dual
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**TOS:** 3 December 1968

Originally ordered as RCAF 14803, re-marked before completion. Used for company trials at Edwards AFB. Delivered direct to CFB Cold Lake, Alta. after these trials. With No. 434 Sqn at Cold Lake. Later to storage, then to Venezuela as 1269. Delivered on 11 Feb 1972. Operated by 36 Sqn. Reported written off in 1990.

**SOS:** 3 Feb 1972 - Struck off and sold

<b>116804</b>	CL-219-1A10	Canadair #2004	CF-116	CF-116D	CF5 Dual
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**TOS:** 10 December 1968 - Taken on strength

Originally ordered as RCAF 14804, re-marked before completion. Delivered direct to CFB Cold Lake, AB to No. 434 (OT) Sqn. Crashed on 3 Mar 1969, the first CF-5 loss. Crew ejected safely after no success in relighting after dual compressor stalls. Aircraft landed upright in snow south of Beacon Hill, Saskatchewan (about 15 miles east of Cold Lake), but badly damaged. Fuselage reported in use at Bristol Aerospace at Winnipeg in 1989, as mock up for the AUP program.

**SOS:** 14 Aug 1969 - Struck off after "Category A" crash

<b>116805</b>	CL-219-1A10	Canadair #2005	CF-116	CF-116D	CF5 Dual
<b>TOS:</b> 9 December 1968					
Originally ordered as RCAF 14805, re-marked before completion. Delivered direct to CFB Cold Lake, AB. With No. 419 Sqn at Cold Lake in 1977 and 1989. Operated in aggressor markings, coded "05". With No. 433 and 434 Sqns, dates not known. Received full Avionic Update Program modifications in early 1990s. Back with No. 419 Sqn in 1994. Seen in storage, inside Hanger 2 at CFD Mountain View, ON in Oct 2005. Still at Mountain View in Jul 2007. Registered as N805FF to Freedom Fighters 2 LLC of Amherst, New Hampshire in Nov 2007. Owned by Dash One LLC of Wilmington, Delaware by January 2008. Reported sold to Aero Vision International of Muskegon, Michigan, as N805FF, had left Mountain View by late 2008. Registered to Lewis Fighter Fleet of San Antonio, Texas in December 2010, still as N805FF.					
<b>SOS:</b> c.2007 - Struck off, sold					
<b>116806</b>	CL-219-1A10	Canadair #2006	CF-116	CF-116D	CF5 Dual
<b>TOS:</b> 9 December 1968					
Originally ordered as RCAF 14806, re-marked before completion. Delivered direct to CFB Cold Lake, AB. With No. 434 Sqn at Cold Lake in 1975 and 1976. With No. 419 Sqn at Cold Lake in 1978 and 1985. In aggressor marks 1978. In storage at AMDU at CFB Trenton by Sep 1987, still there in Feb 1995. Stored at Mountain View in Jun 1995. Reported scrapped by May 2003.					
<b>SOS:</b> c.2003 - Scrapped					
<b>116807</b>	CL-219-1A10	Canadair #2007	CF-116	CF-116D	CF5 Dual
<b>TOS:</b> 9 December 1968					
Originally ordered as RCAF 14807, re-marked before completion. Delivered direct to CFB Cold Lake, AB. With No. 419 Sqn at Cold Lake in aggressor markings, coded "07". With No. 434 Sqn at Cold Lake in 1979. Used in late 1970s by "Rut Zulu" demonstration team. Stored at CFB Trenton by Sep 1987. Received full Avionic Update Program modifications in early 1990s. Still with No. 419 Sqn, CFB Cold Lake, in early 1995, one of the last operational CF-5s. Reported stored at CFB Trenton by Jun 1995, still there in Oct 2005. Still there January 2006, on the AETSS ramp. Stored inside, disassembled, at CFD Mountain View by Sep 2007. Still there in Oct and Nov 2008, inside hanger. Reported as sold to Aero Vision in USA, but still at Mountain View in Jun 2010. Reported moved from Mountain View by 27 Jun 2011.					
<b>SOS:</b> - Still on strength?					
<b>116808</b>	CL-219-1A10	Canadair #2008	CF-116	CF-116D	CF5 Dual
<b>TOS:</b> 4 Feb 1969					
Originally ordered as RCAF 14808, re-marked before completion. Delivered direct to CFB Cold Lake, AB. Later sold To Venezuela as #2327. Left CFB Trenton, ON, in Venezuelan markings, on 11 Feb 1972. Reported crashed in Venezuela in 1990.					
<b>SOS:</b> 3 Feb 1972 - Transferred to Venezuela					
<b>116809</b>	CL-219-1A10	Canadair #2009	CF-116	CF-116D	CF5 Dual
<b>TOS:</b> 9 December 1968					
Originally ordered as RCAF 14809, re-marked before completion. Delivered direct to CFB Cold Lake, AB for use by No. 419 Sqn. Operated in aggressor markings, coded "09". Still with this Sqn in 1984. Stored at CFB Trenton by Sep 1987. Received structural upgrade late 1980s. Back with No. 419 Sqn by Jun 1989, still there in 1993. In storage at AMDU at CFB Trenton by April 1994, still there in Feb 1995. Seen in storage, inside Hanger 1 at CFD Mountain View, ON in Oct 2005. Reported on display at Royal Canadian Ordnance Corps Museum, in Montreal.					
<b>SOS:</b> - Still on strength?					
<b>116810</b>	CL-219-1A10	Canadair #2010	CF-116	CF-116D	CF5 Dual
<b>TOS:</b> 9 December 1968					
Originally ordered as RCAF 14810, re-marked before completion. Delivered direct to CFB Cold Lake, AB. Operated by AETE at Cold Lake in 1979 and 1987. With No. 419 Sqn at cold Lake in 1988. Received structural upgrade late 1980s, back with 419 Sqn in 1990 and 1993. In storage at AMDU at CFB Trenton by Feb 1995. Stored at Mountain View in Jun 1995, still there in Sep 2001. Delivered to Canadian Air Land Sea Museum in Aug 2002. Stored outdoors at Markham, ON airport by Jul 2007. Inside museum there by Sep 2007. Seen outdoors at Markham in Mar 2008.					
<b>SOS:</b> c.2002 - Transferred to Museum					

<b>116811</b>	CL-219-1A10	Canadair #2011	CF-116	CF-116D	CF5 Dual
<b>TOS:</b> 9 December 1968					
Originally ordered as RCAF 14811, re-marked before completion. Delivered direct to CFB Cold Lake, AB. Used by No. 1 Canadian Forces Flight Training School and No. 419 Sqn at Cold Lake. Lead aircraft in 1974 demo team "the Cobras". In long term storage at CFB Trenton by Sep 1982, still there in Sep 1983. Back with No. 419 Sqn in 1990 in aggressor colours, and in 1993. Received full Avionic Update Program modifications in early 1990s. In storage at Bristol Aerospace in Winnipeg, Feb 1995. Reported at Cold Lake in 2000, not confirmed. Delivered to Botswana in Jun 2000 as their serial # OJ 24 or OJ 25.					
<b>SOS:</b> c.2000 - Sold to Botswana					
<b>116812</b>	CL-219-1A10	Canadair #2012	CF-116	CF-116D	CF5 Dual
<b>TOS:</b> 9 December 1968					
Originally ordered as RCAF 14812, re-marked before completion. Delivered direct to CFB Cold Lake, AB for use by No. 419 Sqn. Used in 1974 demo team "the Cobras". In aggressor markings by 1990, coded "12". Received full Avionic Update Program modifications in early 1990s. Back with No. 419 Sqn in 1993. Reported operated by AETE in 1994. Still with No. 419 Sqn in early 1995, one of the last operational CF-5s. Stored at CFB Trenton by Jun 1995. Moved to Mountain View by 1997. Seen in storage, outdoors at CFD Mountain View, ON in Oct 2005. Still stored outside there in Sep 2007, wrapped in plastic. Still outside, wrapped in foil, by Aug 2008. Still there in Nov 2008. Reported as sold to Aero Vision in USA, but still at Mountain View in Jun 2010 and Oct 2010. Reported left Mountain View on 13 Jul 2011. Seen in storage at Red Eagle Avionics, Wilmington, Delaware in Oct 2011.					
<b>SOS:</b> c.2011 - Sold, to civil register					
<b>116813</b>	CL-219-1A10	Canadair #2013	CF-116	CF-116D	CF5 Dual
<b>TOS:</b> 9 December 1968					
Originally ordered as RCAF 14813, re-marked before completion. Delivered direct to CFB Cold Lake, AB. On static display at CFB Namao on Armed Forces Day, 1969. May have been first public display of type. Operated by 433e L'Escadre de Combat, CFB Bagotville, QC., in aluminum paint, by 1974. Also operated by 434 Sqn. Received structural upgrade late 1980s. With No. 419 Sqn at Cold Lake in 1990 and 1993. In storage at AMDU at CFB Trenton by Feb 1995. Seen in storage, inside Hanger 3 at CFD Mountain View, ON in Oct 2005. Nose section in use as recruiting aid by 2007, still in aggressor markings. Reportedly owned by Public Affairs Exhibits.					
<b>SOS:</b> c.2006 - Remains to Public Affairs					
<b>116814</b>	CL-219-1A10	Canadair #2014	CF-116	CF-116D	CF5 Dual
<b>TOS:</b> 9 December 1968					
Originally ordered as RCAF 14814, re-marked before completion. Delivered direct to CFB Cold Lake, AB for use by No. 419 Sqn. Still with this Sqn in 1979. Received structural upgrade late 1980s. Back with 419 Sqn in 1993. In storage at AMDU at CFB Trenton by Feb 1995. Moved to Mountain View by 1997. Fuselage stored outside at CFD Mountain View in summer of 2004. In storage, inside Hanger 3 at CFD Mountain View, ON in Oct 2005. Later on display at St. Jeans, QC.					
<b>SOS:</b> - Still on strength?					
<b>116815</b>	CL-219-1A10	Canadair #2015	CF-116	CF-116D	CF5 Dual
<b>TOS:</b> 9 December 1968					
Originally ordered as RCAF 14815, re-marked before completion. Delivered direct to CFB Cold Lake, AB for use by No. 419 Sqn. Still with this Sqn in 1978, in aggressor markings, coded "15". Received structural upgrade late 1980s. Back with 419 Sqn in 1993. In storage at AMDU at CFB Trenton by Feb 1995. On static display at Trenton in Jun 1996, marked "Pontiac built for flyers". Reported still stored at CFB Trenton in Oct 2005. Still there January 2006, on the ATESS ramp. Seen at Wetaskawin, AB in Oct 2006, probably en route to Reynolds Museum.					
<b>SOS:</b> c.2006 - transferred to Museum					

<b>116816</b>	CL-219-1A10	Canadair #2016	CF-116	CF-116D	CF5 Dual
<b>TOS:</b> 9 December 1968					
Originally ordered as RCAF 14816, re-marked before completion. Delivered direct to CFB Cold Lake, AB for use by No. 434 Sqn. With No. 419 Sqn by 1979, in aggressor markings, coded "16". Written off after crash 105 miles NE of Cold Lake on 7 Mar 1983, while with No. 419 TF (T) Sqn. Hit a frozen lake during low altitude turn, killing Capt. T.A. McKenzie.					
<b>SOS:</b> 16 January 1984 - Struck off after " <b>Category A</b> " crash					
<b>116817</b>	CL-219-1A10	Canadair #2017	CF-116	CF-116D	CF5 Dual
<b>TOS:</b> 9 December 1968					
Originally ordered as RCAF 14817, re-marked before completion. Delivered direct to CFB Cold Lake, AB for use by No. 419 Sqn, in aluminum paint finish. With this unit when it crashed on 22 December 1983, left runway while landing at Westover AFB, Mass. Reported as landing gear collapse. Wreckage reported at CFD Mountain View in 1986. Wreckage stored at AMDU at CFB Trenton by Mar 1994.					
<b>SOS:</b> 23 Feb 1984 - Struck off after " <b>Category A</b> " crash					
<b>116818</b>	CL-219-1A10	Canadair #2018	CF-116	CF-116D	CF5 Dual
<b>TOS:</b> 5 Aug 1969					
Originally ordered as RCAF 14818, re-marked before completion. Initial delivery to CFB Bagotville, QC for use by 433e L'Escadre de Combat. Later to No. 434 Sqn. With No. 419 Sqn at CFB Cold Lake, AB in 1979, 1982 and 1983. Back with 434 Sqn in 1988. Received full Avionic Update Program modifications in early 1990s. Still with No. 419 Sqn, CFB Cold Lake, in early 1995, one of the last operational CF-5s. Stored at CFB Trenton by Jun 1995. Seen in storage, outdoors at CFD Mountain View, ON in Oct 2005. Still stored outside, wrapped in plastic, in Sep 2007. Still outside, wrapped in foil, by Aug 2008. Still stored outside at Mountain View in Nov 2008. Reported as sold to Aero Vision in USA, but still at Mountain View in Jun 2010 and Oct 2010. Left Mountain View on 28 Jul 2011. Seen in storage at Red Eagle Avionics, Wilmington, Delaware in Oct 2011.					
<b>SOS:</b> c.2011 - Struck off, sold					
<b>116819</b>	CL-219-1A10	Canadair #2019	CF-116	CF-116D	CF5 Dual
<b>TOS:</b> 9 December 1968					
Originally ordered as RCAF 14819, re-marked before completion. Delivered direct to CFB Cold Lake, AB. With No. 419 TF(T) Sqn at Cold Lake, in aggressor markings. Used in mid 1970s by "Rut Zulu" demonstration team. With No. 434 Sqn in 1979. Received structural upgrade late 1980s. With 419 Sqn when it crashed at Cold Lake Weapons Range on 10 January 1992. Struck the ground in a low level turn, killing Capt. J.D. Tait and Capt. R.G. Lloyd. Last Canadian Forces CF-5 loss.					
<b>SOS:</b> 1 December 1993 - Struck off after " <b>Category A</b> " crash					
<b>116820</b>	CL-219-1A10	Canadair #2020	CF-116	CF-116D	CF5 Dual
<b>TOS:</b> 18 Jun 1969					
Originally ordered as RCAF 14820, re-marked before completion. Delivered direct to CFB Cold Lake, AB. With No. 419 Sqn, and AETE in early 1973, at Cold Lake. Used by AETE to test drag chutes made by Irvin Parachutes. Still with AETE in 1979. With 419 Sqn by 1984. Received full Avionic Update Program modifications in early 1990s. With No. 419 Sqn, CFB Cold Lake, in early 1995, one of the last operational CF-5s. Stored at CFB Trenton by Jun 1995. Stored at CFD Mountain View, ON by 1997. Seen in storage, outdoors at Mountain View in Oct 2005. Still stored outside, wrapped in plastic, in Sep 2007. Sold to Aero Vision International of Muskegon, Michigan, as N511BZ, left Mountain View on 30 January 2007. Registered as N511BZ to Freedom Fighter Corp. of Cheektowaga, New York in Feb 2009.					
<b>SOS:</b> c.2007 - Struck off, sold					

<b>116821</b>	CL-219-1A10	Canadair #2021	CF-116	CF-116D	CF5 Dual
<b>TOS:</b> 9 December 1968					
Originally ordered as RCAF 14821, re-marked before completion. Delivered direct to CFB Cold Lake, AB. With No. 434 Sqn in 1974, 1982 and 1983. Received full Avionic Update Program modifications in early 1990s. With No. 419 Sqn, CFB Cold Lake, in early 1995, one of the last operational CF-5s. Still in use at Cold Lake as late as Jun 1995. Stored at CFB Trenton by Sep 1995. Seen in storage, outdoors at CFD Mountain View, ON in Jun 2000, still there in Oct 2005. Still stored outside, wrapped in plastic, in Sep 2007. Sold by Jun 2008, when it was registered as N512BZ to AeroVision LLC of Rochester, NY. Reported sold to Aero Vision International of Muskegon, Michigan, as N512BZ, left Mountain View on 18 Feb 2008. Registered as N512BZ to Freedom Fighter Corp. of Cheektowaga, New York in Feb 2009.					
<b>SOS:</b> c.2008 - Struck off, sold					
<b>116822</b>	CL-219-1A10	Canadair #2022	CF-116	CF-116D	CF5 Dual
<b>TOS:</b> 5 Aug 1969					
Originally ordered as RCAF 14822, re-marked before completion. Initial delivery to 443e L'Escadre de Combat, CFB Bagotville, QC, on 25 Aug 1969. First two seater and first CF-116 with this unit. With No. 434 Sqn by 1979. Visited Shearwater, NS for air show in Sep 1982, in No. 434 markings. At CFB Bagotville with 434 Sqn in 1986. With No. 419 Sqn at CFB Cold Lake in 1990. In storage at AMDU at CFB Trenton by Jul 1991, still there in Feb 1995. At Mountain View in 2001, partly disassembled. Reported scrapped by May 2003					
<b>SOS:</b> c.2003 - Struck off, scrapped					
<b>116823</b>	CL-219-1A10	Canadair #2023	CF-116	CF-116D	CF5 Dual
<b>TOS:</b> 9 December 1968					
Originally ordered as RCAF 14823, re-marked before completion. Delivered direct to CFB Cold Lake, AB for use by No. 419 Sqn. Used in 1974 demo team "the Cobras". In aggressor markings by 1978, coded "23". Used in late 1970s by "Rut Zulu" demonstration team. Received structural upgrade late 1980s. Received full Avionic Update Program modifications in early 1990s. Still with No. 419 Sqn, CFB Cold Lake, in early 1995, one of the last operational CF-5s. Stored at CFB Trenton by Jun 1995. Seen in storage, outdoors at CFD Mountain View, ON in Jun 1997, still there in Oct 2005. Still stored outside, wrapped in plastic, in Sep 2007. Sold to AeroVision, left Mountain View on 18 Feb 2008. To US civil register as N105BD in Jun 2010, this registration cancelled in May 2011. Re-registered as N823MA in Jun 2011.					
<b>SOS:</b> c.2008 - Struck off, sold					
<b>116824</b>	CL-219-1A10	Canadair #2024	CF-116	CF-116D	CF5 Dual
<b>TOS:</b> 5 Aug 1969					
Originally ordered as RCAF 14824, re-marked before completion. Delivered direct to CFB Cold Lake, AB. With No. 434 Sqn at Cold Lake in 1974. With No. 419 Sqn at Cold Lake, in aggressor markings, by 1978. Used in mid 1970s by "Rut Zulu" demonstration team. Received full Avionic Update Program modifications in early 1990s. Still with No. 419 Sqn, CFB Cold Lake, in early 1995, one of the last operational CF-5s. Stored at CFB Trenton by Jun 1995. Seen in storage, outdoors at CFD Mountain View, ON in Jun 1997, still there in Oct 2005. Still stored outside, wrapped in plastic, in Sep 2007. Still stored outside at Mountain View in Nov 2008. Reported as sold to Aero Vision in USA, but still at Mountain View in Jun 2010. Left Mountain View on 11 Jul 2011. Registered as N824LG in Feb 2012, to Logix Global Inc. of Lewis, Delaware.					
<b>SOS:</b> c.2011 - Struck off, sold					
<b>116825</b>	CL-219-1A10	Canadair #2025	CF-116	CF-116D	CF5 Dual
<b>TOS:</b> 8 Sep 1969					
Originally ordered as RCAF 14825, re-marked before completion. Initial delivery to CFB Bagotville, QC. Operated by 433e L'Escadre de Combat, CFB Bagotville, QC, in aluminum paint in 1972 and 1984. With No. 419 Sqn at CFB Cold Lake by 1986. On display at London, ON air show in Jun 1992 and Jun 1994, in 419 Sqn markings. In storage at AMDU at CFB Trenton by Feb 1995. Stored at Mountain View in 1997 and 2000. Reported candidate for Museum transfer, then sold to Grecoair in 1997, but this deal apparently fell through. Present location and ownership not clear.					
<b>SOS:</b> 17 Oct 2000 - Struck off					

<b>116826</b>	CL-219-1A10	Canadair #2026	CF-116	CF-116D	CF5 Dual
<b>TOS:</b> 5 Aug 1969					
Originally ordered as RCAF 14826, re-marked before completion. Initial delivery to CFB Bagotville, QC, on 15 Oct 1969. Last of the original two seaters delivered to CAF. With No. 434 Sqn in 1975. With No. 419 Sqn at CFB Cold Lake, AB in 1978 and 1993. In storage at AMDU at CFB Trenton by Feb 1995. Stored at CFD Mountain View by Jun 1997, still there in May 2002. To Canadian Air Land Sea Museum in Aug 2002. Stored outdoors at Markham, ON airport by May 2005.					
<b>SOS:</b> c.2002 - Transferred to Museum					
<b>116827</b>	CL-219-1A10	Canadair #2027	CF-116	CF-116D	CF5 Dual
<b>TOS:</b> Sep 1973 - Rolled out at Cartierville, QC					
First of the "extra" two seaters, ordered with funds from sale of stored aircraft to Venezuela. First flight 23 Oct 1973, carrying CAF serial number but no national markings. Delivered to CFB Trenton, ON, on 6 December 1973, taken on strength that day. Delivered to Venezuela as #2985, never operated by CAF. Arrived in Venezuela on 27 January 1974. Destroyed in mid-air collision with #6323 (ex-CAF 116776) on 2 Mar 1976, both pilots ejected.					
<b>SOS:</b> 6 December 1973 - Transferred to Venezuela					
<b>116828</b>	CL-219-1A10	Canadair #2028	CF-116	CF-116D	CF5 Dual
<b>TOS:</b> 2 January 1974					
First flight on 19 Nov 1973. Delivered to CFB Trenton on 2 January 1974. Sold to Venezuela as 5681, never operated by CAF. Arrived in Venezuela on 27 January 1974. Designated VF-5D. To Singapore for upgrades in 1993, re-designated VF-5Du. With 36 Sqn in 2007 and 2009.					
<b>SOS:</b> 2 January 1974 - Transferred to Venezuela					
<b>116829</b>	CL-219-1A10	Canadair #2029	CF-116	CF-116D	CF5 Dual
<b>TOS:</b> 9 January 1974					
First flight on 14 January 1974. Initial delivery to CFB Cold Lake, AB on 12 Feb 1974. With No. 1 Flying Training School at Cold Lake in 1975. Received full Avionic Update Program modifications in early 1990s. Became instructional airframe A771 on 16 Mar 1979, back to flying status by Aug 1986. With 419 Sqn at Cold Lake in 1987 and 1990. Received full avionics upgrade in early 1990s. Stored at CFB Trenton in 1991. Back to 419 Sqn in 1993. In storage at Bristol Aerospace in Winnipeg, Feb 1995. Delivered to Botswana on 18 Sep 1996 as their serial #OJ 23.					
<b>SOS:</b> 14 Jun 1996 - Sold to Botswana.					
<b>116830</b>	CL-219-1A10	Canadair #2030	CF-116	CF-116D	CF5 Dual
<b>TOS:</b> 9 January 1974					
First flight on 17 January 1974. Initial delivery to CFB Cold Lake, AB on 14 Feb 1974. With No. 419 Sqn at that base in 1982, 1983, and 1984. Operated by AETE at Cold Lake in 1989 and 1992. Received full Avionic Update Program modifications in early 1990s. In storage at Bristol Aerospace in Winnipeg, Feb 1995. Stored at CFB Trenton in Sep 1995. Stored at CFD Mountain View in Jun 1997. Delivered to Botswana Jun 2000. Their serial OJ 24 or OJ 25.					
<b>SOS:</b> c.2000 - Sold to Botswana.					
<b>116831</b>	CL-219-1A10	Canadair #2031	CF-116	CF-116D	CF5 Dual
<b>TOS:</b> 9 January 1974					
First flight on 31 January 1974. Initial delivery to CFB Cold Lake, AB on 5 Mar 1974, for use by No. 419 Sqn, in aluminum finish. Still with this Sqn in 1979 and 1981. Operated by AETE in 1985, and again in 1990. Received full Avionic Update Program modifications in early 1990s. Back to 419 Sqn in 1991. Still with No. 419 Sqn, CFB Cold Lake, in early 1995, one of the last operational CF-5s. Stored at CFB Trenton by Jun 1995. Seen in storage, outdoors at CFD Mountain View, ON in Jun 1997, still there in Oct 2005. Still stored outside, wrapped in plastic, in Sep 2007. Still stored outside at Mountain View in Nov 2008. Reported as sold to Aero Vision in USA, but still at Mountain View in Jun 2010. Left Mountain View on 2 Aug 2011. Registered as N831LG in December 2011, to Logix Global Inc. of Lewes, Delaware.					
<b>SOS:</b> c.2011 - Struck off, sold					

<b>116832</b>	CL-219-1A10	Canadair #2032	CF-116	CF-116D	CF5 Dual
<b>TOS:</b> 9 January 1974					
First flight on 14 Feb 1974. Initial delivery to CFB Cold Lake, AB on 23 April 1974. Used by AETE in 1982. With No. 419 Sqn at Cold Lake in 1984, 1990, and 1992. In storage at AMDU at CFB Trenton by Feb 1995. Stored at Mountain View in 1997. Back to Trenton by 12 Jun 1999. To No. 406 (HT) Sqn at CFB Shearwater, NS as a training aid in Jun 2002. Stored in Shearwater Aviation Museum hanger #2. Still at the Museum in Mar 2007.					
<b>SOS:</b> - Still on strength?					
<b>116833</b>	CL-219-1A10	Canadair #2033	CF-116	CF-116D	CF5 Dual
<b>TOS:</b> 9 January 1974					
First flight on 4 Mar 1974. Initial delivery to CFB Cold Lake, AB on 28 Mar 1974. Used by No. 1 Canadian Forces Flight Training School. Flew right wing in 1974 Sqn demo team, "The Cobras". With No. 419 Sqn at Cold Lake in 1979. Used by Aerospace Engineering and Test Establishment in 1982. Back with 419 Sqn in 1984 and 1992. Received full Avionic Update Program modifications in early 1990s. In storage at Bristol Aerospace in Winnipeg, Feb and Jun 1995. Maintained in flying status at Bristol from the mid-1990s, for testing and demonstration to potential foreign buyers. Displayed at Le Bourget in Jun 1995. Still in use as a demonstrator in Jun 2006, one of the last flying CF-5s in Canada. Seen in storage, inside Hanger 2 at CFD Mountain View, ON in Oct 2005. Left Mountain View on 10 Jul 2007. To US civil register Aug 2007 as N15FF. Reported as purchased by Ross Perot, Jr., will be used to train foreign air forces in Texas. Registered to Freedom 1 LLC of Wilmington, Delaware in Oct 2007. Offered for sale in 2016 for \$1.8M USD					
<b>SOS:</b> c.2007 - Struck off, sold					
<b>116834</b>	CL-219-1A10	Canadair #2034	CF-116	CF-116D	CF5 Dual
<b>TOS:</b> 9 January 1974					
First flight on 14 Mar 1974. Initial delivery to CFB Cold Lake, AB on 11 April 1974. With No. 1 Flying Training School at Cold Lake in 1975. With No. 419 Sqn at Cold Lake in 1979. With 433e L'Escadre de Combat, CFB Bagotville, QC, in 1984 and 1985. Back with 419 Sqn in 1986. Received structural upgrade late 1980s. Used for trials at Bristol Aerospace in 1992. With 419 Sqn in 1994. In storage at AMDU at CFB Trenton by Feb 1995. Reported stored at CFB Trenton in Oct 2005. On static display at Shirley's Bay, ON by Feb 2007, in overall grey and blue aggressor markings.					
<b>SOS:</b> - Still on strength?					
<b>116835</b>	CL-219-1A10	Canadair #2035	CF-116	CF-116D	CF5 Dual
<b>TOS:</b> 9 January 1974					
First flight on 10 April 1974. Initial delivery to CFB Cold Lake, AB. Served with No. 1 Flying Training School and No. 419 Sqn at that base. With No. 419 Sqn in 1985. To Bristol Aerospace in Winnipeg by Sep 1989. Received full Avionic Update Program modifications in early 1990s. Still with No. 419 Sqn, CFB Cold Lake, in early 1995, one of the last operational CF-5s. Stored at CFB Trenton by Jun 1995. Seen in storage, inside Hanger 2 at CFD Mountain View, ON in Oct 2005. At CFB Borden by Jun 2006, still there in Oct 2008.					
<b>SOS:</b> - Still on strength?					
<b>116836</b>	CL-219-1A10	Canadair #2036	CF-116	CF-116D	CF5 Dual
<b>TOS:</b> 9 January 1974					
First flight on 8 April 1974. Initial delivery to CFB Cold Lake, AB on 9 Jul 1974. With No. 1 Flying Training School at Cold Lake in 1975. Used by Aerospace Engineering and Test Establishment in 1979, 1982, 1983, and 1987. With No. 419 Sqn at Cold Lake in 1989. Received full Avionic Update Program modifications in early 1990s. With No. 419 Sqn, CFB Cold Lake, in early 1995, one of the last operational CF-5s. Still in use in Jun 1995. Stored at CFB Trenton by Sep 1995. Seen in storage, outdoors at CFD Mountain View, ON in Oct 2005. Still stored outside there in Sep 2007. Still outside, wrapped in foil, by Aug 2008. Still there in Nov 2008. Reported as sold to Aero Vision in USA, but still at Mountain View in Jun 2010 and Oct 2010. Left Mountain View on 30 Jun 2011. Registered as N836LG in Feb 2012, to Logix Global Inc. of Lewis, Delaware.					
<b>SOS:</b> c.2011 - Struck off, sold					



<b>116837</b>	CL-219-1A10	Canadair #2037	CF-116	CF-116D	CF5 Dual
<b>TOS:</b> 9 January 1974					
First flight on 25 April 1974. Initial delivery to CFB Cold Lake, AB on 29 May 1974. With No. 1 Flying Training School at Cold Lake in 1975. With No. 434 Sqn in 1979, 1985, and 1988. Received full Avionic Update Program modifications in early 1990s. With No. 419 Sqn, CFB Cold Lake, in early 1995, one of the last operational CF-5s. Stored at CFB Trenton by Jun 1995. Seen in storage, outdoors at CFD Mountain View, ON in Oct 2005. Still stored outside, wrapped in plastic, in Sep 2007, and Aug 2008. Still stored outside at Mountain View in Nov 2008. Reported as sold to Aero Vision in USA, but still at Mountain View in Jun 2010 and Oct 2010. Left Mountain View on 15 Jul 2011. Registered as N837LG in Feb 2012, to Logix Global Inc. of Lewis, Delaware.					
<b>SOS:</b> c.2011 - Struck off, sold					
<b>116838</b>	CL-219-1A10	Canadair #2038	CF-116	CF-116D	CF5 Dual
<b>TOS:</b> 9 January 1974					
First flight on 16 May 1974. Initial delivery to CFB Cold Lake, AB on 26 Jun 1974. With No. 419 Sqn at Cold Lake in 1979. Received structural upgrade late 1980s. Still with 419 Sqn in 1994. In storage at AMDU at CFB Trenton by Feb 1995. Stored at Mountain View by Jun 1995. Seen in storage, inside Hanger 3 at CFD Mountain View, ON in Oct 2005. Reported on display at St. Jean, QC.					
<b>SOS:</b> - Still on strength?					
<b>116839</b>	CL-219-1A10	Canadair #2039	CF-116	CF-116D	CF5 Dual
<b>TOS:</b> 9 January 1974					
First flight on 31 May 1974. Initial delivery to CFB Cold Lake, AB on 26 Jun 1974. Used by No. 1 Canadian Forces Flight Training School at Cold Lake in 1975. Used in 1974 demo team "the Cobras". With No. 419 Sqn at Cold Lake in 1982, 1983 and 1984. Received full Avionic Update Program modifications in early 1990s. In storage at Bristol Aerospace in Winnipeg, Feb 1995. Maintained in flying status at Bristol from mid 1990s up to at least Jun 2002, for testing and demonstration to potential foreign buyers. Seen in storage, inside Hanger 2 at CFD Mountain View, ON in Oct 2005. Stored inside, disassembled, at CFD Mountain View by Sep 2007. Reported sold to Aero Vision International of Muskegon, Michigan, as N115DV, left Mountain View on 12 Nov 2007. On US civil register by January 2008, as N115DV, owned by Dash One LLC of Wilmington, Delaware.					
<b>SOS:</b> c.2007 - Struck off, sold					
<b>116840</b>	CL-219-1A10	Canadair #2040	CF-116	CF-116D	CF5 Dual
<b>TOS:</b> 9 January 1974					
First flight on 12 Jun 1974. Initial delivery to CFB Cold Lake, AB on 13 Aug 1974. With No. 419 Sqn at Cold Lake in 1983 and 1985. Received full Avionic Update Program modifications in early 1990s. Used by AETE at Cold Lake in 1994. With No. 419 Sqn in 1995. In storage at Bristol Aerospace in Winnipeg, Feb 1995. Stored at CFB Trenton by Sep 1995. Seen in storage, outdoors at CFD Mountain View, ON in Oct 2005. Still stored outside there in Sep 2007. Registered to MCQ LLC of Wilmington, Delaware as N840MQ in Feb 2008. Reported sold to Aero Vision International of Muskegon, Michigan, as N840MQ, had left Mountain View by late 2008. Listed for sale on the Internet in Sep 2011, for US\$2,200,000. Reported then with 3068.6 hours total time, 72.4 since 1995 overhaul. Still for sale in April 2012.					
<b>SOS:</b> c.2008 - Struck off, sold					
<b>116841</b>	CL-219-1A10	Canadair #2041	CF-116	CF-116D	CF5 Dual
<b>TOS:</b> 9 January 1974 - First flight, from Cartierville.					
First flight at Cartierville on 25 Jun 1974. Initial delivery to CFB Cold Lake, AB on 12 Jul 1974. With No. 419 Sqn at Cold Lake in 1979 and 1985, in aluminum paint scheme. With No. 434 Sqn in 1987. Used as prototype for the full Avionic Update Program modifications. Rolled out at Bristol Aerospace in Winnipeg in Aug 1989, first flight in fully modified configuration on 14 Jun 1991. In use at AETE, CFB Cold Lake, in 1992 and in 1995. Stored at CFB Trenton by Sep 1995. Seen in storage, outdoors at CFD Mountain View, ON in Oct 2005. Still stored outside there in Sep 2007, Aug 2008, and Nov 2008. Reported as sold to Aero Vision in USA c.2010, but still at Mountain View in Jun 2010 and Oct 2010. Left Mountain View on 18 Jul 2011. Registered as N841LG in Feb 2012, to Logix Global Inc. of Lewis, Delaware.					
<b>SOS:</b> c.2011 - Struck off, sold					

<b>116842</b>	CL-219-1A10	Canadair #2042	CF-116	CF-116D	CF5 Dual
<b>TOS:</b> 9 January 1974					
First flight on 26 Aug 1974. Initial delivery to CFB Cold Lake, AB on 7 Oct 1974. With No. 419 Sqn at Cold Lake in 1979. With No. 434 Sqn in 1982. Written off after crash on 9 Sep 1988, while with No. 419 TF(T) Sqn. Capt. R. Kujala ejected after an inadvertent gear extension during high G manoeuvring over the Cold Lake Air Weapons Range. Aircraft continued in level flight for 18 minutes, CF-18s were scrambled to shoot the aircraft down if required. Crashed just east of Grande Centre, near the AB-Saskatchewan border.					
<b>SOS:</b> 10 Nov 1988 - Struck off after " <b>Category A</b> " crash					
<b>116843</b>	CL-219-1A10	Canadair #2043	CF-116	CF-116D	CF5 Dual
<b>TOS:</b> 9 January 1974					
First flight on 6 Sep 1974. Initial delivery to CFB Cold Lake, AB on 26 Sep 1974. Used by No. 1 Flying Training School at Cold Lake. With No. 419 Sqn at Cold Lake in 1979, 1989 and 1990. Received full Avionic Update Program modifications in early 1990s. Back with No. 419 Sqn in 1994. In storage at AMDU at CFB Trenton by Feb 1995. Stored at CFD Mountain view by Jun 1995, still there in Jun 2004. Scheduled for scrapping in 2004.					
<b>SOS:</b> c.2004 - Scrapped					
<b>116844</b>	CL-219-1A10	Canadair #2044	CF-116	CF-116D	CF5 Dual
<b>TOS:</b> 9 January 1974					
First flight on 19 Sep 1974. Initial delivery to CFB Cold Lake, AB on 28 Nov 1974. With No. 1 Flying Training School in 1979. With No. 419 Sqn in 1981. Written off after stalling and crashing while attempting overshoot from flapless landing on 30 April 1982. With No. 419 TF(T) Sqn at that time. Lt. J.B. Dubanski and Maj. M.D. Branter killed.					
<b>SOS:</b> 16 January 1984 - Struck off after " <b>Category A</b> " crash					
<b>116845</b>	CL-219-1A10	Canadair #2045	CF-116	CF-116D	CF5 Dual
<b>TOS:</b> 9 January 1974					
First flight on 28 Oct 1974. Initial delivery to CFB Cold Lake, AB on 19 Nov 1974. With 433e L'Escadre de Combat, CFB Bagotville, QC, in 1976 and 1981. With No. 419 Sqn at Cold Lake in late 1981. Back with 433 Sqn in 1982, and when it visited Nellis AFB in Nevada on 15 Oct 1984. Received full Avionic Update Program modifications in early 1990s. Still with No. 419 Sqn, CFB Cold Lake, in early 1995, one of the last operational CF-5s. Stored at CFB Trenton by Jun 1995. Seen in storage, outdoors at CFD Mountain View, ON in Oct 2005. Still stored outside, wrapped in plastic, in Sep 2007. Stored inside by Oct 2008. Still inside Nov 2008, reported being prepared for departure. Left Mountain View on 10 Feb 2009. Registered to Corsair Enterprises of Peninsula, Ohio in Mar 2009, as N845PS.					
<b>SOS:</b> c.2008 - Struck off, sold					
<b>116846</b>	CL-219-1A10	Canadair #2046	CF-116	CF-116D	CF5 Dual
<b>TOS:</b> 9 January 1974					
Last Canadian built F-5, first flight on 22 Nov 1974. Initial delivery to CFB Cold Lake, Alta., on 31 Nov 1974 (also reported as January 1975?). Served with No. 419 Sqn at Cold Lake in 1979 and 1990. Received full Avionic Update Program modifications in early 1990s. Still with No. 419 Sqn, CFB Cold Lake, as late as Jul 1995, one of the last operational CF-5s. Stored at CFB Trenton by Sep 1995. Stored at CFD Mountain View, ON by Jun 2000. Seen in storage, outdoors at Mountain View in Oct 2005. Still stored outside there in Sep 2007. Still there in Oct 2008, inside hanger. By Nov 2008 stored outside, in shrink wrap. Left Mountain View on 10 Feb 2009. Registered to Corsair Enterprises of Peninsula, Ohio in Mar 2009, as N846PS.					
<b>SOS:</b> c.2008 - Struck off, sold					

## **Additional Notes:**

While in CF service, the CF-116A/D fleet suffered **Category "A"** crashes = 22 (or 35% of the active fleet -which consisted of a maximum of 62 a/c of the 135 a/c originally manufactured for the CF) + one a/c prior to delivery (17043)

The following Canadian Armed Forces Squadrons / units flew *CF-5s*:

No. 419 "Moose" (T) Squadron, Cold Lake, AB  
No. 433 "Porcupine" (TF) Squadron, Bagotville, QC  
No. 434 "Bluenose" (TF) Squadron, Chatham, NB, & Bagotville, QC  
Aerospace Engineering and Test Establishment, Cold Lake, AB

While in CF service the aircraft received both an Avionics Update Program (AUP) and a structural upgrade program. The following CF-116As received the full AUP upgrade:

116705, 116707, 116716, 116719, 116723, 116727, 116732, 116734, 116754 116764, 116756, 116768, 116774. (116754 replaced 116704 and 116764 replaced 116715)

The following CF-116Ds received the full AUP upgrade:

116801, 116802, 116805, 116807, 116811, 116812, 116818, 116820, 116821, 116823, 116824, 116829, 116830, 116831, 116833, 116835, 116836, 116837, 116839, 116840, 116841, 116843, 116845, 116846.

The following CF-116Ds got only the structural part of the upgrade:

116809, 116810, 116813, 116814, 116815, 116819, 116823, 116834, 116838.

After being placed in storage before any CF use, a number of CF-116 aircraft were sold to the *Fuerza Aerea Venezoliana* or Venezuelan Air Force. The CF-116s were delivered to the *Fuerza Aerea Venezoliana* (FAV) in two groups between February and June 1972. The CAF serials of the 16 single-seaters delivered to Venezuela were 116767, 116773 to 116783 and 116786 to 116789. The two CF-116Ds were 116803 and 116808. The money paid by Venezuela for these planes enabled a new batch of 18 CF-116Ds to be built for the CAF (CAF serials 116829 to 116846).

The 16 CF-116As and two CF-116Ds were issued to Grupo de Caza No 12. based at Barquisimeto. They were given the local designations VF-5A and VF-5D, and two of the single seaters were converted into reconnaissance RVF-5As.

Two new-build CF-116Ds were delivered by Canadair to Venezuela on January 27, 1974. They were assigned CAF serials 116827 and 116828, but were never actually taken into CAF inventory but delivered directly to Venezuela. They were designated as VF-5Ds in FAV service.

The Canadair deal with Venezuela made the Northrop design company very unhappy, since the parent company had not previously agreed to Canadair's resale of license-built aircraft to other countries. In 1974, the Northrop company sued the Canadian government over these resale rights and royalties. The matter was finally settled out of court when the Canadian government paid Northrop \$9 million.

After an Avionics Update Program and extensive structural refurbishment, a small number of CF-116 aircraft were later sold to the Botswana Air Force. The Botswana Air Force first purchased ten upgraded CF-5As (116705, 116716, 116719, 116723, 116727, 116732, 116734, 116754, 116764 & 116784) and three CF-5Ds (116801, 116802, & 116829) from Canada in 1996. Then, a further two CF-5Ds (116811 & 116830) were purchased in 2000.

Further marketing efforts to sell the upgraded fleet proved unsuccessful and the remaining aircraft were sold for scrap value. Apart from numerous aircraft that ended up in museums or on pedestals, however, at least fourteen CF-116 duals later appeared on the US civil register as follows:

S/N	C/N	Civil Registration	Owner
116805	/ 2005	N805FF	Lewis Fighter Fleet, San Antonio, TX
116818	/ 2018	N818LG	Logix Global / Tiger Aircraft, Dallas, TX
116820	/ 2020	N511BZ	Freedom Fighter Corp, Cheektowaga, NY
116821	/ 2021	N512BZ	Freedom Fighter Corp, Cheektowaga, NY
116823	/ 2023	N105BD, later N823MA	
116824	/ 2024	N824LG	Logix Global / Tiger Aircraft. Dallas, TX
116831	/ 2031	N831LG	Logix Global / Tiger Aircraft. Dallas, TX
116833	/ 2033	N15FF	Freedom 1 LLC, Wilmington, DL D&M Enterprises, Pointe Vedra Beach, FL \$1.8M USD
116836	/ 2036	N836MX	Logix Global / Tiger Aircraft. Dallas, TX
116837	/ 2037	N837LG	Logix Global / Tiger Aircraft. Dallas, TX
116839	/ 2039	N115DV	Dash 1 LLC, Wilmington, DL
116841	/ 2041	N841LG	Logix Global / Tiger Aircraft. Dallas, TX
116845	/ 2025	N845PS	Corsair Enterprises, Peninsula, OH
116846	/ 2026	N846PS	Corsair Enterprises, Peninsula, OH

### **Aircraft (or Air Vehicle) Damage Level (ADL) Categories: <sup>1</sup>**

The Canadian Forces 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:

**Category “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 not directly related to the damage.

Category “B” = Very Serious: The aircraft has sustained damage to multiple major components;

Category “C” = Serious: The aircraft has sustained damage to a major component;

Category “D” = Minor: The aircraft has sustained damage to non-major components; and

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

### **Instructional Airframe Categories**

In the Canadian Armed Forces, airframes relegated to training purposes were categorized with an alpha-numeric serial number. The letter designation denoted one of four categories as follows:

“A” - identifies aircraft that are deemed repairable and potentially could be returned to flight status

“B” - identifies aircraft that are permanently assigned to the ground training role

“C” - identifies ground training aircraft that have been sectioned

“D” - identifies aircraft consigned as demolition targets

### **Abbreviations:**

AETE	=	Aerospace Engineering Test Establishment
AMDU	=	Aerospace Maintenance Development Unit
AB	=	Alberta (Canada)
a/c	=	aircraft
BC	=	British Columbia (Canada)
CAF	=	Canadian Armed Forces

<sup>1</sup> Drawn from: A-GA-135-001/AA-001 *Manual of Flight Safety for the Canadian Forces*

Cat	=	Category
CF	=	Canadian Forces
CFSATE	=	Canadian Forces School of Aerospace Technology & Engineering
C/N	=	Construction Number
FIS	=	Flying Instructor School
(F)	=	(Fighter)
MB	=	Manitoba (Canada)
NB	=	New Brunswick (Canada)
ON	=	Ontario (Canada)
QC	=	Quebec (Canada)
RCAF	=	Royal Canadian Air Force
SOS	=	Struck Off Strength
Stn	=	Station
TOS	=	Taken On Strength
TTS	=	Technical Training School

**References:**

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