



**CANADA AVIATION
AND SPACE MUSEUM**

CANADA AVIATION AND SPACE MUSEUM AIRCRAFT

**LOCKHEED 10A/B, 12 & 212
ROYAL CANADIAN AIR FORCE SERIAL NUMBERS
INDIVIDUAL HISTORIES**



**By T.F.J. Leversedge
Canada Aviation and Space Museum Research Volunteer**

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. This publication details the individual service histories of those aircraft which were allocated to the Royal Canadian Air Force for use in the Home War Establishment.

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

Acknowledgements

Special thanks to Sylvie Bertrand, the librarian at the Canada Aviation & Space Museum, who provided both guidance and assistance in providing access to the records used in the preparation of this publication.

Dedication

This publication is dedicated to all those who flew and maintained these Lockheed 10, 12 and 212 aircraft and especially to those who gave their lives in the service of their country while flying or maintaining these Lockheed "Twins".

Cover Image Notes

RCAF Lockheed L-10A #1526 loads passengers with both engines running. This aircraft is now in the Canada Aviation and Space Museum collection in Trans-Canada Airline markings - RCAF photo PL-2093

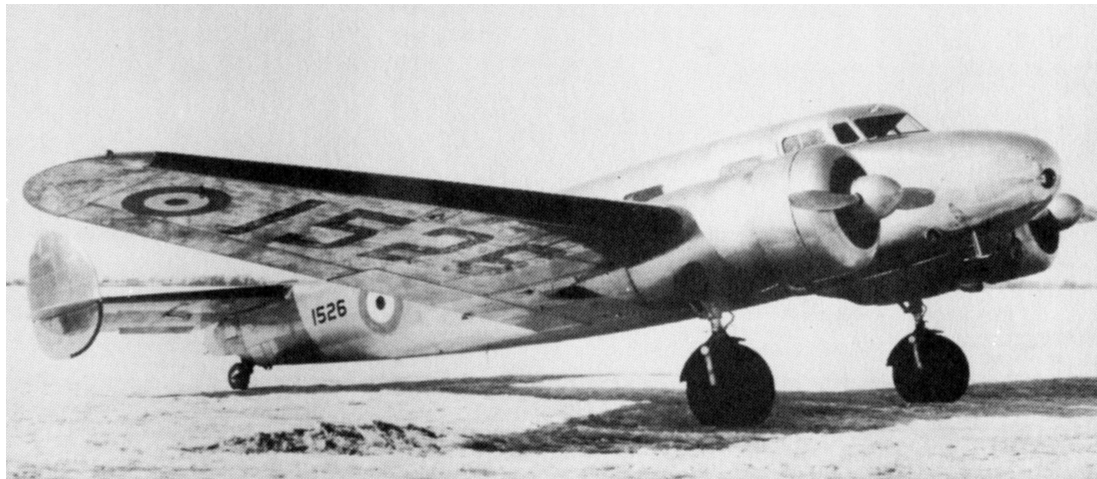
RCAF Lockheed 10A/B, 12, & 212 Serials

| RCAF # | Manufacturer | Model # | Name | C/N |
|--------|--------------|-------------|---------|------|
| 1526 | Lockheed | Model L-10A | Electra | 1112 |

TOS: 23 Oct 1939 - Purchased from TCA.

Built in 1937. Registered to Trans Canada Airlines (TCA) registered as CF-TCA on 6 Oct 1937. Taken on strength at Camp Borden, ON, first assigned to the Flying Instructors School (FIS) at Borden. Still with FIS at Borden on 10 Jan 1940. Then to Trenton with this FIS on 22 Jan 1940, then back to Borden shortly after. To No. 1 Training Command on 1 Apr 1940. To TCA shop at Malton, ON, 2 Sep 1940 to 26 Mar 1941. To No. 1 Training Command at Trenton when completed. Back to TCA at Malton from 24 Apr to 16 Dec 1941. Noted as on loan, probably operated by TCA during this period. To No. 1 Training Command when loan finished. To No. 3 Training Command on 23 Mar 1942, for use by No. 12 (Comm) Squadron at RCAF Station Rockcliffe, ON. To TCA at Malton for overhaul on 7 Jun 1943. Diverted to TCA shop at Winnipeg for radio installation on 3 Dec 1943. To No. 3 Training Command on 4 Jan 1944. To No. 1 Air Command on 15 Jan 1945. Pending disposal from 21 Sep 1945. Stored at Rockcliffe, ON where it was noted with 550:50 hours of logged time since overhaul. Returned to civil register post war as CF-BTD, sold to Thunder Bay Airlines in Fort William, ON, registered by them on 9 Apr 1946. To Siple Aircraft of Montreal on 6 Jul 1946. Later to US civil register as N79237, operated by Wisconsin Central Airways. To Mid-Sky Company in 1951 and re-registered as N1285. Leased to Midway Airlines. Ground looped in Mexico City in 1952 damaging starboard wing and u/c. Repaired and later became an executive transport with Bankers Life and Casualty of Florida circa 1957. To Great Lakes Airmotive of Willow Run, MI in 1959. Damaged in belly landing at Willow Run in 1961 when it belly-landed on a test flight due to a mechanical failure. To State Airlines in Feb 1962. To Lee R. Koepke in 1962. Registered as N79237. Rebuilt and used for a round the world flight in 1967 to celebrate the 30th anniversary of Amelia Earhart's flight in 1937. Sold to Air Canada on 11 Mar 1968. Donated to Museum of Science and Technology with 10,984 total airframe hours. Now in the Canada Aviation & Space Museum in Rockcliffe, in original TCA markings as CF-TCA.

SOS: 16 Jan 1946 - Struck off, later sold



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|------|----------|-------------|---------|------|
| 1527 | Lockheed | Model L-10A | Electra | 1113 |
|------|----------|-------------|---------|------|

TOS: 23 Oct 1939 - Purchased from TCA

Ex Trans Canada Airlines CF-TCB, registered to them on 9 Oct 1937. Taken on strength at Camp Borden, ON. To Flying Instructors School at Borden on 23 Oct 1939. To RCAF Station Trenton with this School on 22 Jan 1940. To No. 1 Training Command on 1 Apr 1940. Cat "D" damage at Trenton on 8 May 1940. Loaned to Trans Canada Airlines from 4 Oct 1940 to 18 Dec 1941. Back to No. 1 Training Command when loan finished, then to No. 3 Training Command on 23 Mar 1942. Probably used by No. 12 (Comm) Squadron at RCAF Station Rockcliffe, ON. To Trans Canada Airlines for overhaul on 10 Dec 1943. To No. 6 Repair Depot for write off on 5 Jul 1944, possibly after being damaged in a ground fire. Reported as scrapped by the RCAF.

SOS: 17 Aug 1944 - written-off and scrapped.



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|-------------|----------|-------------|---------|------|
| 1528 | Lockheed | Model L-10A | Electra | 1064 |
|-------------|----------|-------------|---------|------|

TOS: 23 Oct 1939 - Purchased from TCA

First imported as CF-BAF, registered to Canadian Airways of Winnipeg on 29 Aug 1936. To Trans Canada Airlines on 28 Aug 1937, one of their first aircraft. Taken on strength at Camp Borden, ON. To Flying Instructors School at Borden on 23 Oct 1939. To RCAF Station Trenton with this School on 22 Jan 1940. To No. 1 Training Command on 1 Apr 1940. To No. 3 Training Command on 1 Aug 1942. Noted on 27 Apr 1944 with 3180:50 total time, 662:20 since overhaul. Transferred from Central Training Establishment account to Western Air Command on 10 Oct 1944, probably with No. 12 (Comm) Squadron at Rockcliffe at this time. To storage on 12 Oct 1944. To No. 1 Air Command on 15 Jan 1945, still in storage. To No. 6 Repair Depot on 25 Jan 1945 for installation of Liquid-O-Meters (a period brand name for a type of fuel quantity / fuel flow gauges). To North West Air Command on 6 Jun 1945. Pending disposal from 12 Mar 1946. Noted while pending disposal with 2,967:45 airframe hours, 1,090:00 hours since overhaul. Struck off and sold. US registered as NC47761 to Taylor Aviation Co. in May 1946. To R. Kashower in May 1946 and used in Ecuador. Re-registered as NC1622 to Texaco in Mar 1947. Re-registered as NC16222 and donated to Purdue Aeronautics Corp on 23 Mar 1949. Registration later changed to N1622. Returned to Canadian civil register as CF-HED in 1953, with Matane Air Services Ltd. Damaged on take-off at Matane, QC on 7 Mar 1957. Repaired but badly damaged when it ground-looped at Franquelin, QC on 10 May 1957. No further information and struck off Cdn register in Oct 1967.

SOS: 2 May 1946 - Struck off to War Assets Corporation for disposal and later sold

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|-------------|----------|-------------|---------|------|
| 1529 | Lockheed | Model L-10A | Electra | 1063 |
|-------------|----------|-------------|---------|------|

TOS: 23 Oct 1939 - Purchased from TCA

Imported 29 Sep 1936 by Canadian Airways Ltd. of Winnipeg, as CF-AZY. To Trans Canada Airlines, first registered to them on 10 Sep 1937. Taken on strength at Camp Borden, ON. Issued to Flying Instructors School on 23 Oct 1939. to RCAF Station Trenton, ON with this School on 22 Jan 1940. To No. 1 Training Command on 1 Apr 1940. To workshop reserve with No. 6 Repair Depot at Trenton on 27 Mar 1941, when it was noted with 3,830:15 hours logged time, 681:56 hours since overhaul. Back to No. 1 Training Command at Trenton on 28 Mar 1942. To North West Air Command on 2 Jan 1945, transferred from BCATP to Western Air Command on that day. Pending disposal from 12 Mar 1946. Had 4334:30 total airframe hours when struck off. Noted as sold to Thunder Bay Airlines in RCAF records, but their application for registration on 2 May 1946 was not taken up. Later to US register as NC97227 with Hunter C. Moody by 1949. To Pee Wing King Band and registered as N79227. To Harold W. Harbican in 1957. No further data available and fate unknown.

SOS: 2 May 1946 - Struck off to War Assets Corporation for disposal and later sold



1531

Lockheed

Model L-12A

Electra Junior

1240

TOS: 15 Jul 1941 - Taken on strength at RCAF Station Rockcliffe, ON

Purchased second hand in US, had been NC18946 with McClanahan Oil Co and then with LeTourneau Col Ltd. To No. 3 Training Command on 1 Nov 1941, for use by No. 12 (Comm) Squadron at Rockcliffe. May have been with this Squadron earlier. To No. 9 Repair Depot on 3 Mar 1944 for reconditioning, with 1815:10 airframe hours, never having been overhauled. Pending disposal from 5 Jul 1944. To Maritime Central Airways when sold, as CF-BXS. Back to the US register in Jul 1945 as NC18946 with H.G. Chatterton. Later re-registered as N18946. To Tetyak Construction Co. in 1957. To Greenbrier A/P Inc in 1961. To John Pace. Crashed at Martinsville, VA on 7 Jul 1964, collided with trees while attempting to take off with gust locks in place. Destroyed by post impact fire; the pilot and 4 passengers were all killed.

SOS: 18 Nov 1944 - Struck off and later sold



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|-------------|----------|-------------|---------|------|
| 7631 | Lockheed | Model L-10A | Electra | 1013 |
|-------------|----------|-------------|---------|------|

TOS: 27 Jun 1940 - Taken on strength

Built as a Model 10A. Purchased second hand in the US, had been NC14261, operated by Northwest Airlines from Feb 1935. Civil registration CF-BRD was assigned for ferry flight to Canada. Assigned to Western Air Command. Also used by No. 1 Training Command. Converted to 10B standard by 21 Jul 1943, Wright engines replaced with Pratt & Whitney Wasps. Put into storage with 12,359:55 hrs since new and 242:40 hrs since the last overhaul. Struck off and sold. To Canadian civil register as CF-BYU after being sold, registered to Maritime Central Airways of PEI on 24 Aug 1945. Re-converted to Model 10A. To Trans Gaspesian Air Lines of Gaspé, QC in Nov 1956. Damaged in taxiing incident at Port Menier, QC on 14 Apr 1959. To Air Gaspé in 1962. Sold and returned to the US as N3485 with Seaboard Motors in Jul 1971. Ground-looped on take-off from Corpus Christi, TX on 7 Feb 1972. Probably written-off as no further data and struck off US register as of Jul 1973.

SOS: 2 Mar 1945 - Struck off and later sold

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|-------------|----------|-------------|---------|------|
| 7632 | Lockheed | Model L-10A | Electra | 1010 |
|-------------|----------|-------------|---------|------|

TOS: 27 Jun 1940 - Taken on strength

Built as a Model 10A. Purchased second hand in the US, had been registered as NC14263 to Northwest Airlines. Civil registration CF-BRC used to import the aircraft to Canada. Assigned to RCAF. Used by various Training Commands including No. 1, 2 and 4. Also used in Western Air Command. Struck off and sold. To R. Kashower of New York in 1946. To E.L. Taylor in 1947 and registered as NC65179. Operated in Ecuador. To Paramount Aquarium in late 1940s and later re-registered as N65179. To Jaes Air Taxi Service as of Mar 1956 and registered as N156S on 20 Oct 1961. To Mountain Air Lines in 1962/63. To E.P. Lunkin and re-registered as N229M in Feb 1963. To Louisville Flying Services and re-registered as N22911. Sold to LANSAs on 15 Sep 1965. Registered as HR-LAB on 18 Mar 1966. Registration was cancelled on 17 Jun 1968 and the a/c was returned to the US as N22911. With Caribbean Helicopters in Jun 1968. To Howard F. Dutton in Jul 1973. Wrecked and written off in a wind storm at Haverhill, MA in May 1974.

SOS: 5 Apr 1946 - Struck off and later sold

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|------|----------|------------|---------|------|
| 7633 | Lockheed | Model L-10 | Electra | 1003 |
|------|----------|------------|---------|------|

TOS: 27 Jun 1940 - Taken on strength

Purchased second hand in the US. Had been registered as NC14244 to Northwest Airlines. Civil registration CF-BRB may have been used to import the aircraft. With No. 13 (OT) Squadron, RCAF Station Patricia Bay, BC, May 1941 to Jun 1942. Cat "B" damage on 14 Dec 1944 after crashing at Edmonton, AB while attached to No. 6 Comm Flt. The a/c took off on a routine transport flight of freight and passengers bound for Norman Wells, NWT. The pilot forgot to retract the flaps and the a/c only travelled approximately 3 miles before losing altitude and stalling. The stall could not be recovered and the a/c struck the ground starboard wing first. The two pilots and two passengers escaped with minor injuries. The a/c was not repaired and was struck off / scrapped.

SOS: 27 Feb 1945 - Struck off and scrapped



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|------|----------|-------------|---------|------|
| 7634 | Lockheed | Model L-10B | Electra | 1040 |
|------|----------|-------------|---------|------|

TOS: 27 Jun 1940 - Taken on strength

Purchased second hand in the US, had been registered as NC14962 to Eastern Airlines. Probably purchased from Chicago & Southern Airlines where it flew as the "City of Springfield". The civil registration CF-BQW used to import the aircraft to Canada. Assigned to RCAF with Western Air Command. With No. 13 (OT) Squadron, RCAF Station Patricia Bay, BC, Oct 1940 to Jun 1942. Used by No. 4 Training Command as of 29 May 1943. To NWAC as of 19 Jan 1944 for use on North West Staging Route. Back to Western Air Command use as of 1 Apr 1944. Put into storage with 12,477:55 hrs since new and 1,717:00 hrs since the last overhaul. Struck off and sold to civil register as CF-BXQ, registered to Maritime Central Airways of PEI on 6 Mar 1945. Converted to 10A and re-engined with Pratt & Whitney Wasps in 1954. To Matane Air Services of Matane, QC on 1 Jun 1956. Exported to US on 30 Jul 1963 to unknown owner as N8723R. Re-registered to Midwest Airlines at N228M. To Provincetown-Boston Airlines by Jan 1966 and registered as N239PB by 1968. To Franklin J. Lindsey in Jul 1973. Damaged when port u/c collapsed while landing on Conch Bar on Middle Caicos Island on 5 Jul 1974. Flown to Miami for repairs. To John Leibolt in Jun 1977. To Old Turkey Inc in Jul 1978. Last reported stored in Fort Lauderdale, FL. May have also been used for illegal activities. Fate unknown.

SOS: 25 Oct 1944 - Struck off and later sold



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|------|----------|-------------|----------------|------|
| 7640 | Lockheed | Model L-12A | Electra Junior | 1245 |
|------|----------|-------------|----------------|------|

TOS: 29 Jun 1940 - Taken on strength by No. 1 Training Command

Purchased second hand in the US, from J.W. Thorne through the Charles H. Babb Company, had been registered as NC18957. Purchase price was \$46,000. Temporary registration CF-BQZ was used for importation. Assigned to RCAF's Western Air Command. Total time on 25 Sep 1944 reported as 1764:00 airframe hours. Pending disposal from 3 Jan 1945, with No. 1 Training Command. To No. 1 Air Command on 15 Jan 1945, still pending disposal. Stored at No. 6 Repair Depot, where it was noted with 1839:15 hours total time, never overhauled. Struck off and sold into the US, registered as NC33174 to Robert E. White. To Sunray Oil Co. in Jul 1946 and later re-registered N33174. Re-imported to Canada by Pacific Petroleum Ltd as CF-FUS on 26 Sep 1952. To Bow Valley Aviation Co. To Sept Isles Air Services Ltd in Mar 1964, To Labrador Airways Ltd also in 1964. To Wheeler Northland Airways in 1966. Returned to the US as N3486 with Hunter C. Moody in 1971. To Elaine Loeing Jones in Jul 1971. To Red Eye Express Inc in Jul 1972. Crashed on 15 Sep 1975 in Springfield, MO. Probably written off and no longer on the US registry as of 1976. Fate unknown.

SOS: 12 Mar 1945 - Struck off, to War Assets Corporation for disposal & later sold



7641

Lockheed

Model L-12A

Electra Junior

1241

TOS: 22 Jun 1944 - Taken on strength by No. 1 Training Command

Purchased second hand in the US from Wilbur D. May, through the Charles Babb company; had been registered as NC18947. Purchase price was \$42,500. Temporary registration CF-BRA used for importation purposes. To RCAF No. 1 Training Command. Reported on 25 Sep 1944 with 1828:15 airframe hours. Pending disposal from 3 Jan 1945, still with No. 1 Training Command. To No. 1 Air Command on 15 Jan 1945, still pending disposal. Stored at No. 6 Repair Depot, where it was noted with 1832:00 airframe hours, with 387:55 hours since overhaul. Struck off and sold to civil register as CF-BZN with McInnes Products of Edmonton, AB in Apr 1945 but registration not taken up. Exported to US shortly afterwards, registered first as NC18947 to Charles H. Babb Co. and later as N18947, and operated by Gulf Oil as an executive transport. Re-imported to Canada and registered as CF-HRN to Gulf Radair Co. Ltd. in Oct 1954. To Canadian Gulf Oil Co. but destroyed in a hanger fire at Calgary, AB on 6 Dec 1954.

last date: 9 May 1945 - Struck off to War Assets Corporation for disposal & later sold



7642

Lockheed

Model L-212

Electra Junior

212-13 / 1243

TOS: 29 Jun 1942 - Taken on strength by No. 1 Training Command

Originally built as a Model 12A Electra Junior. To Western Air Express, registered as NC18955 as of 5 Dec 1937.. Converted by Lockheed into a Model 212 (with c/n 212-13) in 1938 and used as company demonstrator complete with a gun turret and with the registration NX18995. Converted back to Model 12 transport configuration with registration NC18995 before sale to RCAF, but still identified as a Model 212 in RCAF records. Purchased second hand through Charles Babb. Temporary registration CF-BQX used for importation to Canada. To RCAF's WAC. Operated by No. 12 (Comm) Squadron in RCAF Station Rockcliffe, ON. A note on the a/c record card states the following: "To be used by S/L McArthur on special work while on the charge of No. 12 Comm Sqn". Put into storage with 2,227:50 hrs since new and 849:15 hrs since the last overhaul. Struck off and sold. To civil register post war, as N60755, with Paul Mantz Air Services. To California Aircraft Investors and registered as N16020 (circa 1957). Crashed and burned at Fort Irwin, CA on 16 Dec 1961 after an engine failure.

SOS: 1 Feb 1946 - Struck off, to War Assets Corporation for disposal & later sold



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|------|----------|-------------|----------------|------|
| 7645 | Lockheed | Model L-12A | Electra Junior | 1207 |
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TOS: 10 Aug 1940 - Taken on strength by No. 4 Training Command

Purchased second hand in the US, through the Charles Babb Company. Had been registered as NC58Y with the Loffland Bros as of 25 Nov 1937 and was used in the 1938 movie "Sky Giant". Purchase price was \$38,500. Temporary registration CF-BRN used for delivery to Canada. To RCAF's WAC. Taken on strength at No. 2 Air Observer School at Edmonton, AB. To workshop reserve at No. 2 AOS on 2 Jul 1941. To Aircraft Repair, 26 Nov 1941 to 24 Feb 1942. To No. 4 Training Command when completed, for use by their Comm Flight. To No. 2 Training Command on 13 Apr 1942, for use by their Comm Flight. To Trans Canada Airlines at Winnipeg on 15 Apr 1943, back to No. 2 Training Command on 17 Apr 1943. On indefinite loan to TCA from 8 Jun 1944, ownership remained with No. 15 Aircraft Inspection Detachment. Noted on 22 Sep 1944 with 2686:00 airframe hours, and 519:00 hours since overhaul. Sold to back Charles Babb & Co. To Aervias Brasil as of 21 Nov 1944 and registered as PP-AVF. No further data and fate unknown.

SOS: 5 Oct 1944 - Struck off and later sold



7646

Lockheed

Model L-12A

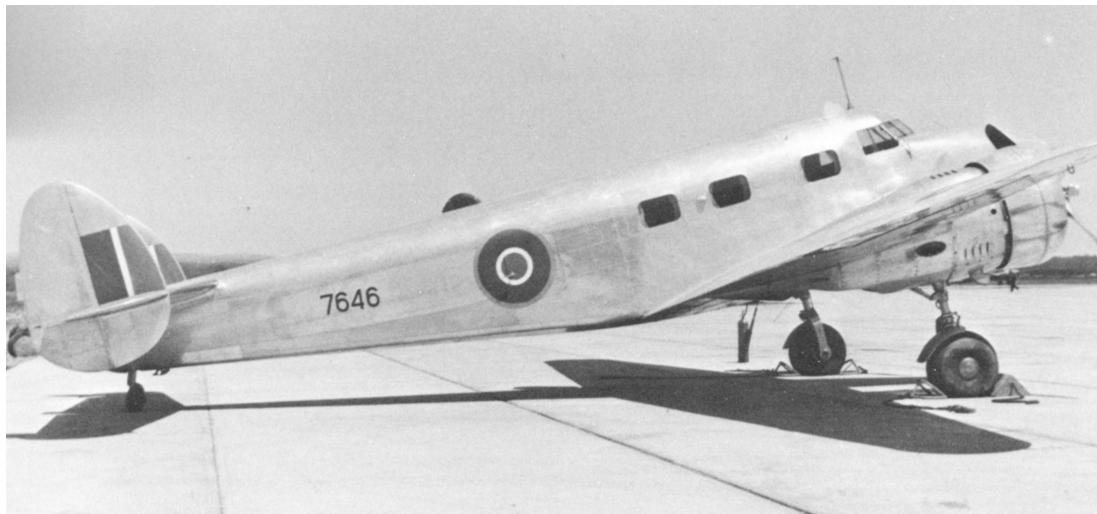
Electra Junior

1209

TOS: 10 Aug 1940 - Taken on strength by No. 4 Training Command

Purchased second hand in the US, through the Charles Babb Company. Had been registered as NC17309, operated by Santa Maria Airlines of California from 1936. Purchase price was \$46,500. Temporary registration CF-BRW used for delivery. Taken on strength at No. 2 Air Observer School at Edmonton, AB. To No. 1 Training Command on 16 Nov 1940. Assigned to Trans Canada Airlines at Malton, ON on 26 Feb 1941. Cat "C" damage at Malton airport on 28 Feb 1941. Cat "C" damage at Island Airport, Toronto on 18 Mar 1941. Back to No. 1 Training Command at Trenton on 26 Mar 1941. To No. 12 (Comm) Squadron at Rockcliffe on 23 Sep 1941. To No. 3 Training Command with this Squadron on 1 Nov 1941. Crashed landed at Fauquier near Cochrane 22 Feb 43. To TCA for crash repairs. To No. 3 Training Command when completed. Still with No. 12 (Comm) Squadron, RCAF Station Rockcliffe, ON, in 1943. To TCA for radio installation, 29 Sep to 2 Nov 1943. To workshop reserve at No. 8 Repair Depot, 11 to 12 Nov 1943. Back to No. 3 Training Command when completed. Noted on 29 Sep 1944 with 1598:30 airframe hours, 316:15 hours since overhaul. Pending disposal from 13 Oct 1944. Stored at No. 9 Repair Depot at St. Jean, QC, where it was noted with 1599:35 hours airframe time. Transferred to Department of Transport after being struck off, registered as CF-DTP. Last Canadian Certificate of Airworthiness expired in 1961. Reported scrapped in mid 1960s.

SOS: 1 Dec 1944 - Struck off, to War Assets Corporation for disposal. Transferred to DoT



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|------|----------|-------------|----------------|------|
| 7647 | Lockheed | Model L-12A | Electra Junior | 1223 |
|------|----------|-------------|----------------|------|

TOS: 10 Aug 1940 - Taken on strength by No. 4 Training Command

Purchased second hand in the US, through the Charles Babb Company. Had been registered as NC18126 first with Varney Air Transport on 9 Jun 1937 and then with Continental Air Lines as of 1 Jul 1937. The purchase price was \$33,500. Temporary registration CF-BRP (originally CF-BIP applied in error) used for delivery to Canada. To RCAF's WAC. Taken on strength at No. 2 Air Observer School at Edmonton, AB. To Trans Canada Airlines at Winnipeg for overhaul on 7 Dec 1940, noted with 407:00 airfare hours on that date. To No. 2 Training Command at Winnipeg on 18 Jan 1941. Back to WAC on 2 May 1941, for use by No. 13 (OT) Squadron at RCAF Station Patricia Bay, BC. Category "B" crash at Patricia Bay at 16:35 hrs on 18 Sep 1941, while being operated by No. 13 (OT) Squadron. Pilot was reported as W/C J.L. Plant. To No. 13 Technical Detachment at Boeing Aircraft of Canada at Vancouver for crash repairs on 20 Sep 1941. Back to WAC on 1 Mar 1942. To No. 4 Training Command on 29 Jul 1942, which is the date on which No. 13 OTU ended land plane training, later becoming No. 3 (BR) Operational Training Unit. Pending disposal from 3 Jul 1944. Stored at No. 10 Repair Depot at Calgary, where it was noted with 4849:00 airframe hours, with 653:40 hours since overhaul. Struck off and sold to Fairchild Aerial Surveys Inc in 1945. Used for an aerial survey of Ecuador for Shell Oil Co. To Venezuela / Asiatic Petroleum Corp with Ecuadorian registration of YV-P-APZ. Stored at Love Field in Dallas, TX as of 1956. Re-registered as N7821B to M.M. Sundt Construction Co. To Richard O. Delaney Jr in 1957. To J.M. Tucker in Jun 1963. To Four Corners Aviation Inc in Jul 1964. To Westernair Inc of Albuquerque, NM in 1966. To Bates Lumber Co. Inc and registered as N399X on 31 Mar 1966. Crashed on 9 May 1969 at Casper, Wyoming, while being operated by Seeley Flying Service when the pilot attempted to take off with elevator ground lock in position. The a/c was destroyed by the post-crash fire.

SOS: 1 Nov 1944 - Struck off, to War Assets Corporation for disposal

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|------|----------|-------------|---------|------|
| 7648 | Lockheed | Model L-10B | Electra | 1066 |
|------|----------|-------------|---------|------|

TOS: 7 Jul 1940 - Taken on strength

Built in 1936, purchased second hand in the US. Previously registered to J.R. Brinkley as NC16054 before delivery to RCAF. Temporary registration CF-BRS used for delivery to Canada. Assigned to RCAF's WAC. With No. 13 (OT) Squadron, RCAF Station Patricia Bay, BC, from 1 May 1941 to 1942, in a mix of RCAF and pre-war airline markings. Coded "AN*Y". To No. 13 TSD in Vancouver as of 19 Mar 1942. Later with Photo Flight, coded "MK", at Rockcliffe. (The Photo Flight was formed in mid 1942 from the land plane flight of 13 (OT) Squadron, and later become No. 13 (P) Squadron.) Put into storage with 2,653:15 hrs since new and 472:25 hrs since the last overhaul. Struck off and sold. To Maritime Central Airways as CF-BEH but registration not taken up. Sold to the US on 12 Jun 1946, registered to Dayton Airways as NC16054 and later as N16054. To Stream Eze Inc as of Mar 1958. Converted to Model 10A and to Monarch Airways as of Mar 1960. Damaged in a wind storm in AK on 8 Jan 1959. Repaired and leased to Munz Airways. Damaged at Nome, AK on 15 Aug 1960, and apparently never repaired. No further data and fate unknown.

SOS: 7 Jun 1945 - Struck off



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|------|----------|-------------|---------|------|
| 7649 | Lockheed | Model L-10B | Electra | 1059 |
|------|----------|-------------|---------|------|

TOS: 7 Jul 1940 - Taken on strength

Built in 1936, purchased second hand in the US. Carried registration NC16024 before delivery to RCAF, and was operated by Chicago Southern Airlines with the name "City of Chicago". Temporary registration CF-BRL used for delivery to Canada. Assigned to RCAF's WAC. The a/c suffered a Cat "B" accident at RCAF Stn Trenton on 11 Oct 1940. Put into storage with 9,413:40 hrs since new and 692:40 hrs since the last overhaul. Struck off and sold. To civil register as CF-BYV after being struck off, registered to Maritime Central Airways on 24 Aug 1945. Converted to Model 10A (P&W Wasp engines) in Apr 1949. To Matane Services on 26 Nov 1956. Sold into the US in 1964, registered as N5705 to Universal Air Leasing Inc as of 29 Nov 1964. Last seen stored in good condition in Fort Lauderdale, FL in Apr 1970. Fate unknown. This US registration was revoked in 1977.

SOS: 2 Mar 1945 - Struck off and later sold



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|------|----------|-------------|---------|------|
| 7650 | Lockheed | Model L-10A | Electra | 1027 |
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TOS: 2 Aug 1940 - Taken on strength

Acquired second hand, was NC14398 with Braniff Airways as of 15 Jun 1935.. Registered as CF-BRE for ferry flight from USA. Assigned to RCAF's WAC. With No. 13 (OT) Squadron, RCAF Station Patricia Bay, BC, from 1 May 1941 / 1942. Later served with No. 166 (T) Sqn at Sea Island, BC and with No. 122 (K) Sqn still on the west coast. Put into storage with 11,251:00 hrs since new and 1,276:50 hrs since the last overhaul. Struck and sold. Back to US registry as NC14938 when sold to an unknown owner. Later N14938 with Lease Air Inc. To California Aviation Activities in CA and reported as crashed there on 8 Dec 1952.

SOS: 2 May 1946 - Struck off and later sold

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|------|----------|-------------|---------|------|
| 7651 | Lockheed | Model L-10A | Electra | 1031 |
|------|----------|-------------|---------|------|

TOS: 2 Aug 1940 - Taken on strength

Acquired second hand with a value of \$28,500; originally was NC14942 with Braniff Airways as of 16 Jul 1935. Registered as CF-BRF for ferry flight to Canada. To RCAF's WAC for use on the Northwest Staging Route. Put into storage with 10,715:55 hrs since new and 1,489:30 hrs since the last overhaul. No further data and fate unknown.

SOS: 2 May 1946 - Struck off



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|------|----------|-------------|---------|------|
| 7652 | Lockheed | Model L-10A | Electra | 1001 |
|------|----------|-------------|---------|------|

TOS: 2 Aug 1940 - Taken on strength

This was the prototype Electra, which first flew in 1934. The a/c had various registrations during testing and commercial use in the US. Acquired second hand when it was registered as NC17380 with Northwest Airlines. Registered as CF-BRG for flight to Canada. **Cat "A"** accident at RCAF Station Mountain View, ON on 14 Oct 1941 when the a/c caught fire in air during a landing circuit practice. The pilot landed successfully and escaped without injury but the a/c was destroyed. The airframe had 10,944:15 hrs since new.

SOS: 13 Nov 1941 - **Cat "A"** write-off

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|-------------|----------|-------------|----------------|------|
| 7653 | Lockheed | Model L-12A | Electra Junior | 1216 |
|-------------|----------|-------------|----------------|------|

TOS: 21 Aug 1940 - Taken on strength

Built in 1936, sold to Lang Transportation of Los Vegas, Nevada. Used in filming of "Rosalie" in 1937, as NC17342. Acquired second hand, still as NC17342, through the Charles Babb Company. Registered as CF-BRK for the delivery flight to Canada. Assigned to the RCAF. Assigned to No. 1 Training Command in Trenton as of 9 Oct 1941. To stored reserve as of 19 Sep 1942. Put into storage with 5,374:05 hrs since new and 750:30 hrs since the last overhaul. Struck off and sold. Back to US register again through the Charles Babb Co. as NC17342 when sold. To Sperry Gyroscope Co. Inc. in 1945. To Gulf Oil Corp. in 1947. To Kollsman Instrument Co. as of Sep 1954. To US Industries Inc and registered as N83U in 1957. To Cape & Islands Flight Service and registered as N505. No further data and fate u/k.

SOS: 14 Nov 1944 - Struck off and later sold

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|-------------|----------|-------------|----------------|------|
| 7654 | Lockheed | Model L-12A | Electra Junior | 1210 |
|-------------|----------|-------------|----------------|------|

TOS: 21 Aug 1940 - Taken on strength

Delivered to Humble Oil & Refining Co. of Houston, Texas in 1937. Acquired second hand for \$38,500, was NC17310. Registered to RCAF as CF-BRT for ferry to Canada. To No. 12 (Comm) Sqn as of 23 Sep 1941. To stored reserve as of 13 Oct 1944. Put into storage with 2,645:50 hrs since new and 913:50 hrs since the last overhaul. To Department of Transport as CF-DTQ. Reported crashed at Vancouver, date unknown.

SOS: 1 Dec 1944 - Struck off, to Department of Transport



7656

Lockheed

Model 10A

Electra

1091

TOS: 11 Sep 1940 - Purchased second hand

Reported registered as OK-CTB to Bata AS in 1937, flown around the world on a publicity tour. Left Czechoslovakia in early 1939, to UK via Poland and France. Shipped to US in May 1939. Reassembled by Lockheed Aircraft, for sale to Canada. Registered as NC17380 for flight tests in US. Purchased for \$42,000. Registered as CF-BTB for ferry flight to Canada. Assigned to RCAF's WAC. To stored reserve as of 8 May 1942. Back to No 1 Training Command in Trenton as of 13 Aug 1942. To NWAC as of 2 Jan 1945. Back to storage as of 8 Jan 1946. Put into storage with 2,881:55 hrs since new and 139:00 hrs since the last overhaul. Struck off and sold. To civil register as NC79236 with Hunter C. Moody on 2 Jul 1946. and later N79236. To Lyeth Engineering Co. on 3 Feb 1951. To Purdue University in Apr 1951. To Walter R. Crow Inc in Dec 1953. To James Van Heusen and Margaret M. O'Brien as of Aug 1957. Being operated by Price Airlines in 1957, when in forced landed on mud flats in San Francisco Bay due to fuel shortage. Damaged at Mercury, Nevada on 23 May 1962, and originally reported as a total loss. Several subsequent owners during repairs and further restorations but documentation incomplete. Beech D18S engine cowls fitted as of 21 Apr 1964. Registered as N241M circa 1963/64. Operated in the US back in RCAF markings as #7656 as early as 1995. Registered as N241M to Aircraft Guaranty Corp. of Onalaska, TX as of 6 Aug 2009.

SOS: 2 May 1946 - Struck off and later sold



7837

Lockheed

Model L-12A

Electra Junior

1222

TOS: 1 Oct 1940 - Taken on strength by No. 1 Training Command

NOTE: some sources report c/n of this aircraft as #1205, but RCAF records and subsequent records of CF-MZE report it as 1222. Built in 1937. Previous owners of c/n 1222 included Varney Air Transport 1937, Continental Airlines 1937, registered as NC18125. Purchased second hand in the US, through the Charles Babb company. To Department of National Defence with temporary registration CF-BRQ in 1940, for import to Canada. Value when first received reported as \$33,500. Used primarily at RCAF Station Trenton, ON by various training units. Category "C" damage at Trenton at 11:35 hrs on 26 Nov 1940. To workshop reserve at No. 6 Repair Depot at Trenton on 4 Jul 1941. Re-assigned to Trans Canada Airlines on 16 Sep 1941. Back to No. 1 Training Command on 24 Mar 1942. To storage on 8 May 1942. To workshop reserve at No. 6 Repair Depot on 23 Jun 1942. To Visiting Flight of Central Flying School at Trenton on 1 Aug 1942. Noted on 25 Sep 1944 with 1,941:50 hrs total time, 507:50 hrs since overhaul. Pending disposal from 3 Jan 1945. To No. 1 Air Command on 15 Jan 1945, still pending disposal. While in storage at No. 6 Repair Depot noted with 1993:15 total time, 559:35 since overhaul. Canadian registration CF-BZM allocated in Apr 1945 to McInnes Products Corp. of Edmonton, not taken up due to wing corrosion. (This registration later issued to Noorduyn Norseman, ex-RCAF 694.) Back to US civil register as NC18125, later N18125. Subsequent owners include The Texas Co (TEXACO) in 1945, Nobel Drilling in 1948, Tulsa Beechcraft in 1948, and Colgate Darden in 1966. Re-imported to Canada in 2007, registered as CF-MZE, under restoration at St. Catharines, ON. Canadian registration cancelled on 29 Jan 2010.

SOS: 12 Mar 1945 - Struck off, to War Assets Corporation for disposal and later sold



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|------|----------|-------------|----------------|------|
| 7838 | Lockheed | Model L-12A | Electra Junior | 1205 |
|------|----------|-------------|----------------|------|

TOS: 3 Oct 1940 - Taken on strength by No. 1 Training Command

NOTE: The previous identity of this second hand aircraft is not completely clear. RCAF records identify it as c/n 1206, but that c/n was exported new to the UK before the war, impressed as RAF R8987, and destroyed in a crash in the UK in 1942. RCAF records also identify the previous registration as NC13318, although this was actually a Boeing 247D that became RCAF 7638. The actual c/n is likely 1205 and the RCAF record card may be a simple error. C/N 1205 was formerly NC16079, registered to the Continental Oil Company in 1936. Purchased second hand in the US, through the Charles Babb company. Temporary registration CF-BRV assigned for ferry flight to Canada. With the Central Flying School at RCAF Station Trenton when it suffered Category "C" damage at Trenton aerodrome at 16:35 hrs on 27 Mar 1942. Reported on 25 Sep 1944 with 5861:30 hrs total time, 2163:40 since overhaul. Pending disposal from 18 Dec 1944. To No. 1 Air Command on 15 Jan 1945, still pending disposal. Stored by No. 6 Repair Depot, where it was noted with 5890:00 total time, 2192:15 since overhaul. Sold in the US, where c/n 1205 was registered as NC33173, NC1001B, and N1001B. Reported under restoration in Colorado in 2004.

SOS: 9 May 1945 - Struck off, to War Assets Corporation for disposal and later sold



7841

Lockheed

Model L-10A

Electra

1001

TOS: Oct 1940 - Taken on strength

Acquired second hand for \$46,500. Previously registered in the US as NC3183 with Walter P. Inman as 15 Mar 1935. Registered as CF-BSZ for flight to Canada. Assigned to No. 2 Training Command as of 21 Oct 1940. **Cat "A"** accident at MacGregor, MB on 26 Jan 1942.

SOS: Apr 1942 - **Cat "A"** write-off; Reduced to spares and produce



ADDITIONAL NOTES:

In summary, the RCAF received a total of 26 Lockheed 10, 12 or 212 aircraft. The breakdown of these various types was as follows:

- Lockheed 10A/B = 15 (12 x 10A + 3 x 10B)
- Lockheed 12 = 10
- Lockheed 212¹ = 1

The following units of the Home War Establishment (HWE) (i.e. those based in Canada) used these aircraft:

- No. 6 (Communication) Squadron
- No. 12 (Communication) Squadron
- No. 13 Operational Training Squadron
- No. 122 (K) Squadron
- No. 166 (Communication) Squadron
- Photographic Flight (Rockcliffe)
- No. 1 Training Command
- No. 2 Training Command
 - No. 2 Air Observer School
- No. 4 Training Command
- North West Air Command

¹ Technically, this a/c was actually a Lockheed 12 variant having been converted back from the 212 military prototype status. For some reason however, the RCAF retained the Lockheed 212 designation for this aircraft.

Aircraft (or Air Vehicle) Damage Level (ADL) Categories: ²

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

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

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

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

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

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

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

Number of RCAF Lockheed 10, 12 or 212 Cat "A" write-offs = 2 (~ 11 % of the total fleet)

Post-War Survivors

Like some of its other contemporary Lockheed twins (like the Lockheed Ventura aircraft type) in RCAF service, a large percentage of the ex-RCAF Lockheed 10 Electra, 12 and 212 aircraft had their lives extended into post-war civilian careers.

ABBREVIATIONS

| | | |
|------|---|----------------------------|
| AF | = | Air Force |
| AK | = | Alaska (United States) |
| BC | = | British Columbia (Canada) |
| CA | = | California (United States) |
| C/N | = | Construction Number |
| EAC | = | Eastern Air Command |
| FL | = | Florida (United States) |
| hrs | = | hours |
| Mk | = | Mark |
| MB | = | Manitoba (Canada) |
| NB | = | New Brunswick (Canada) |
| NS | = | Nova Scotia (Canada) |
| ON | = | Ontario (Canada) |
| QC | = | Quebec (Canada) |
| RAF | = | Royal Air Force |
| RCAF | = | Royal Canadian Air Force |
| SOS | = | Struck Off Strength |
| s/n | = | Serial Number |
| Stn | = | Station |
| Sqn | = | Squadron |
| TOS | = | Taken On Strength |
| TX | = | Texas (United States) |
| WAC | = | Western Air Command |

RCAF RANKS

| | |
|--------------------------|-----|
| Aircraftman, 2nd Class - | AC2 |
| Aircraftman, 1st Class - | AC1 |
| Leading Aircraftman - | LAC |

² Drawn from: A-GA-135-001/AA-001 *Manual of Flight Safety for the CF*

| | |
|-----------------------------|-------|
| Corporal - | Cpl |
| Sergeant - | Sgt |
| Flight Sergeant - | F/Sgt |
| Warrant Officer, Class II - | WO II |
| Warrant Officer, Class I - | WO I |
| Pilot Officer - | P/O |
| Flying Officer - | F/O |
| Flight Lieutenant - | F/L |
| Squadron Leader - | S/L |
| Wing Commander - | W/C |
| Group Captain - | G/C |
| Air Commodore - | A/C |
| Air Vice-Marshal - | A/V/M |
| Air Chief Marshal - | A/C/M |

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