



**CANADA AVIATION  
AND SPACE MUSEUM**

**CANADA AVIATION AND SPACE MUSEUM AIRCRAFT**

**LOCKHEED LODESTAR  
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](mailto: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 Lodestar aircraft and especially to those who gave their lives in the service of their country while flying or maintaining the Lodestar.

## Cover Image Notes

RCAF Lockheed Lodestar #565 runs up an engine in front of some its brethren - RCAF photo PL-23118

### RCAF Lockheed Lodestar Serials

RCAF Serial	Manufacturer	Name	Model #	Construction Number
551	Lockheed	Lodestar	Model L-18-56	18-2263
<p>Ex-USAAF C-60A-1-LO, serial number 42-55873. To USAAF on 29 Oct 1942. To RCAF's Eastern Air Command in 1943. Operated by No. 164 (T) Squadron, at RCAF Station Moncton, NB as 23 Jan 1943 to 1945. Put into storage with 2,512:40 hrs since new with no overhaul. Struck off and sold. To civil register as CF-FQW with unknown owner. Sold to Bancroft Industries on 27 Oct 1949. To H.K. Gilbert on 03 Feb 1950 and US registered as N62H on 12 Apr 1951. To S.J. Groves &amp; Sons Co on 3 Jul 1954. Re-registered as N500W on 13 Jun 1957. To Texas Electric Service Co. on 22 Jun 1962. Re-registered as N33A on 26 Jun 1962. Converted to Howard 250 configuration in Oct 1963. To Knickerbocker Corp on 19 Feb 1971. To First National Aircraft Inc on 17 Sep 1971. To Karol Investment Corp on 24 Jan 1972. To Florida A/W International Inc on 10 Jul 1972. Returned to Karol Investment on 19 Dec 1972. Back to Florida A/W International Inc on 31 Dec 1972. Returned to Karol Investment on 19 Feb 1974. To R.C. Cunningham on 19 Feb 1974. The a/c was seized by US Gov't agents for drug-smuggling on 13 Sep 1976. Sold by GSA to A.D. Mallard on 2 Mar 1977. To Mountainaire Inc. on 26 May 1977. To Atlas Aircraft Corp on 15 Jun 1979. To C. Torres on 22 Mar 1982. Impounded at Nassau in the Bahamas for drug-smuggling in Apr 1984. Still stored there as of 1988. Cancelled from the US registry by May 1989. Fate unknown.</p> <p><b>TOS:</b> 30 November 1942 <span style="float: right;"><b>SOS:</b> 16 December 1946 &amp; later sold</span></p>				
<div style="display: flex; justify-content: space-around;">   </div>				
552	Lockheed	Lodestar	Model L-18-56	18-2267

Ex-USAAF C-60A-1-LO, serial number 42-55877. To USAAF on 07 Nov 1942. First operated by No. 12 (Comm) Squadron. To RCAF's Eastern Air Command and No. 164 (T) Sqn at RCAF Station Moncton as of 23 Jan 1943. Detached to Rivers Camp, MB, as of 7 May 1943, for paratroop training. This a/c was used for the first paratroop drop in Canada at Rivers on 4 May 1943, with 10 paratroopers. Put into storage with 1,980:00 hrs since new with no overhaul. Struck off and sold. To civil register when sold, as CF-FKV but the registration was not taken up. Sold to unknown US owner registered as N64H. To Executive Aircraft Service Inc in Apr 1954. To D.H. Byrd in 1957. To Ling Temco Vought Corp from 1963-1965. To Web Thomas Aircraft Sales as of Jan 1967. To Superior Specialties Inc as of Jan 1968. Lapsed from the US registry as of 1971. Fate unknown.

**TOS:** 23 January 1943

**SOS:** 16 December 1946 & later sold



<b>553</b>	Lockheed	Lodestar	Model L-18-56	18-2300
------------	----------	----------	---------------	---------

Ex-USAAF C-60A-5-LO, serial number 42-55895. To USAAF on 21 Dec 1942. To RCAF's Western Air Command, with No. 164 (T) Squadron from 26 Jan 1943. Detached to RCAF Station Edmonton as of 12 May 1943, for use on North West Staging Route. Also detached to Camp Rivers, MB for paratroop training use. Later to No. 165 (T) Squadron, RCAF Station Sea Island, BC. Struck off and sold. Registered to unknown owner as CF-FQU. Re-registered in the US as N65H on 12 Apr 1951. To S.W. Richardson as of Apr 1954. To Republic Natural Gas Co. as of 1957. To Houston Aircraft Sales as of Jun 1963. Damaged beyond repair in an accident due to pilot error at Sugar Lane, TX on 1 Aug 1962.

**TOS:** 21 January 1943

**SOS:** 5 October 1946 & later sold

<b>554</b>	Lockheed	Lodestar	Model L-18-56	18-2320
------------	----------	----------	---------------	---------

Ex-USAAF C-60A-5-LO, serial number 42-55905. To USAAF on 06 Jan 1943. To RCAF's Eastern Air Command as of 26 Jan 1943 and operated by No. 164 (T) Squadron, RCAF Station Moncton, NB. To No. 168 (HT) Squadron, RCAF Station Rockcliffe, ON as of 19 Jan 1945. Struck off and sold. Re-registered as NC9095H. Delivered from Canada to Belgium via Preswick on 25 Mar 1947. Re-registered as OO-GVP to Air Transport SA on 4 Apr 1947. Crashed in 1948 at Wadi Half in the Sudan when the starboard engine failed on t/o. The u/c collapsed upon landing and the a/c was destroyed by an ensuing fire.

**TOS:** 26 January 1943

**SOS:** 3 October 1946 & later sold



<b>555</b>	Lockheed	Lodestar	Model L-18-56	18-2363
------------	----------	----------	---------------	---------

Ex-USAAF C-60A-5-LO, serial number 42-55926. To USAAF on 06 Jan 1943. Transferred to the RCAF and operated by No. 168 (HT) Squadron, RCAF Station Rockcliffe, ON, as of 5 Mar 1943. Nicknamed "Muggs" while with this squadron. Operated by No. 164 (T) Squadron, RCAF Station Moncton, NB, c.1943. To WAC as of 19 Jan 1944 and with No. 165 (T) Squadron, RCAF Station Sea Island, BC, during this period. Allotted to 6 RD for conversion to paratroop transport as of 8 Mar 1945. Put into storage with 1,117:35 hrs since new with no overhaul. Struck off and sold. Registered as CF-FKW to World Wide Aviation. Ferried from Canada to Paris via Iceland and Preswick on 6 Jun 1947. Used by Fairchild Engineering / Photometer Co. through to Apr 1955. Registration was cancelled in Jun 1962. To Society Anonyme as of 15 Jun 1962 registered as F-BKBY. The a/c was then damaged beyond repair when the a/c hit trees near Compiègne, France on 22 Jun 1962 causing the port engine to fail. The a/c was safely recovered but was never repaired and was later scrapped in 1969.

**TOS:** 24 February 1943

**SOS:** 12 December 1946 & later sold



<b>556</b>	Lockheed	Lodestar	Model L-18-56	18-2364
<p>Ex-USAAF C-60A-5-LO, serial number 42-55927. To USAAF on 06 Jan 1943. To WAC as of 25 Nov 1943 and assigned to No. 165 (T) Sqn. Loaned to No. 168 (HT) Sqn for initial training and operations of that unit. Returned to No. 165(T) Sqn. Allotted to 6 RD for conversion to paratroop transport as of 8 Mar 1945. Converted back to passenger configuration and put into storage as of 12 Sep 1945. Struck off and sold. To civil register as CF-FUL but the registration was not taken up. Re-registered in the US as N5545N to National Homes Corp. The a/c crashed and burned in a field near Lafayette, IN in bad weather on 7 Oct 1951. The pilot and passengers perished.</p> <p><b>TOS:</b> 24 February 1943 <b>SOS:</b> 3 October 1946 &amp; later sold</p>				
<b>557</b>	Lockheed	Lodestar	Model L-18-56	18-2377
<p>Ex-USAAF C-60A-5-LO, serial number 42-55940. To USAAF on 01 Mar 1943. To RCAF and operated by No. 164 (T) Squadron at RCAF Station Moncton, NB as of 30 Apr 1943. #557 departed Moncton, NB, at 23:45 hrs on 7 May 1943 on a cargo flight to Gander, NF. At 0313 hrs on 08 May, the a/c contacted the Aerodrome Control Officer at Gander to request landing clearance. The aircraft was given landing clearance by the aerodrome control officer, and was told to check their wheels down. The messages were acknowledged by 557. At this time the ceiling was practically unlimited. The a/c was heard to pass over the airfield shortly thereafter, but the ceiling had unexpectedly fallen to 700 feet. This fly over was apparently done on instruments. #557 radioed to indicate they had missed the field and were trying again. The a/c then acknowledged being given the ceiling height and barometric pressure by the station. The a/c broke through the 600 ft. ceiling, and was advised to circle and approach runway #27. The a/c approached, but seemed to be lined up with the wrong runway and was advised to circle again and attempt runway 27. On the second attempt, the a/c still did not turn enough and was again told to attempt again. The a/c was instructed to make a right turn over the field, but, at this point, #557 was in a steep bank and went into a stall, losing altitude until it crashed and exploded in flames. It crashed approximately two miles east of RCAF Station Gander at 0340 hrs on 8 May 1943. Fire trucks and ambulances were dispatched to the scene but all of the crew onboard were killed. The 164 Sqn pilot crew for this flight were WO2's H. Svendsen and C.H. Allen and the wireless operator was LAC A.G. Sewell.</p> <p><b>TOS:</b> 5 March 1943 <b>SOS:</b> 27 March 1944 - Cat "A" write-off</p>				
<b>558</b>	Lockheed	Lodestar	Model L-18-56	18-2379
<p>Ex-USAAF C-60A-5-LO, serial number 42-55942. To USAAF on 05 Mar 1943. To RCAF's Eastern Air Command as of 17 Mar 1943 with No. 164 (T) Sqn. To WAC as of 14 May 1943; detached to Camp Rivers, MB for paratroop training use. Back to EAC as of 10 Dec 43 when loaned to No. 168 (HT) Sqn for initial training and operations of that unit. Returned to No. 165(T) Sqn as of 1 Sep 1944. Operated while in WAC by No. 165 (T) Squadron, RCAF Station Sea Island, BC, precise dates unknown. Put into storage at Vulcan, AB as 12 Jun 1946. Struck off and sold. Sold to Bancroft Industries but with no Cdn registration. To H.K. Gilbert on 27 Oct 1949 and US registered as N66H on 03 Feb 1950. To Aero Corp on 24 Aug 1950 and converted to cargo configuration by Sep 1950. To Corn Belt Hatcherics Inc as of 07 Oct 1950. To A.L. Dougherty Overseas Inc on 29 Nov 1952. Converted back to pax configuration on 29 May 1953. To A&amp;J Groves &amp; Sons on 9 Sep 1955. To Robbins Aviation Corp. on 28 Aug 1956. Used in FAA landing gear test in 1960. To Robbins Executive Aircraft Corp. on 27 Jul 1961. To Howard Aero Inc on 23 Aug 1961. To Delaware Air Charter and Leasing Corp in Sep 1961 after being converted to Howard 250 configuration. To Business Aircraft Corp. in Jan 1966. To US Stoneware Corp and re-registered as N64C on 1 Mar 1966. Converted to BACC Howard 250 "tri-gear" configuration as of 7 May 1966. Returned to US Stoneware Corp. To Norton Co. as of 1 Jan 1969. Re-registered as N364C on 17 Nov 1976. To Southland Drilling Co Inc as of 29 Sep 1977. Re-registered as N400N on 25 Apr 1979. To Hanson Energy Co as of 6 Dec 1979. Re-registered as N400NY on 27 Feb 1980. To Taurus Corp on 4 Mar 1980. To Nicole Corp on 21 Aug 1984. Crashed near Redbird, TX on 7 Dec 1987 enroute from Waco to Addison while making an emergency landing on one engine. The airframe was written-off.</p> <p><b>TOS:</b> 11 March 1943 <b>SOS:</b> 6 November 1946 &amp; later sold</p>				



<b>559</b>	Lockheed	Lodestar	Model L-18-56	18-2484
------------	----------	----------	---------------	---------

Ex-USAAF C-60A-5-LO, serial number 42-56011. To USAAF on 11 Jun 1943. To RCAF and operated by No. 164 (T) Sqn as of 9 Jul 1943 at RCAF Station Moncton, NB. As of 7 Dec 1943, loaned to No. 168 (HT) Sqn for initial training and operations of that unit. Returned to No. 164(T) Sqn in EAC on 29 Feb 1944. To WAC as 1 Sep 1944 and operated by No. 165 (T) Squadron, RCAF Station Sea Island, BC. To NWAC as of 5 Jan 1946. To storage as of 2 Dec 1946 with 1,479:15 hours since new and no overhaul. Struck off and sold. Sold to Bancroft Industries but with no Cdn registration. To H.K. Gilbert on 27 Oct 1949 and US registered as N67H on 02 Sep 1950. To Michigan Tool Co. on 15 Aug 1952. To Ex-Cell-O-Corp as of 18 Jan 1966. Converted to BACC / Howard HW-250 "tri-gear" configuration but without full series of 250 modifications. Re-registered as N6711 on 18 Sep 1968. To Kenair Inc as of 19 Sep 1968. To A/W Inc on 20 Sep 1968 and then to Everett I. Brown Co. on 27 Sep 1968. To Southern Aero Traders Ltd on 16 Jan 1980. To Joseph R. Merola on 31 Jul 1984. To Memphis Recipro on 31 Jul 1984 and returned to Southern Aero Traders on 23 Jan 1985. Listed for sale in Nov 1985 for \$350,000. To Phoenix Air East on 21 Aug 1986. Subsequently leased. To Kent L. Durgan on 14 May 1996. Later stored in poor condition at Watsonville, CA.

**TOS:** 17 June 1943

**SOS:** 4 Mar 1947 to War Assets & later sold



<b>560</b>	Lockheed	Lodestar	Model L-18-56	18-2486
------------	----------	----------	---------------	---------

Ex-USAAF C-60A-5-LO, serial number 42-56013. To USAAF on 12 Jun 1943. To RCAF's WAC as 9 Jul 1943 and operated by No. 165 (T) Squadron, RCAF Station Sea Island, BC. To stored reserve as of 16 Oct 1945. Also detached to Camp Rivers, MB for paratroop training use. To NWAC as of 21 Dec 1945. Back to storage as of 23 May 1946. Struck off and sold, to civil register as CF-FQV to an unknown owner. Sold and exported as ZS-BZD. Flown to Paris as 19 Jun 1948 and stored until 2 Jan 1949. Transferred to Israeli Ministry of Defence and registered as 4X-ACL as of 26 May 1949. Crashed and was written-off near Paris, France on 15 Aug 1949, presumably on a delivery flight to Elsam.

**TOS:** 17 June 1943

**SOS:** 6 November 1946 & later sold

<b>561</b>	Lockheed	Lodestar	Model L-18-56	18-2469
------------	----------	----------	---------------	---------

Ex-USAAF C-60A-5-LO, serial number 42-55996. To USAAF on 22 Jun 1943. To RCAF and operated by unknown unit in Eastern Air Command in 1943. Stuck off and sold. To civil register as NC29218 with World Wide Aviation Agencies & Sales Ltd in Feb 1947. Delivered to Europe via Prestwick as of 18 Feb 1947. Re-registered as OO-OLY to Air Transport SA on 8 May 1947. Auctioned off after the financial collapse of the company on 24 Mar 1950 and later broken for spares.

**TOS:** 22 Jun 1943

**SOS:** 3 October 1946 & later sold

<b>562</b>	Lockheed	Lodestar	Model L-18-56	18-2470
------------	----------	----------	---------------	---------

Ex-USAAF C-60A-5-LO, serial number 42-55997. To USAAF on 19 Jun 1943. To RCAF and operated by No. 165 (T) Squadron at RCAF Station Sea Island, BC in 1943. Coded as "K". To stored reserve as of 16 Oct 1945. To NWAC as of 21 Dec 1945. Back to storage as of 23 May 1946. Struck off and sold. To US civil register as N1245V with Brown Paper Mill Co. Inc in Apr 1954. To US Steel Corp operated by Columbia-Geneva Steel Co with the name "San Francisco" as of Nov 1954. Crashed approximately 5 miles north of Tyrone, PA on 20 Dec 1956 when both engines failed while the a/c was en route from Pittsburgh to New York City. The pilot and two passengers perished.

**TOS:** c.1943

**SOS:** 6 November 1946 & later sold



<b>563</b>	Lockheed	Lodestar	Model L-18-56	18-2485
------------	----------	----------	---------------	---------

Ex-USAAF C-60A-5-LO, serial number 42-56012. To USAAF on 12 Jun 1943. To RCAF and first assigned to No. 3 TC. Operated by No. 12 Comm Sqn in Rockcliffe with No. 1 Air Command as of 15 Jan 1945. Written off after an accident on 17 Jan 1945. The a/c bounced repeatedly upon landing and on the second bounce, the pilot initiated a "go round" and opened the throttles. At this point, the starboard engine failed causing the a/c to swerve to the right and crash. There were 2 pilots and seven passengers on board. Only one passenger was slightly injured. The airframe was transferred to No. 6 RD as of 26 Feb 1945 for **Cat "A"** write-off

**TOS:** 22 June 1943

**SOS:** 14 April 1945 - **Cat "A"** write-off;  
Reduced to spares and produce

564	Lockheed	Lodestar	Model L-18-56	18-2595
-----	----------	----------	---------------	---------

Ex-USAAF C-60A-5-LO, serial number 43-16435. To USAAF on 6 Oct 1943. To RCAF and briefly operated by No. 168 (HT) Squadron, RCAF Station Rockcliffe, ON, as of Oct 1943. By 31 Dec 1943 on strength of and operated by No. 164 (T) Sqn, RCAF Station Moncton, NB for 1944 to 1945. To stored reserve as of 24 Oct 1945. Struck off and sold. To US civil register as N63H with Rowan Oil Co. as of Apr 1950. Modified as an executive a/c by Executive Aircraft Services in Apr 1950. To Sangamo Electric Co. and re-registered as N9303Z on 2 Feb 1962. To Harold E. Wendt in Jul 1964. To Acceptors Inc in Jan 1965. Damaged at Oakland, CA on the start of a ferry flight to New Zealand on 8 Jan 1965. On a second attempt at take-off with 3,140 lbs overload the a/c ground-looped, swung off the runway and collapsed the port u/c. The a/c was later repaired and successfully flown to New Zealand. It was converted to crop dusting / seed sowing use and was re-registered as ZK-CMX. ZK-CMX crashed 26 Mar 1968 on the "Waewaepa" ridge, near Dannevirke, NZ, after apparently going in to a spin after a steep turn in turbulence. The pilot, Mr Ted Brown, was killed in the ensuing fire and the a/c was destroyed. The official CAA report concluded that the a/c was engaged in an operation involving the aerial sowing of bulk fertilizer. The a/c had made a straight sowing run after which it was seen to cross a ridge. It turned slightly to starboard and followed the line of the ridge before entering a comparatively steep left-hand turn apparently initiated to bring it back toward a suitable position from which another sowing run could be started. When about two-thirds of the turn had been completed, the aircraft was seen to flick suddenly into a left-hand spin which continued very rapidly for one and a half to two and a half turns until the aircraft impacted on bush-clad terrain near the top of the ridge it had formerly crossed, exploded, disintegrated and burned. The probable cause of the accident was listed as resulting from "irretrievable loss of control occasioned by the unintentional incurrence of a stall and spin in conditions of turbulence and at a height which did not permit recovery before the a/c struck the ground."

**TOS:** 10 October 1943

**SOS:** 21 November 1946 & later sold



565	Lockheed	Lodestar	Model L-18-56	18-2596
-----	----------	----------	---------------	---------

Ex-USAAF C-60A-5-LO, serial number 43-16436. To USAAF on 7 Oct 1943. To RCAF and briefly operated by No. 168 (HT) Squadron, RCAF Station Rockcliffe, ON, as of Oct 1943. By 31 Dec 1943 on strength of and operated by No. 164 (T) Sqn, RCAF Station Moncton, NB for most of 1944 to 1945. But also with No. 165 (T) Squadron, RCAF Station Sea Island, BC, during this period. Struck and sold. To US civil register as NC9982H with E.C. Abbot / A.E. Greenamyre and converted to civilian airliner configuration with 14 airline seats. To Hunter C. Moody on 5 Feb 1949. To Penn Central Industries Inc on 1 Sep 1949. Later re-registered as N9982H. Converted to executive interior as of 11 Feb 1950 and to Universal Aviation Services as of 18 Jan 1952. To New York Aviation Corp in Jan 1952. To Westinghouse Air Brake as of 1 Oct 1953. Converted to Howard 250 configuration as of 30 Aug 1965. To Omni Investment Corp as of 21 Jul 1967. To Kingsport Press Inc as of 15 Sep 1967 and re-registered as N252R. Re-registered as N252K on 23 Jan 1969. To Ralph Stotts on 3 Aug 1970. To Robert Larson on 1 Feb 1971. To Herbert E. Guynn on 25 Jun 1976. To Jack Anderson on 1 Feb 1980. To Gulf Coast Construction Co. Inc. on 1 May 1980. To A & A Holding Co. Inc as of 19 Jan 1981. To Chano Inc as of 19 Jul 1983. To Southwest Airlift as of 3 Apr 1984. Repaired as of 25 Jan 1985 after a wheels-up landing. Crashed and was written-off on 28 Aug 1986 near Texarkana, AR.

**TOS:** 13 October 1943

**SOS:** 3 September 1947 & later sold





<b>566</b>	Lockheed	Lodestar	Model L-18-56	18-2600
------------	----------	----------	---------------	---------

Ex-USAAF C-60A-5-LO, serial number 43-16440. To USAAF on 7 Oct 1943. To RCAF and operated by No. 164 (T) Squadron, RCAF Station Moncton, from 31 Dec 1943 to 1945. Cat "C" damage after a fire was started on 13 Jan 1945 in the rear bulkhead of baggage compartment #2 as a result of a fuel leak from the fuel priming pump. Extensive damage to wiring, control cables, bulkhead and skin structure required repairs in Moncton, NB. Also with No. 165 (T) Squadron, RCAF Station Sea Island, BC, at some point during this period. Struck and sold. To US civil register as NC1251V (later N1251V) with Jones & Laughlin Steel Corp as of Apr 1954. Re-registered as N901JL on 20 Jan 1962. To Ohio State University as of Jul 1965. To Air Transport Inc and re-registered as N901F on 14 Sep 1965. To Astro Aero Carpet as of Jan 1967. To Data Enterprises Inc as of Oct 1969. Registration was cancelled in Jan 71 but restored by Entertainment Express Inc in Jul 1973. The registration was cancelled again in Jul 1978 and the aircraft was in storage at Cartersville, GA as of May 1979. Fate unknown.

**TOS:** 14 October 1943

**SOS:** 21 Nov 1946 & later sold.



<b>567</b>	Lockheed	Lodestar	Model L-18-56	18-2598
------------	----------	----------	---------------	---------

Ex-USAAF C-60A-5-LO, serial number 43-16438. To USAAF on 6 Oct 1943. To RCAF and first operated by No. 165 (T) Sqn as of 12 Oct 1943. Later operated by No. 12 (Comm) Squadron, RCAF Station Rockcliffe, ON and given a highly polished exterior, and carried Air Marshall's pennant on nose. Carried Chief of Air Staff from Rockcliffe on a western tour October 1946. Arrived at Winnipeg 12 October 1946; to Calgary 13 October 1946. Carried VIPs on hunting trip, Winnipeg to Dauphin, MB later that month. When surplused, returned to Lockheed and sold in the US as N68H. Converted by Howard Aero Corp to a Howard 250, in Sep 1961 and registered N250LC. Sold to Ingram Co. as N637E in 1967. In 1968, reregistered as N6371C. In 1981, donated to Confederate Air Force. Crashed on 3 Oct 2004 during takeoff at Midland IAP, TX enroute to Boulder, CO and sustained major damage after a fire. Only one of five occupants sustained minor injuries.

**TOS:** 15 October 1943

**SOS:** 9 February 1948

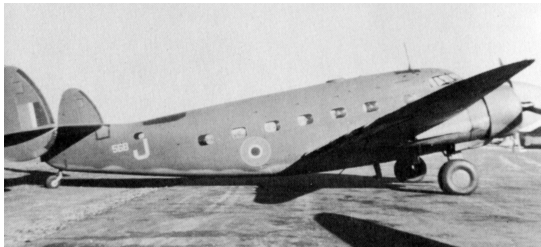


568	Lockheed	Lodestar	Model L-18-56	18-2599
-----	----------	----------	---------------	---------

Ex-USAAF C-60A-5-LO, serial number 43-16439. To USAAF on 5 Oct 1943. To RCAF and operated by No. 165 (T) Squadron, at RCAF Station Sea Island, BC, from 10 Dec 1943 to 16 Oct 1945. Photograph, date unknown, shows code "J" being carried. Struck off and sold. Registered as ZS-BSE to unknown owner. Ferried to Paris, France as of 21 Jun 1948 and stored until Jan 1949. Sold to Israeli Ministry of Defence for IDFAF; registered as 4X-ACM on 4 Jul 1949. Fate unknown.

**TOS:** 15 October 1943

**SOS:** 14 March 1947 & later sold.



**ADDITIONAL NOTES:**

In summary, the RCAF received a total of 18 Lockheed Lodestar aircraft.

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

- No. 12 (Communication) Squadron;
- No. 164 (T) Squadron;
- No. 165 (T) Squadron;
- No. 168 (HT) Squadron;
- No. 1 Air Command; and
- North West Air Command

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

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.

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

**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 Lodestar Cat "A" write-offs = 2** (~ 11 % of the total fleet)

### **Post-War Survivors**

Like some of its other contemporary Lockheed twins (like the Lockheed 10, 12 or 212 aircraft types) in RCAF service, except for those aircraft written off while in service, all of the remaining ex-RCAF Lodestar aircraft were sold and had their lives extended into post-war civilian careers. None were, however, preserved in museums or aircraft collections

### **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
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

## **REFERENCES:**

### **Official Records:**

#### **Canada Aviation & Space Museum:**

RCAF Lodestar Equipment Record  
RCAF Aircraft Accident Record Cards

#### **Library & Archives Canada:**

Lockheed Lodestar 565. 1946. File. RG24. File # 1700-565. Microfilm # T-12340.  
Lockheed Lodestar 567. 1946. File. RG24. File # 1700-567. Microfilm # T-12340.  
Lockheed Lodestar 557. 1943. File. RG24. File # 1700-557. Microfilm # T-12340.

### **Books:**

Griffin, J.A. - Canadian Military Aircraft - Serials and Photographs

Kostenuk, S. and Griffin, J.A., RCAF Squadrons and Aircraft 1924-1968.

Marson, P.J., *The Lockheed Twins*, Air Britain Publications, Tonbridge, Kent, UK, 2001

### **Websites:**

[http://www.rwrwalker.ca/list\\_by\\_type.html#L](http://www.rwrwalker.ca/list_by_type.html#L)