

RCAF de Havilland Vampire Serials

RCAF Serial #	Designer Company	Manufacturer	Name	Variant or Mark	C/N
TG372	de Havilland	English Electric	Vampire	Mk. I	

RAF serial TG372 was shipped to Canada in 1946 and used for extensive cold weather trials at the Winter Experimental Establishment (WEE) in Edmonton and Watson Lake between November 1946 and October 1949. The aircraft was initially preserved at the Ontario Science Centre and then transferred to the National Aviation Collection in 1968. It is currently in storage at the Canada Aviation and Space Museum in Ottawa, ON.

TOS: 22 November 1946

SOS: Still technically on strength

17001	de Havilland	English Electric	Vampire	Mk. III	
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RAF serial VP674 assigned, but never applied. Arrived in Canada in Jan 1948. TOS in Camp Borden for use as an instructional airframe. In Sep 1949, transferred to No 6 RD in Trenton to be brought up to mod standard. Assigned to No. 421 Sqn, RCAF Stn Chatham, NB, as of 15 Nov 1949. Cat "C" accident on 17 Apr 1950 when the a/c landed short and u/c struck the lip of the runway collapsing the starboard oleo leg. Another Cat "C" accident with W/C E.B. Hale on 20 Jun 1950. On approach the a/c undershot a landing on runway 28. The a/c struck the ground 450 yds short but the pilot was able to recover to the runway. The starboard wing and nose oleo were damaged beyond repair and were replaced. W/C Hale escaped any injuries. Sent to No. 27 TSD for a major inspection on 25 Jul 1951. Returned to Chatham on 20 Nov 1951 and re-assigned to No 1 (F) OTU. The a/c took off from Chatham on an authorized aerobatic exercise on 4 Jan 1952 and failed to return. Witnesses later reported the jet was seen at 3,000 to 4,000 ft trailing smoke and hearing engine surge noises and loud bangs. The a/c was finally located on 8 Jan 1952 by a ground search party 18 miles north of RCAF Stn Chatham. The pilot, F/L G.W. Rawlings, was found in the wreckage. The BOI listed the official cause as "obscure". The aircraft apparently struck the ground while in a flat spin to port. The engine was dismantled and the main turbine disc hub shaft was found to have cracks showing fatigue properties. Engine failure was the likely root cause.

TOS: 24 February 1948

SOS: 24 June 1952 after **Category "A"** crash

17002	de Havilland	English Electric	Vampire	Mk. III	EEP42244
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RAF serial VP675 assigned, but never applied. With No. 400 Sqn, Downsview, ON, 1949 to 1955. The a/c had a Cat "C" crash on 09 Jul 1949. Returning to Downsview, the pilot landed too far down the runway in deteriorating weather conditions. Rather than abort the landing, the pilot let the a/c run off the end of the runway into the grass and retracted the gear while doing so. No injuries to the pilot. On 24 Apr 1950, at Trenton, the canopy blew off while the a/c was taking off. The pilot executed a safe recovery. Later with No. 438 (Aux) Sqn, St. Hubert, QC. Coded "AA-N" and later "BQ" on booms, and "002" on nose. To US register as N6865D when Struck off and sold to Fliteways Inc, of West Bend, Wisconsin. To Mexican AF in February 1960, serial number FAM-11. Withdrawn from use in 1970.

TOS: 12 March 1948

SOS: 4 March 1958



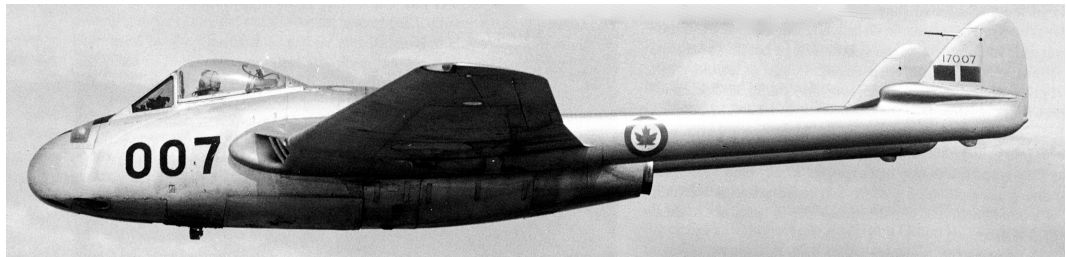
17003	de Havilland	English Electric	Vampire	Mk. III	<p>RAF serial VP676 assigned, but never applied. Assigned to No. 1 (F) OTU. The a/c suffered a canopy failure at 30,000 ft on 9 May 1949. The pilot recovered the a/c safely. Another blown canopy just after take-off on 2 May 1950 while only at 500 ft AGL. The a/c then suffered a Category "A" crash on 11 Mar 1952. The pilot, F/O K.E. Cross from 1 (F) OTU in Chatham was fatally injured. F/O Cross took-off from Chatham in a two-plane formation to practice GCA approaches and landings. Two approaches had been completed and a third to a full stop landing was underway. F/O Cross apparently flew into the jet wash of the first aircraft and tried to pull up. The aircraft subsequently stalled and crashed.</p> <p>TOS: 23 January 1948</p> <p>SOS: 31 March 1952 after Category "A" crash near Chatham, NB on 11 March 1952.</p>
17004	de Havilland	English Electric	Vampire	Mk. III	<p>RAF serial VP677 assigned, but never applied. Assigned to CFS in Trenton, ON. on 1 May 1948, the a/c had a "C" Cat crash when the a/c settled back down onto the runway after gear retraction on take-off. While still with CFS, the a/c experienced Cat "B" damage on 7 Jan 1949, when the failure of the ammunition door, caused debris to shatter the canopy and further damage to the horizontal -stabilizer causing a temporary loss of control. The a/c was then overstressed in the ensuing recovery. This kind of door failure was then suspected as a possible contributing factor in three other fatal accidents. Assigned to 421 (F) Sqn. On 27 Jul 1950, just after take-off, the starboard drop jettisoned by itself due to a material failure. The pilot subsequently jettisoned the port drop tank after some difficulty and returned safely. The next day the a/c suffered another canopy failure on 28 Jul 1950 after flying at 31,500 ft for 30 min. The a/c was again recovered safely. With No. 441 (F) Sqn at RCAF Stn St. Hubert, QC. The aircraft suffered a Category "A" crash on 30 Jan 1952. The pilot, F/O R.J. Barnett from 1 (F) OTU in Chatham was slightly injured. F/O Barnett lost all hydraulic fluid due to a crack in a supply line while in flight and had to perform a wheels-up, flapless landing. The a/c would not stop on the runway and overshot the end of the runway and hit a snowbank causing serious damage to the airframe.</p> <p>TOS: 19 January 1948</p> <p>SOS: 12 February 1952, after Category "A" crash at Chatham on 30 January 1952.</p>
17005	de Havilland	English Electric	Vampire	Mk. III	<p>RAF serial VP678 assigned, but never applied. On 07 Apr 1948 while at CFS Trenton, the airframe suffered Cat "B" damage when a pilot on conversion training stalled the a/c during an approach for landing and the a/c landed heavily collapsing one of the oleos and skidding down the runway; no injuries. Assigned to 421 (F) Sqn and coded "AX-E". On 13 Apr 1950. while on a formation take-off, due to jet-wash the wing dropped and the port oleo touched the ground while retracting causing damage. Upon landing, the a/c landed safely but during the landing run, the port oleo collapsed causing the a/c to veer off the runway. Also served with 400 and 411 Sqn at RCAF Stn Downsview. On 27 Jun 1951, the a/c was engaged in air-to-ground firing practice at Lake Consecon near Trenton, ON. After landing, the leading edge of the port mainplane was found to have been damaged by shrapnel from a ricochet. On 08 Mar 1952, W/C A.E. Fleming took off with #17057 piloted by F/O R.C. Yeates to practice formation flying at 10,000 ft. The formation flying included "cross-over" turns. The two aircraft collided and F/O Yeates was believed to have committed a error in judgement during the formation. The aircraft crashed near Aurora, ON. Both pilots, W/C A.E. Fleming (400 Sqn CO) and F/O R.C. Yeates (400 Sqn) were killed.</p> <p>TOS: 19 January 1948</p> <p>SOS: 22 March 1952, after Category "A" crash</p>
17006	de Havilland	English Electric	Vampire	Mk. III	<p>RAF serial VP679 assigned, but never applied. Operated by No. 411 (Aux) Sqn or No. 400 (Aux) Sqn, RCAF Stn Downsview, ON, in early / mid 1950s. With No. 438 (Aux) Sqn, RCAF Stn St. Hubert, QC in 1951. To US register when Struck off and sold to Fliteways Inc, of West Bend, Wisconsin, as N6869D. To Mexican AF February 1962, serial FAM-15. Reported preserved at a museum in Mexico City.</p> <p>TOS: 10 April 1950</p> <p>SOS: 17 June 1958</p>

17007 de Havilland English Electric Vampire Mk. III

RAF serial VP680 assigned, but never applied. Operated by the Winter Experimental Establishment in 1948, coded "FB-R". On 4 May 1948, the a/c had Cat "D" damage. While practicing for the Air Force Day display, the pilot lost control during aerobatics at 22,000 ft and the a/c started a series of flick rolls and then entered an inverted spin. Unable to recover, the pilot was preparing to abandon the a/c and jettisoned the canopy. He was, however, then able to recover from the spin at 7,000 ft and landed without further incident. On 27 May 1948, the a/c suffered very minor damage while on take-off for a test flight for a radio compass installation when the pilot inadvertently allowed the a/c to settle back down onto the runway after gear retraction. With No. 410 (F) Sqn at RCAF Stn St. Hubert, QC in 1949, when it carried special markings as part of the Blue Devils display team. With No. 411 Sqn, Downsview, ON, 1951 to 1955. Also with Central Experimental and Proving Establishment, dates not known. To US register when Struck off and sold to Fliteways Inc, of West Bend, Wisconsin, as N6880D.

TOS: 13 February 1948

SOS: 17 June 1958



17008 de Havilland English Electric Vampire Mk. III

RAF serial VP681 assigned, but never applied. With No. 401 (Aux) Sqn at RCAF Stn St. Hubert, QC in 1949. On 12 Sep 1952, at RCAF Stn Trenton, F/O J.N. McLachlan from No. 1 FIS Trenton was killed in a flying accident. He was authorized to perform a rehearsal flight for an airshow to occur on 20 Sep 52. The practice was to occur between 200' and 9,000' over the station. The practice should not have included low-level aerobatics. The a/c was observed to dive towards the station from east to west. Before reaching the boundary of the aerodrome the a/c leveled out at 200 ft and commenced a roll to the right. Half-way through the roll, the a/c was partially inverted and lost height rapidly. The roll was completed but the port wing struck the ground and the a/c crashed and exploded. The cause was attributed to pilot error.

TOS: 3 May 1948

SOS: 24 Sep 1952 after **Category "A"** crash

17009 de Havilland English Electric Vampire Mk. III

RAF serial VP682 assigned, but never applied. Used by the Central Flying School at RCAF Stn Trenton, ON. Crashed into Lake Ontario during a height climb on 16 June 1948, killing S/L S. Broadbent, who was on the Vampire conversion course. A faulty oxygen system and hypoxia was suspected as the probable cause.

TOS: 6 March 1948

SOS: 24 August 1948 after **Category "A"** crash

17010 de Havilland English Electric Vampire Mk. III

RAF serial VP683 assigned, but never applied. Used by CFS at RCAF Stn Trenton, ON. The airframe was written off during an attempted wheels-up, forced landing. F/O J. A. Robertson from 1 (F) OTU in Chatham was uninjured. The investigation revealed that pilot became lost during a routine cross-country and after fuel starvation had to force land near Louville, New York.

TOS: 2 February 1948

SOS: 15 March 1949 after **Category "A"** crash

17011 de Havilland English Electric Vampire Mk. III

RAF serial VP684 assigned, but never applied. With No. 401 (F) Sqn at RCAF Stn St. Hubert, QC in 1948. The airframe was written off on 10 Apr 1948 when F/O W.J. Meyers was attempting a landing. The investigation concluded pilot error had occurred during the landing approach. F/O Meyers was slightly injured.

TOS: 12 March 1948

SOS: 23 June 1948 after **Category "A"** crash

17012

de Havilland

English Electric

Vampire

Mk. III

EEP42304

RAF serial VP685 assigned, but never applied. Used by CFS in Trenton, ON. On 24 Apr 1950, the canopy blew off shortly after take-off. The ensuing investigation found the canopy jettison mechanism to be in the "jettison" position but this could not condition could not have been executed by the pilot. A safety modification was subsequently developed. On 16 Aug 1950, the a/c experienced Cat "C" damage to the port wing during a formation aerobatic practice as the No #2 a/c when two large birds smashed through the leading edge of the wing. Then with No. 1 (F) Operational Training Unit at RCAF Stn Chatham, NB. Also served with No. 442 (Aux) Sqn at RCAF Stn Sea Island, BC. Marked with bat's head on front fuselage. Struck off and sold to Fliteways Inc, of West Bend, Wisconsin and on US register as N6882D. To Mexican AF in February 1962, serial FAM-13. Aircraft with the RCAF serial now on display at the Canadian Museum Of Flight at Langley, BC.

TOS: 23 January 1948

SOS: 2 February 1958



17013

de Havilland

English Electric

Vampire

Mk. III

EEP42305

RAF serial VP686 assigned, but never applied. With the Central Flying School at RCAF Stn Trenton, ON. On 16 Jan 1948, the a/c suffered Cat "C" damage when the pilot undershot the landing by 160 yards and blew the port tire off completely. Flew lead in the first Vampire public display in Canada, a three-plane formation fly by for the Governor General in Toronto, ON on 29 May 1948. Pilot was F/L "Irish" Ireland. The a/c suffered an accident on 21 Jun 1951. F/O J.R. Archer from 1(F) OTU Chatham took off to practice aerobatics. The a/c was observed at a great height flying straight and level. Seconds later it was seen to go into a spin and / or cartwheel. The aircraft then spun into the ground. The pilot was killed on impact. The pilot was wartime multi-engine pilot who had rejoined and re-qualified as a fighter pilot. The final cause was listed as "obscure". Codel "GJ-A" while with No. 1 OTU.

TOS: 13 February 1948

SOS: 6 July 1951, after **Category "A"** crash on 22 June 1951 at Chatham, NB

17014	de Havilland	English Electric	Vampire	Mk. III	EEP42306
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RAF serial VP687 assigned, but never applied. First RCAF Vampire to fly in Canada, on 7 January 1948. Flown at Downsview, ON by de Havilland Canada pilot Russ Bannock. Delivered to the Central Flying School at RCAF Stn Trenton, ON on 19 January 1948. Flew this unit's first jet mission on 4 February 1948. On 3 Sep 1948, the u/c collapsed while the a/c was taxiing due to a technical failure. The airframe was repaired and returned to service. On 06 Jan 1952 the airframe was written off when the aircraft did a slow wing-over on take-off and crashed inverted. F/O J.A.E.R. Rivest was killed. The investigation revealed that the elevator trim tab had been incorrectly set. The a/c was heavily loaded with drop tanks. With No. 438 (Aux) Sqn, St. Hubert, QC, at time of crash.

TOS: 19 January 1948

SOS: 16 January 1952 after **Category "A"** crash on 6 January 1952.

17015	de Havilland	English Electric	Vampire	Mk. III	EEP42307
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RAF serial VP688 assigned, but never applied. With No. 421 (F) Sqn at RCAF Stn Chatham, NB as of 14 Oct 1949. Suffered an in-flight fire and suffered "B" Cat crash on landing on 31 Jan 1950. The a/c was sent to de Havilland for repairs on 4 Feb 1950. Returned to No 1 (F) OTU and, on 02 Jul 1951, during a formation take-off, for unknown reasons, the a/c would not become airborne. At the end of the runway, the pilot chopped the throttle and raised the u/c as the a/c ran off the runway. Despite serious airframe damage, there were no injuries. The pilot was very experienced and reported no response to full aft stick input. The technical investigation was inconclusive.

TOS: 10 June 1949

SOS: 6 July 1951, **Category "A" write-off;** reduced to spares & produce

17016	de Havilland	English Electric	Vampire	Mk. III	EEP42308
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RAF serial VP689 assigned, but never applied. With No. 401 Sqn, St. Hubert, QC, 1948 to 1956. Coded "AB-M". Struck off and sold to Fliteways Inc, of West Bend, Wisconsin and US register as N6870D. To Mexican AF in February 1962, serial number FAM-1. Reported preserved, on display in Mexico City.

TOS: 19 March 1948

SOS: 17 June 1958



17017	de Havilland	English Electric	Vampire	Mk. III	EEP42309
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RAF serial VP690 assigned, but never applied. With No. 401 Sqn, St. Hubert, QC, 1948 to 1956. Also with No. 411 (Aux) Sqn, Downsview, ON., mid-1950s. With No. 410 Sqn, dates unknown. Struck off and sold to Fliteways Inc, of West Bend, Wisconsin and US register as N6873D. To Mexican AF in February 1962, serial number FAM-3. Reported still in existence in 1970.

TOS: 7 August 1948

SOS: 17 June 1958

17018

de Havilland

English Electric

Vampire

Mk. III

EEP42310

RAF serial VP691 assigned, but never applied. With No. 402 Sqn as of 5 Jul 1949 and then to No. 401 Sqn at RCAF Stn St. Hubert, QC as 21 Mar 1951. Later served with 442 (F) Sqn and received "bat" markings. Struck off and sold to US civil register as N6881D, registered to Fliteways Inc, of West Bend, Wisconsin, 1957-1958. Sold to Dave White, of Carpinteria, California, 1963. To William H. Boyce, of Pomona, California, 1966. Stored, derelict, at Santa Barbara, California, 1966. To Roland G. Holmes Company, of Long Beach, California, 1969. To Ed Maloney / The Air Museum, Chino, California, 1977-1992. Believed to be stored at the museum, disassembled, for many years. On display at Valle, Colorado by 2005. Also reported as US registered as N69RF but not confirmed.

TOS: 23 June 1948**SOS:** 21 February 1958**17019**

de Havilland

English Electric

Vampire

Mk. III

EEP42311

RAF serial VP692 assigned, but never applied. First assigned to St Hubert, QC on 21 Sep 1949. With No. 411 Sqn, Downsview, ON as of 10 Jun 1952. Also with No. 441 Sqn, dates not known. Struck off and sold to Fliteways Inc, of West Bend, Wisconsin and on US register as N6874D. To Mexican AF in February 1962, serial number FAM-4. Withdrawn from use in 1970.

TOS: 23 April 1949**SOS:** 17 June 1958



17020 de Havilland English Electric Vampire Mk. III EEP42312

RAF serial VP693 assigned, but never applied. With No. 400 / 411 Sqns, Downsview, ON, circa 1948, and No. 442 Sqn, Sea Island, BC, 1952 to 1956. The a/c suffered a "B" Cat landing accident on 29 July 1949 while with 400 (F) Sqn Downsview when the pilot raised the u/c after landing instead of the flaps and the a/c slid 50 ft with the u/c raised. Experienced another Cat "B" accident on 09 Jan 1951 while with 1(F) OTU Chatham. On take-off the pilot experienced an engine failure after the starboard main tire blew. The pilot aborted; the a/c swung off the end of the runway and could not be stopped and the pilot therefore selected the u/c "up". The a/c continued to slide another 250 yards. Cat "D" accident on 02 May 1952 while with 1(F) OTU Chatham; the a/c collided with a (Mustang) towed banner during a firing pass, damaging the port mainplane. On 09 Nov 1952, at RCAF Stn Sea Island, BC, F/O C. Dodwell from 442 (Aux) Sqn in #17020 collided with #17061 while practicing close and battle formation cross-over turns. F/O W.J. Ross in #17061 was killed. #17020 suffered Category "B" damage with a large gash in the leading edge of the wing. Stuck off and sold, to US register as N6863D, to Fliteways Inc, of West Bend, Wisconsin, 1957-1958. To James Cook, of Milwaukee, Wisconsin, 1966-1969. To Gateway Technical Institute, of Kenosha, Wisconsin, 1975-1977. To Crosby Enterprises Inc, of Milwaukee, Wisconsin, date unknown. To Canadian Warplane Heritage, Hamilton, Ontario, 1981-1984. Stored dismantled. To Reynolds Aviation Museum, Wetaskin, Alberta, 1988-1992.

TOS: 13 March 1948

SOS: 4 March 1958



17021 de Havilland English Electric Vampire Mk. III

RAF serial VP694 assigned, but never applied. Coded "AC-T" with 402 Sqn in 1949. Next assigned to FIS Trenton on 22 Jul 1952. To St Hubert, QC on 25 Jun 1954, With No. 438 (F) Sqn at RCAF Stn St. Hubert, QC. Struck off and sold to Fliteways Inc, of West Bend, Wisconsin and on US register as N6864D.

TOS: 5 April 1948

SOS: 4 March 1958



17022 de Havilland English Electric Vampire Mk. III

RAF serial VP695 assigned, but never applied. With No. 438 Sqn, St. Hubert, QC, 1948 to 1953. No other details available.

TOS: 5 April 1948

SOS: 20 November 1954

17023 de Havilland English Electric Vampire Mk. III

RAF serial VP696 assigned, but never applied. With No. 402 Sqn, Stevenson Field, MB, 1948 to 1950. Carried "City of Winnipeg" crest on nose. On 16 April 1950, F/O VE Barber (Reserve), while carrying out his 3rd flight in a Vampire, crash-landed in a garden at the rear of College Ave, 3,000 yards short of Runway 31, killing one civilian in a garage. F/O Barber was seriously injured

TOS: 29 May 1948

SOS: 4 May 1950 after **Category "A"** crash on 16 April 1950.



17024	de Havilland	English Electric	Vampire	Mk. III	
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RAF serial VP697 assigned, but never applied. With No. 401 Sqn, St. Hubert, QC, as of 1948. Written-off after a mid-air collision with a 404 Sqn Lancaster FM102 near Bagotville, QC on 22 July 1953. The pilot, F/L C.S. Buchanan, and the six Lancaster crew members were all killed. A 401(F) Sqn Vampire flight of six aircraft was authorized to intercept a formation of nine Lancasters from 404 (M) Sqn during Operation SIGNPOST. The pilot was thought to have exceeded max speed during the interception and lost control colliding with FM102. The Lanc crew consisted of F/O R.A. Gray, F/O R.H.D. Noble, F/O J.E. Macarn, F/O E.C.W. Hutt, F/O A. Marier and Cpl R.G. Smith.

TOS: 6 May 1948

SOS: 19 August 1952 after **Category "A"** crash on 22 Jul 1953

17025	de Havilland	English Electric	Vampire	Mk. III	EEP42318?
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RAF serial VP698 assigned, but never applied. On 26 Apr 1948, while on a ferry flight to deliver the a/c to 442 Sqn in Sea Island, BC, the airframe suffered Cat "B" damage when the pilot suffered a complete engine failure after take-off and force landed three miles east of the airport at Armstrong, ON. The pilot, W/C Sommerville, was injured the crashed. Alloted to 6 RD Trenton for salvage on 5 May 1948. The airframe was later written off after being damaged beyond repair during the salvage operation.

TOS: 13 April 1948

SOS: 23 June 1948 - **Cat "A" write-off**



17026	de Havilland	English Electric	Vampire	Mk. III	EEP43232?
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RAF serial VP715 assigned, but never applied. Assigned to 421 Sqn, Chatham, NB on 14 Oct 1949. Tire blew during taxiing on 15 Mar 1950. On 1 Nov 1951, the engine flamed out at Derby, NB. F/O Wilkinson was killed in the ensuing crash.

TOS: 16 June 1949

SOS: 20 November 1951, after **Category "A"** crash at Chatham, NB on 1 November 1951

17027
589B

de Havilland English Electric Vampire Mk. III

RAF serial VP716 assigned, but never applied. With No. 400 Sqn at Downsview, ON in 1948. On 11 Sep 1948, the a/c suffered Cat "B" damage with the pilot first landed short of the runway and bounced back into the air. The pilot then completed a "go-around" and belly landed the a/c onto the runway. Became instructional airframe 589B on 2 February 1949 and sent to TTS in Camp Borden.

TOS: 22 April 1948

SOS: 2 May 1955 sold as "surplus"



17028

de Havilland English Electric Vampire Mk. III

RAF serial VP717 assigned, but never applied. Operated by No. 411 (Aux) Sqn or No. 400 (Aux) Sqn, RCAF Stn Downsview, ON, in early / mid 1950s. On 25 Apr 1949, the a/c made a wheels-down forced landing in a farmer's field on a cross-country flight from Trenton, ON to St. Hubert, QC. The nose gear hit a furrow in the the field and collapsed. Category "C" damage on 20 June 1954, while with No. 400 Sqn.

TOS: 14 May 1948

SOS: 2 October 1956



17029 de Havilland English Electric Vampire Mk. III

RAF serial VP718 assigned, but never applied. With No. 401 Sqn at RCAF Stn St. Hubert, QC when it suffered a Cat "A" crash on 9 Mar 1952. No further details available on the accident.

TOS: 20 May 1948

SOS: 8 May 1952 , after **Category "A"** crash

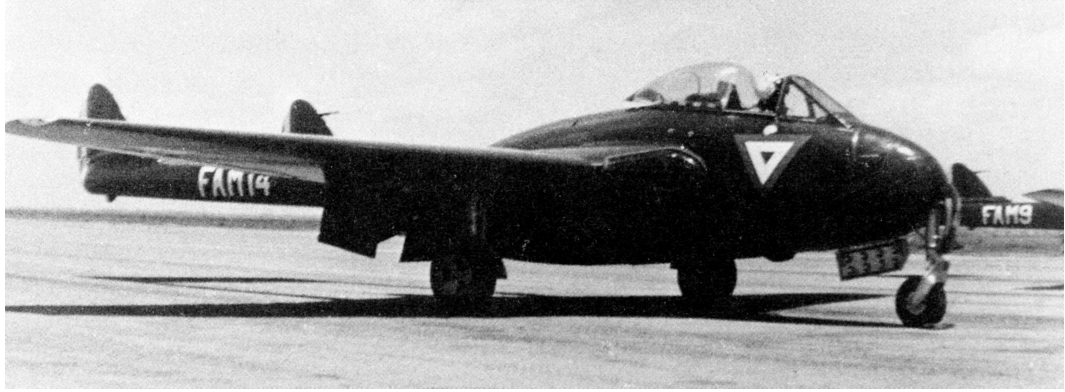
17030 de Havilland English Electric Vampire Mk. III

RAF serial VP719 assigned, but never applied. Category "B" damage at RCAF Stn Trenton, ON on 6 Nov 1948. With No. 421 Sqn, RCAF Stn Chatham, NB, 1949 to 1950. Coded "AX-C". On 4 Jul 1950, the a/c had a canopy failure while at only 800 ft. On 27 Jul 1950, the a/c had to be emergency landed at Grindstone Air Strip on the Magdalen Island due to impending engine failure. The a/c was being flown on an operational anti-submarine patrol by S/L Davidson, an experienced Second World War veteran. No damage to the a/c but the engine had to be changed. Then operated by No. 411 (Aux) Sqn or No. 400 (Aux) Sqn, RCAF Stn Downsview, ON, in mid-1950s. Also with No. 401 (Aux) Sqn at RCAF Stn St. Hubert, QC, carrying Sqn code "AB" on booms, dates unknown. Struck off and sold to Fliteways Inc, of West Bend, Wisconsin and US civil register as N6861D. Later sold to Mexican Air Force, FAM-14.

TOS: 1 April 1948

SOS: 4 March 1958





17031 de Havilland English Electric Vampire Mk. III

RAF serial VP720 assigned, but never applied. With No. 442 Sqn, Sea Island, BC, 1948 to 1949. With No. 402 Sqn at Winnipeg, MB, from 1949 to 1952. On 03 Jun 1949, the airframe suffered Cat "B" damage when the starboard main gear tire blew on take-off and jammed the u/c when it was retracted. The starboard main gear then failed to extend for landing and the aircraft was belly landed and skidded off the runway. On 05 Nov 1949 Cat "B" damage occurred at St Hubert, QC on landing due to the failure of starboard brake expander tube. On 15 Feb 1951, the a/c suffered Cat "C" damage when just after take-off the fire warning light came on, the cockpit filled with smoke. The pilot executed an emergency landing. The investigation revealed a combustion chamber failure To 1 (F) OTU and suffered Cat "D" mid-air collision on 2 May 1952 with # 17036 during a formation exercise. The a/c collided during a cross-over turn. Back to No. 442, 1952 to 1956. To US civil register as N41J, registered to Stinson Field Aircraft, of San Antonio, Texas, 1956-1959. To W.H. Boyce, of Ramona, California, 1966. To Roland G. Holmes, of Long Beach, California, 1969. In open storage, derelict, at Long Beach, California, 1969-1972. To Western Aerospace Museum, of Lancaster, California, 1973. To Al Hansen, of Mojave, California, 1977-1982. To Bill Lambertson/Pacific Flying Service, of Everett-Paine Field, Washington, 1982-1992. Rebuilt to airworthy. First flight, at Arlington, Washington 12 April 1992. Marked as 17031 "SL-031". Significance of the SL code not known. Registration issued on 25 February 1985, cancelled on 29 June 2000. Exported to Canada. Traded to Comox Museum for Tutor 114017. Stored in No. 407 Sqn hanger at CFB Comox, BC in October 2005. On display in Comox Museum by 2006.

TOS: 10 April 1948

SOS: 24 April 1958



17032 de Havilland English Electric Vampire Mk. III

RAF serial VP721 assigned, but never applied. With No. 402 Sqn at Winnipeg, MB. The a/c was destroyed shortly after take-off, when it entered cloud at 1,300 ft but later spun into the ground while inverted approximately 5 mi south of the airport. The pilot, F/O V.J. Bastable, was killed. The investigation pointed to the pilot's weak instrument flying skills.

TOS: 28 June 1948

SOS: 4 April 1949 after **Category "A"** crash on 27 March 1949 in Winnipeg.

17033	de Havilland	English Electric	Vampire	Mk. III	<p>RAF serial VP722 assigned, but never applied. With No. 438 Sqn, St. Hubert, QC, 1948 to 1951 and coded "BQ-D". On 31 Mar 1951, S/L G.H. Hackett from 438 (Aux) Sqn, took off with F/L R.W. Leaper in #17079 to practice a low-level formation flight. They flew to the St Joseph de Sorel area and started the low level exercise. The weather conditions were marginal and it is believed that S/L Hackett flew into a fog bank and in attempting to turn or let down crashed into the St Lawrence River. Both aircraft crashed and both pilots were killed. Limited wreckage / debris was recovered. The crash was attributed to pilot error.</p> <p>TOS: 14 May 1948</p> <p>SOS: 7 May 1951 after Category "A" crash</p>
17034	de Havilland	English Electric	Vampire	Mk. III	<p>RAF serial VP723 assigned, but never applied. Assigned to No. 442 Sqn at Sea Island, BC. The a/c went missing on 14 Jan 1949. The a/c was subsequently discovered to have crashed into the south side of Dam Mountain, BC, 2,000 ft short of the peak. F/O J.A. Borrie was killed. An oxygen system failure was suspected.</p> <p>TOS: 21 April 1948</p> <p>SOS: 25 January 1949, after going missing on 14 January 1949. Category "A" crash.</p>
17035	de Havilland	English Electric	Vampire	Mk. III	<p>RAF serial VP724 assigned, but never applied. With No. 411 (Aux) Sqn, RCAF Stn Downsview, ON., early 1950s. With No. 401 Sqn at St. Hubert, QC when lost. On 11 Jun 1954, at RCAF St Hubert, F/O D.R. Wright from 401 (Aux) Sqn took off with F/O J.T.A.R. Bisson to practice ACM and later GCAs. The a/c flicked in attempting to follow the leader in a steep turn. A high speed stall then occurred followed by a spin. The a/c never recovered and crashed into the side of a hill killing F/O Wright. The crash was attributed to pilot error.</p> <p>TOS: 30 July 1948</p> <p>SOS: 8 July 1954 after Category "A" crash on 11 June 1954.</p>
17036	de Havilland	English Electric	Vampire	Mk. III	<p>RAF serial VP725 assigned, but never applied. With No. 400 Sqn and 411 Sqn, Downsview, ON. Coded "AA-O" with 400 Sqn. Identical Cat "C" and "D" accidents on 3 Dec & 5 Sep 1949 when heavy landings (by the same pilot) resulted in nose gear collapsing. Another Cat "D" accident on 8 Apr 1951 when the a/c landed 100 yards short of the runway breaking the nose wheel and damaging the lower fuselage. Assigned to No. 1 (F) OTU and on 25 Jan 1952, the a/c's canopy failed and blew off breaking the pilot's goggles while flying at 300 ft. The pilot managed to recover safely. The a/c was later assigned to No. 401 Sqn at St. Hubert, QC and then to No. 442 Sqn at Sea Island, BC. Struck off and sold to Fliteways Inc, of West Bend, Wisconsin and on US civil register as N6884D.</p> <p>TOS: 26 April 1948</p> <p>SOS: 21 February 1958</p>



17037	de Havilland	English Electric	Vampire	Mk. III	
<p>RAF serial VP726 assigned, but never applied. Assigned to "ADC Rockcliffe" on 29 May 1948. The aircraft was written off on 11 Jun 1948 while the pilot was practicing an aerobatic routine for the upcoming Air Force Day. The pilot, F/O R.A. Hodgins, was killed. The investigation subsequently revealed that the pilot had fallen out his seat harness while performing aerobatics at low level. This was the first RCAF Vampire crash.</p> <p>TOS: 29 May 1948</p> <p>SOS: 5 July 1948, after Category "A" crash at Rockcliffe, ON on 12 June 1948</p>					
17038	de Havilland	English Electric	Vampire	Mk. III	
<p>RAF serial VP727 assigned, but never applied. Assigned to No. 402 Sqn at Winnipeg, MB as of 29 May 1948. On 21 Aug 1949, with 402 Sqn the airframe suffered Cat "B" damage when the a/c swung to port on take-off due to tire failure and exited the runway tearing off the port oleo leg in the process. On 31 Jul 1951 at 1 (F) OTU in Chatham, the airframe suffered Cat "B" damage during a formation landing when the pilot, F/O Crowe lost control, stalled and crashed short of the runway at Scoudouc, NB. Operated by No. 411 (Aux) Sqn or No. 400 (Aux) Sqn, RCAF Stn Downsview, ON, in early / mid 1950s. On 02 May 1954 at RCAF Stn Downsview, F/O J.A. Purvis from 411 (Aux) Sqn took off on a practice mission. The pilot lost control while practicing aerobatics and entered a spin. The a/c never recovered and crashed into a wooded area. The crash was later attributed to pilot error.</p> <p>TOS: 29 May 1948</p> <p>SOS: 18 May 1954 after Category "A" crash at Toronto, ON on 02 May 1954.</p>					
17039	de Havilland	English Electric	Vampire	Mk. III	EEP42345
<p>RAF serial VP728 assigned, but never applied. Served with No. 401 Sqn, St. Hubert, QC, 1948 to 1956, also No. 410 Sqn, St. Hubert, QC, 1948 to 1951. Category "B" damage on 19 January 1952, while with No. 401 Sqn. Struck off and sold to Fliteways Inc, of West Bend, Wisconsin and on US civil register as N6871D. To Mexican AF on February 1962, serial number FAM-9. Written off on 22 December 1966.</p> <p>TOS: 30 June 1948</p> <p>SOS: 17 June 1958</p>					
17040	de Havilland	English Electric	Vampire	Mk. III	EEP42346
<p>RAF serial VP729 assigned, but never applied. On 1 Jul 1949, the airframe suffered Cat "B" damage during a ferry flight while assigned to No 442 Sqn, at Sea Island, BC. While landing at Regina, SK in hot weather enroute to the unit's summer camp in Gimili, MB, the a/c ground looped upon landing and the port oleo collapsed; no injuries. Operated by No. 411 (Aux) Sqn or No. 400 (Aux) Sqn, RCAF Stn Downsview, ON, in early / mid 1950s. Visited St. Hubert, QC for Exercise SIGNPOST in July 1952, marked in 411 Sqn. colours, coded "AN-T". Struck off and sold to Fliteways Inc, of West Bend, Wisconsin and on US register as N6875D. To Mexican AF February 1962, serial FAM-5. Preserved, and later displayed in a museum in Guadalajara.</p> <p>TOS: 15 June 1948</p> <p>SOS: 17 June 1958</p>					
17041	de Havilland	English Electric	Vampire	Mk. III	EEP42347
<p>RAF serial VP730 assigned, but never applied. With No. 421 Sqn at RCAF Stn Chatham, NB. On 12 May 1950, the aircraft ran out of fuel and crashed. F/O Himmelman escaped successfully. Cat "A" write-off.</p> <p>TOS: 23 April 1949</p> <p>SOS: 23 May 1950 - Category "A" write-off</p>					
17042	de Havilland	English Electric	Vampire	Mk. III	EEP42348
<p>RAF serial VP731 assigned, but never applied. Coded 'FB-U' with CEPE circa 1949/50. With No. 411 (Aux) Sqn, RCAF Stn Downsview, ON., early / mid 1950s. Registered as VC-ANT, marked as "AN-T" on front fuselage.</p> <p>TOS: 10 June 1949</p> <p>SOS: 25 November 1955</p>					



17043	de Havilland	English Electric	Vampire	Mk. III	EEP42349
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RAF serial VP732 assigned, but never applied. Never taken on RCAF charge. Crashed and written-off during an aborted take-off (presumably on a test flight) at Samlesbury, England on 03 November 1947. Replaced on the contract by # VP787 / 17086

TOS: not applicable

SOS: not applicable

17044	de Havilland	English Electric	Vampire	Mk. III	EEP42350
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RAF serial VP733 assigned, but never applied. Used by the Winter Experimental Establishment (WEE) as 02 Oct 1948. While with WEE at Watson Lake on 25 Feb 1950, a test pilot took off on an air to ground firing test and fired all four guns. The starboard outer gun exploded with considerable (Cat "B") damage to the a/c but with nil injuries to the pilot. The explosion split the gun muzzle and blew a hole in the cockpit floor. A rubber plug had been left in the gun barrel. To St Hubert, QC on 17 Jun 1951 and then to "ADC" on 24 Sep 1952. Operated by No. 411 (Aux) Sqn or No. 400 (Aux) Sqn, RCAF Stn Downsview, ON, in early / mid 1950s. Struck off and sold to Fliteways Inc, of West Bend, Wisconsin and on to US civil register as N6866D. Sold to Mexican AF February 1962, serial FAM-10. Withdrawn from use in 1970.

TOS: 25 August 1948

SOS: 4 March 1958, later sold.



17045	de Havilland	English Electric	Vampire	Mk. III
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RAF serial VP734 assigned, but never applied. While with the AAS in Trenton, the a/c suffered Cat "D" damage when the canopy disintegrated while flying at 20,000 ft. To No. 421 Sqn, Chatham, NB, 1949 to 1950. Assigned to No. 1(F) OTU. On 23 Jun 50, while a tech was conducting an engine runup, the brakes failed and the a/c swung and hit a/c #17063 causing Cat "C" damage. On 22 Aug 1950, while cruising at 10,000 ft, the engine's fuel pump failed causing a flame out. The pilot successfully executed a power-off forced landing at Chatham with no damage. The pilot received a commendation. On 22 Sep 1950, the a/c suffered Cat "D" damage when the canopy broke while the pilot was executing a fighter break. On 4 Apr 1952, while still with 1 (F) OTU, a student pilot after landing long on the runway at Chatham had to intentionally swerve off the runway to avoid a collision with a F-86 Sabre causing Cat "B" damage. Later with No. 441 Sqn, St. Hubert, QC. Then with No. 411 (Aux) Sqn, Downsview, ON, in the late 1950's. More Category "B" damage while at Downsview, ON on 8 March 1955.

TOS: 27 July 1948

SOS: 7 August 1956

17046	de Havilland	English Electric	Vampire	Mk. III
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RAF serial VP735 assigned, but never applied. Assigned to Chatham, NB. Landing gear collapsed during landing at St Hubert. Suffered further Cat "B" damage after performing a wheels-up landing in Scoudouc, NB on 25 July 1951. F/O Duncan survived. Also operated by No. 411 (Aux) Sqn or No. 400 (Aux) Sqn, RCAF Stn Downsview, ON, in early / mid 1950s.

TOS: 23 April 1949

SOS: 2 October 1956

17047	de Havilland	English Electric	Vampire	Mk. III	EEP42365?
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RAF serial VP736 assigned, but never applied. First delivered with red and blue maple leaf roundels. "B" Cat damage in belly landing near Mattawa, ON on 12 Jun 1949. Operated by No. 411 (Aux) Sqn or No. 400 (Aux) Sqn, RCAF Stn Downsview, ON, in early / mid 1950s. Also operated by No. 1 (F) OTU in Chatham. Cat "C" damage with this unit when the nose came off during the takeoff due to a broken bolt necessitating a landing only on the nose u/c fork. Also with No. 401 (Aux) Sqn, dates unknown. Struck off and sold to Fliteways Inc, of West Bend, Wisconsin and on US register as N6872D. Sold to Mexican AF in February 1962, serial FAM-12. Reported crashed in Mexico, date unknown.

TOS: 6 May 1948

SOS: 17 June 1958



17048	de Havilland	English Electric	Vampire	Mk. III
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RAF serial VP737 assigned, but never applied. With No. 410 (F) Sqn, St. Hubert, QC, 1948 to 1950. Flew with this unit's Blue Devils display team in 1949. On 04 Oct 1950, F/O M.J.S. Clow from 410 (Aux) Sqn took off from Dorval on a tactical training mission at high altitude. The a/c had completed battle formations at 35,000 ft. The a/c then descended and was seen to attempt a forced landing at St Hubert. The a/c overshot and touched down 700-800 yards inside the fence and bounced four times and then another five times before striking a dry river bed. F/O M.J.S. Clow was killed in the crash. A subsequent investigation discovered that the engine fuel pump had failed.

TOS: 16 July 1948

SOS: 12 October 1950, **Category "A"** crash

17049	de Havilland	English Electric	Vampire	Mk. III
<p>RAF serial VP738 assigned, but never applied. With No. 410 Sqn, St. Hubert, QC, 1948 to 1950. On 24 Jan 1950, the a/c had to be crash landed at St Hubert after the pilot found it impossible to properly retract and lock the u/c. The retraction linkage on the starboard oleo had fractured. Upon landing the starboard gear collapsed completely. Fortunately there were no injuries and very little damage that ensued partially due to the drop tanks that were being carried.</p> <p>TOS: 6 July 1949 SOS: 7 August 1956</p>				
17050	de Havilland	English Electric	Vampire	Mk. III
<p>RAF serial VP739 assigned, but never applied. With No. 410 (F) Sqn, RCAF Stn St. Hubert, QC, 1948 to 1951. Operated by No. 411 (Aux) Sqn or No. 400 (Aux) Sqn, RCAF Stn Downsview, ON, in early / mid 1950s.</p> <p>TOS: 7 July 1949 SOS: 7 September 1956</p>				
17051	de Havilland	English Electric	Vampire	Mk. III
<p>RAF serial VP740 assigned, but never applied. With No. 400 Sqn, Downsview, ON from 1948 to 1951. Coded AA-P, based on ICAO registration VC-AAP. Carried Sqn stripes on nose and booms. Flew chase for first CF-100 flight on 19 January 1950. On 25 August 1951, F/L D.J. Brown from 400 Sqn was practicing inverted flying for the upcoming CNE Airshow. Upon completing the sequence, the engine flamed out. F/L Brown attempted a force landing but the aircraft stalled and plunged to the ground while attempting to avoid buildings, killing the pilot. The engine was subsequently found to have suffered a severe in-flight fire prior to the accident.</p> <p>TOS: 10 May 1947 SOS: 5 September 1951, after Category "A" crash near Toronto, ON on 25 August 1951.</p>				
17052	de Havilland	English Electric	Vampire	Mk. III
<p>RAF serial VP741 assigned, but never applied. First assigned to No. 1 (F) OTU in Chatham, NB. On 14 Mar 1950, a canopy disintegrated at 25,000 ft with Cat "D" structural damage to the tail. Recovered safely. Another similar Cat "D" canopy failure at 20,000 ft on 31 Mar 1950. Then on 23 Jul 1951, the a/c had a Cat "D" accident when upon landing the a/c experienced a violent nose wheel vibration and the nose wheel then separated from the a/c. Still with the OTU, on 18 Apr 1952, the a/c was hit by a ricochet during an air-to-ground firing practice mission causing Cat "D" damage. Later operated by No. 411 (Aux) Sqn and No. 400 (Aux) Sqn, RCAF Stn Downsview, ON, in early / mid 1950s. Crashed while with No. 400 Sqn., on 12 February 1955. F/O Gilroy was on air to ground gunnery mission flying out of Trenton when the engine suffered a flame-out due to fuel starvation. Unable to restart the engine, Gilroy successfully bailed out of the aircraft. Category "A" crash</p> <p>TOS: 30 July 1948 SOS: 22 February 1955</p>				
17053	de Havilland	English Electric	Vampire	Mk. III
<p>RAF serial VP742 assigned, but never applied. With No. 410 (F) Sqn, St. Hubert, QC, 1948 to 1951, coded "AM-F". Used by the Blue Devils aerobatic display team. On 12 Jan 1951 at RCAF Stn Dorval, F/O W.A. Joy from 400 (Aux) Sqn took off on a formation training mission. At 8000 ft, the aircraft was seen out of position and then departed controlled flight. Carbon monoxide poisoning was suspected. The a/c was later seen to attempt an abrupt recovery at low level but the starboard wing failed and folded over. F/O Joy was killed in the crash</p> <p>TOS: 16 July 1948 SOS: 22 January 1951 after Category "A" crash near Dorval, QC on 12 January 1951.</p>				



17054 de Havilland English Electric Vampire Mk. III

RAF serial VP743 assigned, but never applied. With No. 410 (F) Sqn at RCAF Stn St. Hubert, QC, circa 1948 to 1951. Also with No. 421 (F) Sqn at RCAF St. Chatham, NB, same time period. On 28 Sep 1950, the a/c ran out of fuel and was forced landed in the bush due to fog. F/O Tetlock survived and the a/c was restored to service.

TOS: 5 July 1948

SOS: 22 July 1954

17055 de Havilland English Electric Vampire Mk. III

RAF serial VP744 assigned, but never applied. Operated by No. 400 (Aux) Sqn, RCAF Stn Downsview, ON, in 1950s. Nose gear collapsed after hard landing at RCAF Trenton, ON repaired and returned to Downsview on 28 May 1953. Struck off and sold to Fliteways Inc, of West Bend, Wisconsin as a spares aircraft.

TOS: 20 August 1948

SOS: 14 March 1958, after **Category "A"** crash at Boise, Idaho on 4 August 1955.



17056 de Havilland English Electric Vampire Mk. III

RAF serial VP745 assigned, but never applied. Operated by No. 411 or No. 400 (Aux) Sqn, RCAF Stn Downsview, ON, in early / mid 1950s. Also with No. 401 (Aux) Sqn at RCAF Stn St. Hubert QC, dates not known. With No. 442 Sqn, Sea Island, BC, 1948 to circa 1956 and coded "BU-W".

TOS: 29 June 1948

SOS: 2 October 1956

17057

de Havilland

English Electric

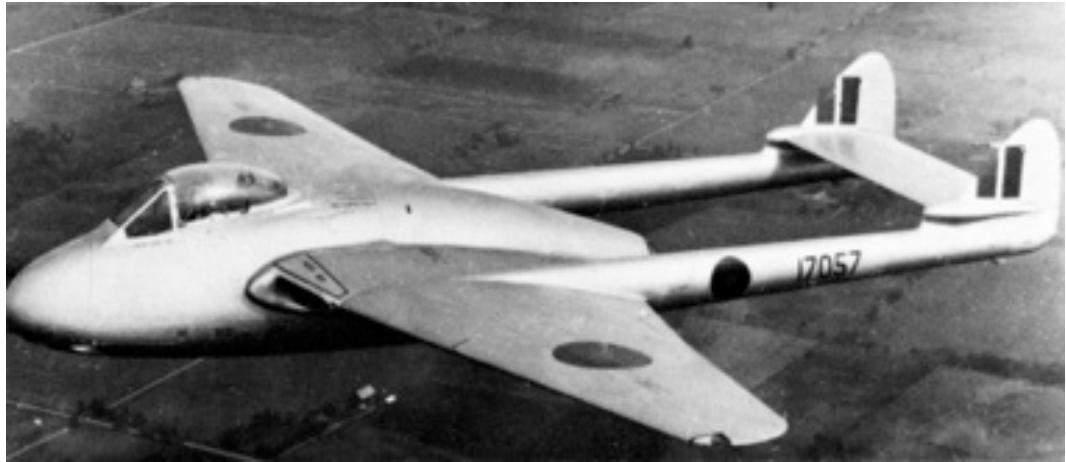
Vampire

Mk. III

RAF serial VP746 assigned, but never applied. First assigned to No 1 (F) OTU. On 10 May 1951, Cat "D" damage when the pilot landing short of the runway damaging the starboard wing flap. Later operated by No. 411 (Aux) Sqn, RCAF Stn Downsview, ON. On 08 Mar 1952, W/C A.E. Fleming in #17005 took off with #17057 piloted by F/O R.C Yeates to practice formation flying at 10,000 ft. The formation flying included "cross-over" turns. The two aircraft collided and F/O Yeates was believed to have committed a error in judgement during the formation. The aircraft crashed near Aurora, ON. Both pilots, W/C A.E. Fleming (CO 400 Sqn) and F/O R.C. Yeates (also 400 Sqn) were killed.

TOS: 2 September 1948

SOS: 22 March 1952, after **Category "A"** crash near Aurora, Ontario on 8 March 1952.



17058

de Havilland

English Electric

Vampire

Mk. III

EEP42376

RAF serial VP747 assigned, but never applied. With No. 421 (F) Sqn at RCAF Stn Chatham , NB circa 1950. Suffered an engine failure necessitating a Cat B wheels up landing in Chatham on 28 Feb 1950. Operated by No. 411 (Aux) Sqn or No. 400 (Aux) Sqn, RCAF Stn Downsview, ON, in early / mid 1950s. Sold, to US register as N6860D, to Fliteways Inc, of West Bend, Wisconsin, on 4 March 1958. Later owners included George Arnold of Indiana, 1966 to 1969. To Calgary Air Museum, Calgary, Alberta, Circa 1968, dismantled. To Don Campbell, of Kapusking, Ontario, 1970-1982. Stored, dismantled. To Canadian Museum Of Flight & Transportation, Langley, BC, 19 September 1982. Arrived dismantled. On display by 1992.

TOS: 23 April 1949

SOS: 4 March 1958



17059	de Havilland	English Electric	Vampire	Mk. III	EEP42377
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RAF serial VP748 assigned, but never applied. With No. 402 Sqn, Stevenson Field, MB., 1948 to 1950, coded "AC*P". Operated by No. 411 (Aux) Sqn or No. 400 (Aux) Sqn, RCAF Stn Downsview, ON, in early / mid 1950s. On 09 May 1953 at RCAF St Downsview P/O W.K. Walker from 411 (Aux) Sqn was attempting a landing in hot weather. The a/c left the runway and collapsed the undercarriage. No mechanical causes were found and the crash was attributed to pilot error. The accident was later determined to be a Cat "B" crash. On 09 Jul 1954 while at RCAF Stn North Bay, F/O G.H. Griffin from 401 (Aux) Sqn was attempting a take-off when he executed an abort for unknown reasons. The aircraft left the runway and struck a drainage ditch and caught fire killing the pilot. No mechanical causes were found. The crash was attributed to pilot error.

TOS: 14 June 1949

SOS: 22 July 1954 after **Category "A"** crash



17060	de Havilland	English Electric	Vampire	Mk. III	EEP42378
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RAF serial VP749 assigned, but never applied. With No. 421 Sqn, Chatham, NB., 1949 to 1950. On 16 May 1951, the pilot, F/O Archer, undershot the runway during landing and the airframe suffered "B" Cat damage. Operated by No. 411 (Aux) Sqn or No. 400 (Aux) Sqn, RCAF Stn Downsview, Ontario, in early / mid 1950s.

TOS: 16 July 1948

SOS: 2 October 1955

17061	de Havilland	English Electric	Vampire	Mk. III	EEP42379
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RAF serial VP750 assigned, but never applied. With No. 410 (F) Sqn at RCAF Stn St. Hubert, QC in 1949, when it carried special markings as part of the Blue Devils display team. Later with No. 401 (Aux) Sqn at St. Hubert, QC. On 09 Nov 1952, at RCAF Stn Sea Island, BC, F/O C. Dodwell from 442 (Aux) Sqn in #17020 collided with #17061 while practicing close and battle formation cross-over turns. F/O W.J. Ross in #17061 was killed when the a/c landed in the water near the shoreline. This a/c was with No. 442 (Aux) Sqn at RCAF Stn Sea Island, BC at time of crash.

TOS: 20 August 1948

SOS: 2 December 1952, after **Category "A"** crash on 9 November 1952.

17062	de Havilland	English Electric	Vampire	Mk. III	EEP42380
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RAF serial VP751 assigned, but never applied. With No. 421 (F) Sqn at RCAF Stn Chatham, NB circa 1950. With No. 442 (Aux) Sqn, Sea Island, BC, 1948 to 1956. Carried this unit's bat head marking on front fuselage. Sold to US register as N701NA to Fliteways Inc, of West Bend, Wisconsin, 4 March 1958. To E.H. Roybal, of Livermore, California, 1966-1969. Noted derelict at Santa Ana, California, June 1973. To Letcher & Associates, of Lancaster, California, 1973-1981. Stored dismantled, at Mojave, California, 1974-1981.

TOS: 23 April 1949

SOS: 21 February 1958

17063	de Havilland	English Electric	Vampire	Mk. III	EEP42381
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RAF serial VP752 assigned, but never applied. With No. 410 (F) Sqn, RCAF Stn St. Hubert, QC, 1948 to 1951. Carried special markings in 1949 as part of the Blue Devils display team. On 13 May 1949, the a/c had a canopy failure while flying at 26,000 ft. The a/c was recovered safely. Issued registration VC-AMP, marked on front fuselage as "AM-P". Carried this marking when it took part in Exercise SWEETBRIAR, operating from Whitehorse, Yukon in February 1950. While with 410 Sqn a failure of the drop tank suspension lugs on this a/c while executing a 40° turn to starboard on 2 Feb 1950, led to a fleet wide ban on aerobatics or high "g" manoeuvres for Vampires fitted with drop tanks. On 23 April 1951, while with 441(F) Sqn, the aircraft suffered Cat "B" damage after the pilot became lost, ran low on fuel and made a precautionary force landing near Rimouski, QC. On 20 Mar 1952 at RCAF Stn Chatham, F/O Alan B. Seavy with 1 (F) OTU crashed immediately after take-off striking a telephone pole. The pilot was killed and the cause was listed as "obscure" by the accident investigation but probably was pilot error as the a/c first lifted off and then descended, bouncing four times, before coming to rest 1,500 yards from the end of the runway.

TOS: 11 September 1948

SOS: 26 March 1952, after **Category "A"** crash at Chatham, NB on 20 March 1952.



17064	de Havilland	English Electric	Vampire	Mk. III	EEP42382
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RAF serial VP753 assigned, but never applied. Assigned to 410 Sqn, St Hubert, QC on 5 Jan 1949. To Chatham, NB on 12 Dec 1951. On 1 Apr 52, the engine flamed out while at 10,000 ft, and the pilot attempted a forced landing. The resulting crash resulted in a Cat "A" write-off. F/O Wilson survived the crash.

TOS: 27 July 1948

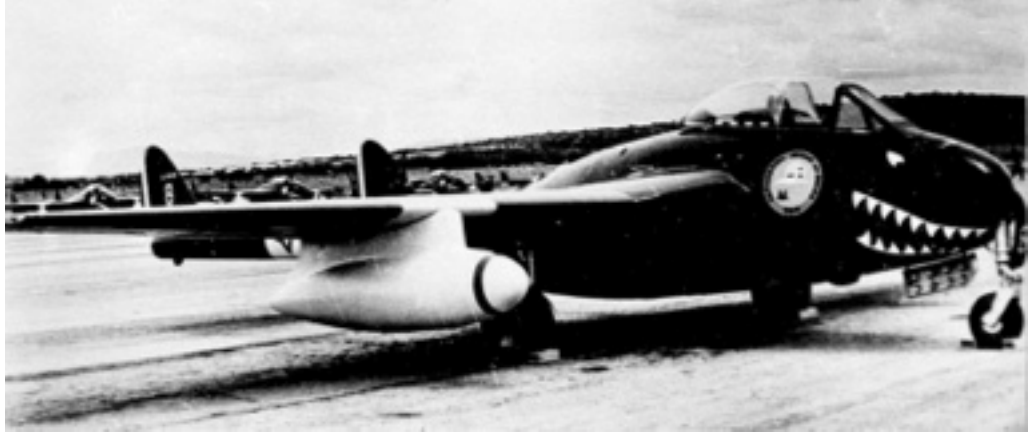
SOS: 9 April 1952, after **Category "A"** crash at Chatham, NB on 1 April 1952.

17065	de Havilland	English Electric	Vampire	Mk. III	EEP42383
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RAF serial VP766 assigned, but never applied. Originally delivered with red and blue maple leaf roundels. With No. 421 Sqn, Chatham, NB., 1949 to 1950. Category "B" damage at Chatham on 20 March 1952. Also with No. 438 (Aux) Sqn at RCAF Stn St. Hubert, PQ, no dates. Coded "BQ" on booms, and "065" on nose. Stuck off and Struck off and sold to Fliteways Inc, of West Bend, Wisconsin and on US register as N6862D. To Mexican AF in February 1962, their serial FAM-8. Withdrawn from use by 1970.

TOS: 29 June 1948

SOS: 4 March 1958



17066	de Havilland	English Electric	Vampire	Mk. III	EEP42384
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RAF serial VP767 assigned, but never applied. On 16 Jun 1949, the a/c suffered a blown canopy while flying at 25,000 ft. Assigned to 1 (F) OTU, Chatham, NB on 23 Nov 1949. The a/c crashed off runway #16 on 13 Oct 1950. F/O Longmuir survived. The a/c was later returned to service. On 6 Jun 1951, the a/c suffered Cat "C" damage after a failed engine start. The correct time and procedures were followed during a 2nd attempted start but smoke in the cockpit and a suspected fire led to an abort. The post-incident investigation revealed electrical problems. The a/c subsequently crashed again in 1954 and was written-off but no further details are available.

TOS: 27 August 1948

SOS: 8 July 1954 after **Category "A"** crash.

17067	de Havilland	English Electric	Vampire	Mk. III	EEP42385
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RAF serial VP768 assigned, but never applied. With No. 410 (F) Squadron at RCAF Stn St. Hubert, QC, flew with this unit's Blue Devils display team in 1949; coded "AM-L". On 27 February 1949, the aircraft suffered an engine failure while enroute to Toronto and was force landed at Downsview. Suffered a blown canopy on 16 June 1949. On 28 August 1949, the port tire blew on take-off damaging the u/c and the aircraft suffered Cat "B" damage when it was landed wheels up on the grass beside the runway. With No. 441 (F) Sqn at RCAF Stn St. Hubert, QC, circa 1951. Coded "BT-O". With No. 438 (Aux) Sqn, St. Hubert, PQ. Coded "BQ" on booms, and "067" on nose. With 441 and No. 410 Sqns, St. Hubert, QC, circa 1951. Then with 400 Sqn, Downsview, ON, circa 1951 to 1955, No. 411 (Aux) Sqn, RCAF Stn Downsview, ON., early / mid 1950s. On 20 Apr 1952, on take-off the pilot allowed the a/c to settle back down onto the runway after retracting the gear damaging both drop tanks. The tanks subsequently both detached unexpectedly while in flight severely damaging the wing. Struck off and sold to Fliteways Inc, of West Bend, Wisconsin and on US civil register as N6879D. To Mexican AF in February 1962, serial FAM-7. Withdrawn from use in 1970.

TOS: 27 July 1948

SOS: 17 June 1958



17068 de Havilland English Electric Vampire Mk. III EEP42386

RAF serial VP769 assigned, but never applied. With No. 401 (Aux) Sqn at RCAF Stn St. Hubert, QC on 15 Feb 1950, coded "AB-D" and still with this unit at time of accident. No details of the accident are available. Struck off and sold to Fliteways Inc, of West Bend, Wisconsin and on US civil register as N6860D, registered to George Arnold of Indiana.

TOS: 21 July 1948

SOS: 28 October 1955, after **Category "A"** accident on 18 October 1955



17069 de Havilland English Electric Vampire Mk. III EEP42387

RAF serial VP770 assigned, but never applied. Operated by No. 411 (Aux) Sqn or No. 400 (Aux) Sqn, RCAF Stn Downsview, Ontario, in early / mid 1950s. Also based at Bagotville, QC on 19 Jul 1951 but unit not confirmed; probably 413 Sqn. Sold into the US, to Fliteways Inc, of West Bend, Wisconsin. Registered as N6877D on 4 March 1958. To Ken Cook Publishing Co, of Milwaukee, Wisconsin, 1963. Purchased in 1964 by Mr. Justice A. Harraden, registered as CF-RLK. To the Centennial Planetarium, Calgary, Alberta, 1972-1988, for display. Displayed from 1988 in the Aero Space Museum of Calgary. Displayed outside until at least 1992.

TOS: 23 July 1948

SOS: 17 June 1958





17070 de Havilland English Electric Vampire Mk. III EEP42388

RAF serial VP771 assigned, but never applied. With No. 410 (F) Sqn, St. Hubert, QC, 1948 to 1951. Carried special markings in 1949 as part of the Blue Devils display team. While assigned to 410 (F) Sqn the a/c suffered Cat "D" damage when a pilot allowed the a/c to touch the runway after retracting the gear during a formation take-off/. Struck off and sold to Fliteways Inc, of West Bend, Wisconsin and eventually on US civil register as N6870D.

TOS: 11 September 1948

SOS: 2 November 1953, after **Category "A"** accident on 17 October 1953 near Montreal, QC

17071 de Havilland English Electric Vampire Mk. III EEP42389

RAF serial VP772 assigned, but never applied. Used by No. 442 (Aux) Sqn at RCAF Stn Sea Island, BC and given the sqn's unique "bat nose" insignia. Struck off and sold to Fliteways Inc, of West Bend, Wisconsin and on US register as N6883D. Later displayed in the Reynolds Museum, Wetaskiwin, AB.

TOS: 12 July 1948

SOS: 21 February 1958





17072 de Havilland English Electric Vampire Mk. III EEP42390

RAF serial VP773 assigned, but never applied. With No. 410 (F) Sqn at RCAF Stn St. Hubert, QC circa 1948 to 1951. Flew with this unit's Blue Devils display team in 1949. On 17 Aug 1949, the airframe suffered damage when the aircraft collided with 17064 during the take-off due to pilot error. Operated by No. 411 (Aux) Sqn or No. 400 (Aux) Sqn, RCAF Stn Downsview, ON, in early / mid 1950s. On 21 Feb 1950 while assigned to 410 Sqn, the a/c suffered a Cat "C" crash during a formation landing when, as the #2 a/c in the formation, it ran into jet wash, dropped a wing and hit a snowbank. While assigned to 1(F) OTU in Chatham, NB, on 13 Mar 1952, a pilot undershot the runway by 75 ft, and ground-looped causing Cat "C" damage. Then on 13 Dec 1950, a student pilot, again undershot the runway and struck trees upon landing causing Cat "B" damage (resulting in a starboard wing change). Struck off and sold to US register as N6878D, to Fliteways Inc, of West Bend, Wisconsin. To John E. Morgan, Pittsburg, PA, 1958. Marked as "Johny Rocket". To Frank G. Tallman, Orange County, CA, 1959. Displayed at Movieland of the Air, named "Golden Eagle", 1959-1968. To Rosen Novak Auto Co, Omaha, NE, 1966-1968. Sold at Tallmantz auction May 29, 1968. To James F. Brucker, Somis, CA, May 29, 1968-1969. To Jet Craft Inc, Las Vegas, NV, 1970. Planned for spares for Vampire conversion to 8 passenger "Mystery Jet". Company collapsed before conversion completed. To Pete Regina, Van Nuys, CA, Dec. 1970-1973. Rebuilt at Van Nuys. First flight, Apr. 8, 1972. Flew as VN68/YG. To Al Letcher & Associates, Lancaster, CA, 1973-1981. To John T. Downing, Cumming, GA, 1986. To Greater Leasing Inc, Marietta, GA, Dec. 1987. To Randall K. Hames, Gaffney, SC, Apr. 1988-1989. To John Travolta/Alto Inc, Studio City, CA, Oct 1989-1992. To Lake Air Inc, Fort Lauderdale, FL, 2001. Intended for Wings of Flight Museum in Markham, ON in 2005 but problems were encountered in obtaining a Canadian certificate of airworthiness. Stored at Batavia, New York and damaged while hangared. Registered to Wings of Flight Inc. of Rochester, NY in February 2006. After restoration, on a test flight the aircraft suffered engine problems and attempted an emergency wheels-up landing. The airframe suffered heavy damage; likely a write-off.

TOS: 7 September 1948

SOS: 17 June 1958





17073	de Havilland	English Electric	Vampire	Mk. III	EEP42391
<p>RAF serial VP774 assigned, but never applied. Operated by No. 400 (Aux) Sqn, RCAF Stn Downsview, Ontario, in early / mid 1950s. On 18 May 1952, F/L A. Vickers suffered a flame-out over Lake Ontario, could not re-light the engine and therefore attempted a force-landing. The aircraft struck power lines on approach to a field and was written-off. The pilot escaped with minor injuries.</p> <p>TOS: 2 September 1948 SOS: 5 June 1952, after Category "A" crash at Port Hope, Ontario on 18 May 1952.</p>					
17074	de Havilland	English Electric	Vampire	Mk. III	EEP42392
<p>RAF serial VP775 assigned, but never applied. Assigned to Chatham, NB. On 16 Oct 1950, the a/c suffered an engine failure on take-off and suffered Cat "B" damage during the abort. F/O Hanna survived. With No. 442 Sqn, Sea Island, BC, in 1956, coded "BU-X". Also with No. 1 (F) Operational Training Unit at RCAF Stn St. Hubert, PQ, dates not known. Transferred to National Aeronautical Collection; technically still on Canadian Forces books today.</p> <p>TOS: 27 August 1948 SOS: 1964 - Transferred to museum.</p>					



17075	de Havilland	English Electric	Vampire	Mk. III	EEP42393
<p>RAF serial VP776 assigned, but never applied. With No. 442 Sqn, Sea Island, BC, circa 1948 to 1956, coded "BU-Y". Also with No. 401 (Aux) Sqn at RCAF Stn St. Hubert, PQ, no dates.</p> <p>TOS: 23 June 1948 SOS: 7 September 1956</p>					
17076	de Havilland	English Electric	Vampire	Mk. III	EEP42394
<p>RAF serial VP777 assigned, but never applied. With No. 410 (F) Sqn, RCAF Stn St. Hubert, PQ, 1948 to 1951. Flew with this unit's Blue Devils display team in 1949. With No. 411 (Aux) Sqn, RCAF Stn Downsview ON. Forced landed on road short of Downsview runway by F/O P. Hayes, on 12 April 1954 with Category "B" damage. With No. 442 Sqn, Sea Island, BC, to circa 1955, coded "BU-V" with bat markings.</p> <p>TOS: 30 July 1948 SOS: 23 November 1955</p>					
17077	de Havilland	English Electric	Vampire	Mk. III	EEP42395
<p>RAF serial VP778 assigned, but never applied. Assigned to 442 (F) Sqn on 03 Aug 1948. Category "B" damage while practicing for an airshow in Calgary, AB on 8 September 1948 when during an inverted maneuver as the aircraft was being rolled upright, there was an apparent "explosion". The starboard armament door had broken open, smashing the canopy and causing further damage to the h-stab. To No. 402 Sqn, Stevenson Field, MB on 26 Jan 1950. While assigned to 410 (F) Sqn on 21 Apr 1951, a tire blew on take-off. The a/c was safely landed on just the rim. Transferred to 1 (F) OTU Chatham, NB. On 23 May 1952, during an air-to-ground firing practice mission, the aircraft was seen to attempt a high-speed turn, then "flicked" inverted and spun into the ground at low level. The accident was assessed as a high-speed stall due to pilot error. P/O Gretnora Pissaacreta was killed in the crash.</p> <p>TOS: 23 June 1948 SOS: 5 June 1952 reduced to spares & produce after a Category "A" crash on 23 May 1952</p>					

17078 de Havilland English Electric Vampire Mk. III EEP42396

RAF serial VP779 assigned, but never applied. With No. 438 (Aux) Sqn, St. Hubert, QC. Coded "BQ" on booms, and "078" on nose. While assigned to 1 (F) OTU, on 9 August 1949, the airframe suffered "B" Category damage after being belly landed at St Hubert, QC after a student pilot forgot to lower the u/c. More category "B" damage at Trenton on 22 January 1953. Struck off and sold to Fliteways Inc, of West Bend, Wisconsin and onto US civil register as N6867D. To Mexican AF in February 1962, serial FAM-6. Withdrawn from use in 1970.

TOS: 17 September 1948

SOS: 4 March 1958



17079 de Havilland English Electric Vampire Mk. III EEP42397

RAF serial VP780 assigned, but never applied. With No. 438 Sqn, St. Hubert, QC, 1948 to 1951. On 31 Mar 1951, at RCAF St Hubert, QC, S/L G.H. Hackett from 438 (Aux) Sqn in #17033, took off with F/L R.W. Leaper in #17079 to practice a low-level formation flight. They flew to the St Joseph de Sorel area and started the low level exercise. The weather conditions were marginal and it is believed that S/L Hackett flew into a fog bank and in attempting to turn or let down crashed into the St Lawrence river. Both aircraft crashed and both pilots were killed. Limited wreckage / debris was recovered. The crash was attributed to pilot error.

TOS: 17 September 1948

SOS: 7 May 1951, after **Category "A"** crash on 2 May 1951

17080 de Havilland English Electric Vampire Mk. III EEP42398

RAF serial VP781 assigned, but never applied. Possibly with Central Flying School, Trenton, ON., at time of crash in Sep 1948. No further details available on the nature of or the cause of the crash.

TOS: 29 June 1948

SOS: 25 September 1948 - **Category "A"** crash

17081	de Havilland	English Electric	Vampire	Mk. III	EEP42399
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RAF serial VP782 assigned, but never applied. With No. 402 Sqn, Stevenson Field, MB, 1948 to 1950. Operated by No. 411 (Aux) Sqn and No. 400 (Aux) Sqn, RCAF Stn Downsview, ON, in early / mid 1950s. While assigned to 401 Sqn on 17 Jun 1949, the a/c settled back onto the runway after the gear retraction; the a/c was recovered safely with minor damage. Then on 4 August 1949, the a/c suffered a "B" Category crash when during the final approach to land, the pilot inadvertently raised the landing gear instead of selecting the speed brakes. While assigned to 1 (F) OTU in Chatham, NB, a loss of brake pressure while taxiing led to a ground collision with a Harvard aircraft. Again while at Chatham, on 31 Dec 1951 during a formation take-off for a cine-camera exercise, a/c ran off the starboard side of the runway in order to avoid the leader on take-off and damaging the starboard u/c when it hit a snowbank and then went airborne. The pilot then made a wheels up landing causing Category "B" damage. In November 1953, the aircraft disappeared over Lake Ontario while commencing a let down through cloud at 4,000 ft. The a/c crashed into 350 ft of water and only small debris was recovered. Operated by No. 400 Sqn. at time of crash. F/O R.W. Russell was killed in the crash.

TOS: 5 July 1948

SOS: 29 December 1953, after **Category "A"** crash on 29 November 1953.

17082	de Havilland	English Electric	Vampire	Mk. III	EEP42400
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RAF serial VP783 assigned, but never applied. Operated by No. 411 (Aux) Sqn or No. 400 (Aux) Sqn, RCAF Stn Downsview, ON, in early / mid 1950s. Category "B" damage at RCAF Stn Downsview, ON on 1 June 1955.

TOS: 16 July 1948

SOS: 7 September 1956

17083	de Havilland	English Electric	Vampire	Mk. III	EEP42401
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RAF serial VP784 assigned, but never applied. Operated by No. 411 (Aux) Sqn or No. 400 (Aux) Sqn, RCAF Stn Downsview, ON, in early / mid 1950s. Category B damage at Downsview on 8 June 1954. Sold, to civil register as N6876D. Registered to J.E. Morgan of Las Vegas, Nevada on 12 June 1958. Registration since revoked.

TOS: 16 July 1948

SOS: 17 June 1958



17084	de Havilland	English Electric	Vampire	Mk. III	EEP42402
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RAF serial VP785 assigned, but never applied. With No. 410 (F) Sqn, RCAF Stn St. Hubert, QC, from 1948. Used by the Blue Devils aerobatic display team. Crashed during a formation aerobatic display at the 1949 Canadian National Exhibition at Toronto, killing Sqn's Commanding Officer S/L R.A. Kipp. The a/c was seen to flick during the recovery from a low-level inverted fly-past. It then struck the ground at high speed. The investigation pointed to pilot error and poor proficiency in aerobatics.

TOS: 25 August 1948

SOS: 12 August 1949 after **Category "A"** crash



17085	de Havilland	English Electric	Vampire	Mk. III	EEP42403
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RAF serial VP786 assigned, but never applied. Assigned to 1 (F) OTU in Chatham, NB. Cat "D" damage on 6 Feb 1951 when the canopy disintegrated while the a/c was flying at 32,000 ft. On 11 May 1951, the a/c struck trees on approach to landing with Cat "B" damage resulting (requiring a port wing change). Also operated by No. 411 (Aux) Sqn or No. 400 (Aux) Sqn, RCAF Stn Downsview, ON, in early / mid 1950s. Also with No. 1 (F) Operational Training Unit, dates unknown. Struck off and sold to Fliteways Inc, of West Bend, Wisconsin and on US civil register as N6868D. To Mexican AF in February 1962, serial FAM-2. Withdrawn from use in 1970.

TOS: 18 June 1948

SOS: 17 June 1958

17086	de Havilland	English Electric	Vampire	Mk. III	EEP42404
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RAF serial VP787 assigned, but never applied. To 1 (F) OTU in St Hubert and Chatham from 24 Nov 1948 to 1952. Operated by No. 401 (Aux) Sqn at RCAF Stn St. Hubert, QC as of 28 May 1952. Reduced to spares and produce (after a possible Cat "A" crash?)

TOS: 5 July 1948

SOS: 23 July 1954

ADDITIONAL NOTES:

While in RCAF service: **Category "A"** crashes = 42 (or 49% of the fleet) + one a/c prior to delivery (#17043)

The following RCAF Squadrons / units flew *Vampires*:

- No. 400 "City of Toronto" (Auxiliary) (F) Squadron, Downsview, ON (a/c coded AA-# & AN-#)
- No. 401 "City of Westmount" (Auxiliary) (F) Squadron, St. Hubert, QC (a/c coded AB-#)
- No. 402 "City of Winnipeg" (Auxiliary) (F) Squadron, Winnipeg, MB (a/c coded AC-#)
- No. 410 (F) Squadron, St Hubert, QC (a/c coded AM-#)
- No. 411 "City of York" (Auxiliary) (F) Squadron, Downsview, ON (a/c coded AN-#)
- No. 413 (F) Squadron, Bagotville, QC
- No. 421 (F) Squadron, Chatham, NB & Odiham, Hants, UK (a/c coded AX-#)
- No. 438 "City of Montreal" (Auxiliary) (F) Squadron, St. Hubert, QC (a/c coded AB-# & BQ-#)
- No. 441 (F) Squadron, St. Hubert, QC (a/c coded BT-#)
- No. 442 "City of Vancouver" (Auxiliary) (F) Squadron, Sea Island, BC (a/c coded BU-# & SL-#)
- Air Armament School, Trenton, ON
- Central Flying School, Trenton, ON
- Central Experimental Proving Establishment, various locations (a/c coded FC-#)
- Winter Experimental Establishment, various locations
- No. 1 (F) OTU, Chatham, NB (aircraft coded GJ-#)
- No. 129 Acceptance and Ferry Flight, Trenton, ON

It should also be noted that No. 400 and No. 411 (Auxiliary) Squadrons used a pooled resource of *Vampires* for their missions from RCAF Station Downsview in Toronto, ON.

The Blue Devils were the aerobatic team of 410 (F) Squadron in St Hubert, QC. This team was also later known as the Air Defence Group Aerobatic Team. During its relatively brief formation, the team used a variety of Vampire aircraft on the squadron for its displays. Known serials for this team include the following aircraft: 17007, 17048, 17053, 17061, 17063, 17067, 17070, 17072, 17076, and 17084.

The RCAF *Vampires* were finally struck off charge in June 1958. Of the many airframes put up for disposal, twenty-six aircraft (plus four more for use as spares) were sold to the Formetal Division of Fliteways Inc., West Bend, Wisconsin, in 1958 for possible use in the US civil market as business / executive jets. These airframes were:

17002/N6865D, 17007/N6880D, 17012/ N6882D, 17016/N6870D, 17017/N6873D,
17018/N6881D, 17019/N6874D, 17020/46863D, 17030/N6861D, 17036/N6884D,
17038/N6876D, 17039/N6871D, 17040/N6875D, 17044/N6866D, 17047/N6872D,
17058/N6860D, 17065/N6862D, 17067/ 46879D, 17068/N6860D, 17069/N6877D,
17070/N6870D, 17071/N6883D, 17072/ 46878D, 17078/N6867D, 17085/N6868D and
7031/N41J. The four spare airframes were 17006, 17021, 17055 and 17062.

However, the severe restrictions imposed by the American Federal Aviation Administration upon the planned use of these *Vampires* effectively eliminated any possible commercial market in the US Flyways therefore sought to off-load the airframes to private owners and other interested buyers. Consequently, fifteen of the former Fliteways *Vampires* were sold to the Mexican Air Force (in Spanish: *Fuerza Aérea Mexicana* (or FAM)) in 1950 to form the basis of that country's first jet fighter squadron, No. 200 Squadron at Santa Lucia, Mexico. The aircraft were re-numbered FAM-1 to FAM-15:

FAM-1 = ex-17016	FAM-6 = ex-17078	FAM-11 = ex-17002
FAM-2 = ex-17085	FAM-7 = ex-17067	FAM-12 = ex-17047
FAM-3 = ex-17017	FAM-8 = ex-17065	FAM-13 = ex-17012
FAM-4 = ex-17019	FAM-9 = ex-17039	FAM-14 = ex-17030
FAM-5 = ex-17040	FAM-10 = ex-17044	FAM-15 = ex-17006

RAF serial numbers of FB.Mk.5 Vampires borrowed from RAF by 421 Sqn in UK include:

VZ 239	VZ 240	VZ 261	VZ 262	VZ 264
VZ 268	VZ 277	VZ 278	VZ 280	VZ 284
VZ 306	VZ 329	VZ 336	VZ 339	VZ 343
WA 176	WA 207	WA 215	WA 225	WA 228
WA 411				

Abbreviations:

a/c	=	aircraft
ADC	=	Air Defence Command
AF	=	Air Force
Aux	=	Auxiliary
BC	=	British Columbia (Canada)
Cat	=	Category
C/N	=	Construction Number
FIS	=	Flying Instructor School
F/O	=	Flying Officer
(F)	=	(Fighter)
MB	=	Manitoba (Canada)
ON	=	Ontario (Canada)
QC	=	Quebec (Canada)
RAF	=	Royal Air Force
RCAF	=	Royal Canadian Air Force

SOS	=	Struck Off Strength
S/L	=	Squadron Leader
S/N	=	Serial Number
Stn	=	Station
TOS	=	Taken On Strength
TTS	=	Technical Training School
W/C	=	Wing Commander
WEE	=	Winter Experimental Establishment

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

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.

References:

- http://rwrwalker.ca/RCAF_Vampire_III.html
- Lee, A.M., *Chatham - An Airfield History* - Pages 108-109
- Watkins, David, *de Havilland Vampire - the Complete History* - Pages 169 - 173
- RCAF Aircraft Record Cards - Canada Aviation & Space Museum
- RCAF Vampire Accident Investigations - Library & Archives Canada

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