

RCAF Canadian Vickers Vancouver Serials

| Serial # | Manufacturer | C/N | Name | Variant | | |
|-------------------|---|--------|-----------|---|--|--|
| G-CYXS | Canadian Vickers | CV 167 | Vancouver | I | | |
| | Initially civil registered as G-CYXS. Used for initial acceptance tests at RCAF Station Ottawa. Fitted with geared Lynx engines. Considered uneconomical to convert to full military standard. | | | | | |
| | TOS: 23 August 1929 | | | SOS: 3 October 1934; reduced to spares & produce | | |
| G-CYVQ 902 | Canadian Vickers | CV 164 | Vancouver | II / IIS / IIS/W | | |
| | Initially civil registered as G-CYVQ. Fitted with Wright J-6E engines. Provided air mail service from incoming liners at Belle Isle, Labrador to Havre St. Pierre, QC during Imperial Economic Conference, summer of 1932. Also used at Ladder Lake in 1930. Refitted with Armstrong Siddeley Servel engines. With No. 4 (FB) Squadron, later No. 4 (BR) Sdn., RCAF Station Jericho Beach, BC, 1933 to 1939. Refitted with Wright J-6 975W engines to become IIS/W variant. With No. 13 (OT) Squadron, RCAF Stations Sea Island or Patricia Bay, BC, 1940. Withdrawn from service after 765 total flying hours (136 hours since last overhaul). | | | | | |
| | TOS: 16 July 1930 | | | SOS: 25 November 1940 | | |
| G-CYVR 903 | Canadian Vickers | CV 165 | Vancouver | II / IIS/W | | |
| | Initially civil registered as G-CYVR. Fitted with Wright J-6E engines. Provided air mail service from incoming liners at Belle Isle, Labrador to Havre St. Pierre, QC during Imperial Economic Conference, summer of 1932. Also used at Lac du Bonnet, MB dates unknown. Later became RCAF #903. Refitted with Armstrong Siddeley Servel engines. Seen at RCAF Station Trenton, Ontario, on 2 February 1938. With No. 4 (BR) Squadron, RCAF Station Jericho Beach, BC, 1933 to 1939, coded "FY*D". Refitted with Wright J-6 975W engines to become IIS/W variant. With No. 13 (OT) Squadron, RCAF Stations Sea Island or Patricia Bay, BC, 1940. Withdrawn from service after 653 total flying hours (272 hours since last overhaul). | | | | | |
| | TOS: 24 July 1930 | | | SOS: 25 November 1940 | | |
| G-CYVS 904 | Canadian Vickers | CV 166 | Vancouver | II / IIS | | |
| | Initially civil registered as G-CYVS. Fitted with geared Lynx engines. Used on west coast. Became RCAF #904. With No. 4 (BR) Squadron, RCAF Station Jericho Beach, BC, 1933 to 1939. May have later served at seaplane school. Engines were used for instructional purposes after aircraft was struck off. Ginger Cootes Airways attempted to buy airframe in October 1940, but the offer was refused. Withdrawn from service after 529 total flying hours (328 hours since last overhaul). | | | | | |
| | TOS: 28 August 1930 | | | SOS: circa 1940 | | |
| G-CYVT 905 | Canadian Vickers | CV 167 | Vancouver | II | | |
| | Initially civil registered as G-CYVQ. Fitted with geared Lynx engines. Used at Lac du Bonnet, MB. Became RCAF #905. While serving with No. 4(FB) Squadron, on Feb 5, 1936, while moored on the water, the a/c dragged an anchor during a storm and was then smashed against the Royal Vancouver Yacht Club and sank. The a/c was salvaged but not repaired.. | | | | | |
| | TOS: 15 August 1930 | | | SOS: 5 May 1936 | | |
| G-CYVU 906 | Canadian Vickers | CV 168 | Vancouver | II / IIS | | |
| | Initially civil registered as G-CYVU. Fitted with geared Lynx engines. Became RCAF #906. Converted to armed Service Standard, as Mk. IIS/W. Refitted with Armstrong Siddeley Servel engines. With No. 4 (BR) Squadron, RCAF Station Jericho Beach, BC, 1933 to 1939. Struck off by 1940. | | | | | |
| | TOS: 2 September 1930 | | | SOS: circa 1940 | | |