

RCAF Armstrong Whitworth Atlas Serials

RAF / RCAF s/n	Manufacturer	c/n	Name	Variant or Mark
ZB / 16 401 A58	Armstrong Whitworth	AW260	Atlas	Mk. I
<p>Registration G-CYZB reserved, only used briefly. Numbered 16 in RCAF service. Used at RCAF Station Trenton, ON. Later renumbered 401 circa 1929. Served with No. 2 (AC) Squadron, RCAF Stations Trenton and Rockcliffe, 1935 to 1939. Used at exercises at Petawawa, ON in August 1939. Later with Eastern Air Command. Became instructional airframe A58. Total Flying Hours Logged: 827:45 hours</p> <p>TOS: 30 December 1927 SOS: 27 January 1941; reduced to spares & produce</p>				
ZA / 17 402 A59	Armstrong Whitworth	AW 297	Atlas	Mk. I
<p>Registration G-CYZA reserved, only used briefly and then numbered 17. Operated from RCAF Station Trenton, ON, late 1920s / early 1930s. Later renumbered 402 circa 1929. Served with No. 2 (AC) Squadron, RCAF Stations Trenton and Rockcliffe, ON, 1935 to 1939. Category "C" damage at Quinte, ON (near Trenton) on 20 June 1935 after being force landed in the Bay of Quinte, due to engine problems during a test flight. Salvaged and sent for overhaul and repairs. Later operated by No. 118 (B) Squadron, from RCAF Station Saint John, NB, from 1940. Later became instructional airframe A59. Total Flying Hours Logged: 520:35 hours</p> <p>TOS: 30 December 1927 SOS: 19 May 1942; reduced to spares & produce</p>				
18 403	Armstrong Whitworth	AW 279	Atlas	Mk. I
<p>Originally numbered 18. Later renumbered to 403 circa 1929. Served with No. 2 (AC) Squadron, RCAF Stations Trenton and Rockcliffe, ON, from 1935 to 1938. Struck off, after Category "A" accident at Cardinal, ON on 13 December 1938. The a/c suffered an engine failure in flight with sparks and flame. The pilot and observer bailed out safely but the airframe was completely destroyed by the subsequent crash and post-crash fire. The post-crash investigation revealed a main connecting rod failure probably due to oil starvation. Total Flying Hours Logged: 435:40 hours</p> <p>TOS: 26 July 1928 SOS: 24 February 1939 - Cat "A" write-off</p>				
19 404 A60	Armstrong Whitworth	AW 280	Atlas	Mk. I
<p>Numbered 19. Fitted with floats for trials at RCAF Rockcliffe, ON. Operated from RCAF Station Trenton, ON, late 1920s / early 1930s. Renumbered to 404 circa 1929. Served with No. 2 (AC) Squadron, RCAF Stations Trenton and Rockcliffe, 1935 to 1939. Category "B" damage at Petawawa, ON on 29 July 1938, during summer exercises when the u/c collapse and the a/c overturned. With No. 118 (Coast Artillery Cooperation) Squadron at Saint John, NB in late 1939. Flew this squadron's first war mission from Saint John on 11 November 1939. Search for reported submarine, returned to base after 15 minutes due to engine trouble and bad weather. Later became instructional airframe A60.</p> <p>TOS: 26 July 1928 SOS: 12 August 1941; reduced to spares & produce</p>				

111	Armstrong-Whitworth		Atlas	Mk. I
	Originally numbered 111. Few details available			
	TOS: 12 August 1929		SOS: 23 January 1932; likely reduced to spares & produce	
112 405	Armstrong-Whitworth	AW 427	Atlas	Mk. I Dual
	Originally numbered 112. Renumbered to 405 c.1930. Fitted with dual controls. Served with No. 2 (AC) Squadron, RCAF Stations Trenton and Rockcliffe, 1935 to 1939. Operated by No. 111 (AC) Squadron, from RCAF Station Sea Island, BC, 1939 to 1940. Total Flying Hours Logged: 644:30 hours			
	TOS: 8 October 1929		SOS: 1 July 1940; reduced to spares & produce	
J9564 406	Armstrong Whitworth	AW 269	Atlas	Mk. I AC
	Ex RAF J9564. Served with No. 2 (AC) Squadron, RCAF Stations Trenton and Rockcliffe, 1935 to 1939. Category "A" crash at London, ON on 28 June 1938. The a/c hit a tree during a low-level practice attack during a militia exercise. The a/c was forced landed and ploughed through a fence into a field. Initially assessed as a Cat "B" accident, the airframe was subsequently written-off. Total Flying Hours Logged: 629.25 hours			
	TOS: 28 November 1934		SOS: 27 October 1939 - Cat "A" write-off	
J9951 407	Armstrong Whitworth	AW 407	Atlas	Mk. I AC
	Ex RAF J9951. Served with No. 2 (AC) Squadron, RCAF Stations Trenton and Rockcliffe, 1935 to 1939. Operated by No. 118 (B) Squadron, from RCAF Station Saint John, NB, 1939 to 1940. Total Flying Hours Logged: 796:40 hours			
	TOS: 28 November 1934		SOS: 22 May 1940; reduced to spares & produce	
K1529 408	Armstrong Whitworth	AW 658	Atlas	Mk. I AC
	Ex RAF K1529. Served with No. 2 (AC) Squadron, RCAF Stations Trenton and Rockcliffe, 1935 to 1939. With No. 118 Squadron in 1939. Total Flying Hours Logged: 792:25 hours			
	TOS: 28 November 1934		SOS: 9 December 1939; reduced to spares & produce	
K1531 409	Armstrong Whitworth	AW 660	Atlas	Mk. I AC
	Ex RAF K1531. Served with No. 2 (AC) Squadron, RCAF Stations Trenton and Rockcliffe, 1935 to 1939. Category "B" damage at Ottawa, ON on 14 November 1938.			
	TOS: 28 November 1934		SOS: 13 September 1939; reduced to spares & produce	
K1540 410 A61	Armstrong Whitworth	AW 669	Atlas	Mk. I AC
	Ex RAF K1540. Served with No. 2 (AC) Squadron, RCAF Stations Trenton and Rockcliffe, 1935 to 1939. Operated by No. 118 (B) Squadron, from RCAF Station Saint John, NB, 1939 to 1940. Later became Instructional Airframe A 61 with Dominion Provincial A/C School in Cartierville, QC. Total Flying Hours Logged: 951:00 hours			
	TOS: 28 November 1934		SOS: 31 March 1941; reduced to spares & produce	

K1545 411	Armstrong Whitworth	AW 674	Atlas	Mk. I AC
Ex RAF K1545. Served with No. 2 (AC) Squadron, RCAF Stations Trenton and Rockcliffe, 1935 to 1939.				
TOS: 28 November 1934			SOS: Unknown	
K1550 412	Armstrong Whitworth	AW 679	Atlas	Mk. I AC
Ex RAF K1550. Served with No. 2 (AC) Squadron, RCAF Stations Trenton and Rockcliffe, 1935 to 1939. Total Flying Hours Logged: 679:20 hours				
TOS: 28 November 1934			SOS: 4 December 1939; reduced to spares & produce	
K1556 413	Armstrong Whitworth	AW 685	Atlas	Mk. I AC
Ex RAF K1556. Served with No. 2 (AC) Squadron, RCAF Stations Trenton and Rockcliffe, 1935 to 1939. Total Flying Hours Logged: 701:25 hours				
TOS: 28 November 1934			SOS: 29 September 1939; reduced to spares & produce	
414	Armstrong Whitworth	AW 690	Atlas	Mk. I AC
Category "A" crash at Weston, ON on 8 November 1936. The a/c experienced an engine failure which resulted in a forced landing. Because of the terrain, there was no way to save the a/c and both pilot and his passenger were injured in the landing. Total Flying Hours Logged: 390:10 hours				
TOS: 28 November 1934			SOS: 23 July 1937 - Cat "A" write-off	
K1566 415	Armstrong Whitworth	AW 695	Atlas	Mk. I AC
Ex RAF K1566. Served with No. 2 (AC) Squadron, RCAF Stations Trenton and Rockcliffe, 1935 to 1939. Operated by No. 118 (B) Squadron, from RCAF Station Saint John, NB, 1939. Total Flying Hours Logged: 649:00 hours				
TOS: 28 November 1934			SOS: 16 November 1939; reduced to spares & produce	

ADDITIONAL NOTES

Abbreviations:

(AC)	=	Army Cooperation
(B)	=	Bomber
BC	=	British Columbia (Canada)
c/n	=	construction number
NB	=	New Brunswick (Canada)
ON	=	Ontario (Canada)
OTU	=	Operational Training Unit
RAF	=	Royal Air Force
RCAF	=	Royal Canadian Air Force
SOS	=	Struck Off Strength
S/N	=	Serial Number
Sqn	=	Squadron
Stn	=	Stn
TOS	=	Taken On Strength

Category "A" Write-offs = 3 (or 3 /16 = 19% of the fleet)

Aircraft 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 during a flight safety 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.

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