



**CANADA AVIATION  
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## **CANADA AVIATION AND SPACE MUSEUM AIRCRAFT**

### **BRISTOL BOLINGBROKE ROYAL CANADIAN AIR FORCE SERIAL NUMBERS INDIVIDUAL HISTORIES**



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## 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.

## 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 Bristol Bolingbroke aircraft and especially to those who gave their lives in the service of their country while flying or maintaining the Bolingbroke.

## Cover Image Notes

A view of RCAF Bolingbroke #9892. It is finished in the markings of an aircraft of No. 8 Squadron, which had used Bolingbroke IVs operationally on both coasts from 1941 to 1943. This aircraft is now part of the Canada Aviation & Space Museum collection - CF Photo # PCN-5252

### RCAF Bristol Bolingbroke

	Designer	Manufacturer	Name	Variant or model	c/n
<b>702</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. I	
<p><b>TOS:</b> 14 Sep 1939 - First flight at Longueuil, QC by J. H. "Red" Lymburner</p> <p>First Canadian built Bolingbroke. Had attachment points for floats, but they were never fitted. Company tests at Longueuil. Accepted by RCAF 15 Nov 1939. With the Test and Development Establishment at RCAF Stn Rockcliffe, ON from 24 Nov 1939. To EAC on 16 July 1940. Crashed on takeoff from Fairchild plant on 25 (or 20?) Aug 1940, with No. 119 Sqn. crew ferrying new aircraft to Yarmouth. Repaired at factory, at cost of \$482.00. Back to EAC on 18 Nov 1940. Used by No. 8 (BR) Sqn, RCAF Stn Sydney, NS, 1940, coded "YO*A". To No. 119 (BR) Sqn, RCAF Stn Yarmouth, NS, 1940 to 1941, coded "DM*A". Detached to RCAF Stn Sydney, NS, in the spring of 1941, one of several detachments by Sqn Bolingbroke in this period. Cat "C" damage, reported by No. 8 Sqn, at 22:45 on 31 May 1941, at Sydney aerodrome. To WAC with No. 8 Sqn on 10 Jan 1942. Converted to Mk. III standard at Canadian Pacific Aircraft, 3 July to 28 Sep 1942 (but not re-designated?). Later with No. 147 (BR) Sqn, RCAF Stn Sea Island or Tofino, BC. To No. 3 RD on 5 Apr 1944, for scrapping.</p> <p><b>SOS:</b> 19 Sep 1944 - Struck off, reduced to spares and produce</p>					
<b>703</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. I	
<p><b>TOS:</b> 12 Jan 1940 - Taken on charge at Fairchild Aircraft</p> <p>Fitted with dual controls, and seaplane fittings. With the Test and Development Establishment at RCAF Stn Rockcliffe, ON from 24 Jan 1940. Back to Fairchild on 26 Mar 1940. To EAC on 12 July 1940, for use by No. 8 (BR) Sqn. With No. 119 (BR) Sqn, RCAF Stn Yarmouth, NS, 1940 to 1941. Cat C14 damage at Yarmouth aerodrome, at 20:40 on 13 Feb 1941. Cat C damage again at Yarmouth, at 18:21 on 7 Jun 1941. Back to Fairchild, 28 Mar 1941, for repairs following a mechanical failure, returned to EAC on 12 July 1941. To WAC on 20 Jun 1942, for use by No. 147 (BR) Sqn, RCAF Stn Sea Island or Tofino, BC. To Canadian Pacific Airlines for repairs, 24 Mar to 1 Oct 1943, following a Cat "B" crash. To storage with WAC when completed. Assigned to No. 3 RD for scrapping, 17 Apr 1944.</p> <p><b>SOS:</b> 23 Jun 1944 - Struck off, reduced to spares and produce</p>					
<b>704 A431</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. I	
<p><b>TOS:</b> 30 Jan 1940 - Taken on charge at Fairchild Aircraft</p> <p>Fitted with seaplane fittings. To RCAF Stn Rockcliffe, ON on 2 Feb 1940. To No. 8 (BR) Sqn detachment on this date. With the Test and Development Establishment from 14 May 1940. To EAC for use by No. 8 Sqn on 25 July 1940. To No. 119 (BR) Sqn, RCAF Stn Yarmouth, NS, shortly after. Operated by No. 115 (F) Sqn, RCAF Stns Rockcliffe, ON from 11 Aug 1941. To WAC on 29 Oct 1941, when this unit moved to RCAF Stn Patricia Bay, BC. Loaned to No. 1 TC on 22 May 1942. To No. 6 RD at Trenton, 29 Jan to 17 Apr 1943. To stored reserve with No. 1 TC when completed. Allotted to No. 6 RD for scrapping in Apr 1944, but became instructional airframe A 431 on 14 Oct 1944.</p> <p><b>SOS:</b> 25 Jan 1945 - Struck off at No. 4 B&amp;GS at Fingal, ON</p>					
<b>705</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. I / II	
<p><b>TOS:</b> 26 Feb 1940 - Accepted by RCAF at Fairchild Aircraft</p> <p>Built with seaplane fittings. With the Test and Development Establishment at RCAF Stn Rockcliffe, ON from 2 Mar 1940. Cat C damage at 11:45 on 31 Mar 1940. To No. 119 (BR) Sqn, RCAF Stn Yarmouth, NS from 27 Jun 1940. More serious crash shortly after arriving on East Coast. Returned to Fairchild Aircraft for repairs and modifications, 16 July to 18 Nov 1940, total cost was \$45,215.00. Was modified to test features of later Mk. IV, including US supplied equipment, as the sole Mk. II. To EAC on 18 Nov 1940. To WAC on 8 Oct 1941. To No. 1 TC on 22 Nov 1941, for use at a B&amp;GS. To storage with No. 1 TC on 8 Apr 1943. Allocated to No. 6 RD on 19 Apr 1944 for scrapping.</p> <p><b>SOS:</b> 21 Jun 1944 - Struck off, reduced to spares and produce</p>					

<b>706</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. I
<b>TOS:</b> 19 Mar 1940 - Accepted by RCAF at Fairchild Aircraft				
<p>Built with seaplane fittings. Assigned to RCAF Stn Ottawa on 2 Mar 1940. To No. 8 (BR) Sqn detachment at Rockcliffe on 21 Mar 1940. To Test and Development Flight at Rockcliffe on 26 Apr 1940. Back to Fairchild Aircraft on 15 July 1940. To EAC on 23 Aug 1940, for use by No. 119 (BR) Sqn at Yarmouth, NS. Fitted with recording accelerometer July 1941, and used to test Bolingbroke as a fighter, by the Test and Development Flight. Reached 390 mph indicated airspeed during dive on 15 July 1941, broke nose glass and blew off cockpit hatch on recovery. To WAC on 8 Oct 1941, delivered to western Canada on 12 Nov 1941. Operated by No. 115 (F) Sqn, RCAF Stns Rockcliffe, ON and Patricia Bay, BC, from late 1941. Next served with No. 147 (BR) Sqn. <b>Cat "A"</b> crash at Sea Island, BC on 2 Mar 1943, and destroyed by post impact fire. A tire had deflated on take-off, causing the a/c to swing off the runway collapsing the u/c. The a/c was destroyed by fire but the crew, F/O W. Wilkins, F/ Sgt E. Poulton, Sgt R. McInnes, and P/O (RNZAF) A. Harley escaped safely.</p>				
<b>SOS:</b> 8 May 1943 - <b>Cat "A"</b> write-off; reduced to spares and produce by No. 3 RD at Vancouver				
<b>707 A184</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. I
<b>TOS:</b> 26 Mar 1940 - Accepted by RCAF at Fairchild Aircraft				
<p>Fitted with dual controls, and float provisions. To No. 8 (BR) Sqn detachment at RCAF Stn Rockcliffe, ON on 28 Mar 1940. Back to Fairchild Aircraft on 20 July 1940. To EAC on 23 Aug 1940, for use by No. 119 (BR) Sqn, RCAF Stn Yarmouth, NS, coded "DM*E". To No. 115 (F) Sqn at Rockcliffe on 27 Sep 1941. Remained at Rockcliffe when this unit went to WAC, assigned to No. 3 TC for use by the Test and Development Establishment on 13 Nov 1941. <b>Cat "C"</b> damage at Rockcliffe at 10:20 on 2 Feb 1942. To No. 4 TC on 23 July 1942, for use by No. 2 B&amp;GS at Mossbank, Saskatchewan. <b>Cat "A"</b> crash at Mossbank on 21 Aug 1942. The aircraft stalled and crashed from a height of 20ft during a single-engine landing. The aircraft cart-wheeled and was then damaged by fire but the crew, P/O G. Holland and F/O J. Calderwood, escaped safely. Remaining portion of the airframe became Instructional Airframe A184 on 24 Sep 1942. To No. 1 TC on 16 Nov 1942, for use by Air Armament School at Mountain View, ON, "to be used for the instruction of armourers in turret installation".</p>				
<b>SOS:</b> 22 Mar 1943 - <b>Cat "A"</b> write-off, reduced to spares and produce at No. 6 RD				
<b>708</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. I
<b>TOS:</b> 3 Apr 1940 - Accepted by RCAF at Fairchild Aircraft				
<p>Built with seaplane fittings. With the Test and Development Establishment at RCAF Stn Rockcliffe, ON from 4 Apr 1940. To No. 8 (BR) Sqn detachment at Rockcliffe on 11 Apr 1940. To No. 1 (Equipment) Depot at Rockcliffe on 21 May 1940. To Fairchild Aircraft for repairs, 15 July to 22 Aug 1940, at a cost of \$1340.00. To 119 (BR) Sqn at RCAF Stn Dartmouth, NS when completed. <b>Cat C</b> damage at Yarmouth at 16:15 on 21 Dec 1940, when the aircraft struck a ditch after brakes failed to hold during run up. Repaired on site. Back to Rockcliffe on 27 Aug 1941, for use by No. 115 (F) Sqn. To WAC with this unit on 6 Oct 1941, to RCAF Stn Patricia Bay, BC. <b>Cat C6</b> damage at Patricia Bay at 15:15 on 23 Oct 1941. Crashed at Patricia Bay aerodrome at 14:50 on 12 Nov 1941. Over ran end of runway on landing and nosed over onto back, originally classified as <b>Cat "B"</b>. Apparently never repaired.</p>				
<b>SOS:</b> 2 May 1942 - Struck off				
<b>709 A406</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. I
<b>TOS:</b> 20 May 1940 - Accepted by RCAF at Fairchild Aircraft				
<p>Built with float fittings. To EAC on 21 May 1940, for use by No. 8 (BR) Sqn detachment, probably at Rockcliffe. To No. 115 (F) Sqn at Rockcliffe on 11 Aug 1941. To WAC with this unit on 6 Oct 1941, when it moved to RCAF Stn Patricia Bay, BC. To No. 1 TC on 22 May 1942, for use by No. 1 B&amp;GS at Jarvis, ON. <b>Cat "B"</b> damage while with this School, at 20:00 on 29 Jun 1942, at Jarvis aerodrome. Tire blew on takeoff, causing aircraft to swing. To No. 6 RD at RCAF Stn Trenton, ON on 7 May 1943, for installation of target towing gear. To storage with No. 1 TC on 29 Jun 1943. Back to No. 6 RD on 19 Apr 1944, classified as Instructional Airframe A406 there on 6 Jun 1944. To No. 1 B&amp;GS on that date, for use as training aid. To No. 6 RD for scrapping on 19 Apr 1944.</p>				
<b>SOS:</b> 24 Mar 1945 - Struck off, reduced to spares and produce				

<b>710</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. I
<b>TOS:</b> 6 Jun 1940 - Taken on charge				
Built with seaplane fittings. Taken on strength at the Test and Development Flight at RCAF Stn Rockcliffe, ON. Back to Fairchild Aircraft on 17 July 1940. Accident reported at 13:30 on 2 Aug 1940, by No. 11 Technical Detachment at Montreal. To EAC at Halifax on 18 Nov 1940. Back to Fairchild on 21 Apr 1941. To RCAF Stn Rockcliffe on 16 May 1941. With Test & Development Establishment at Rockcliffe on 1 Nov 1941. To WAC on 28 May 1942. To Boeing Aircraft in Vancouver for repairs, 24 to 30 Jun 1942. To WAC when completed. To storage with WAC on 25 Nov 1943. To No. 3 RD in Vancouver for scrapping on 17 Apr 1944. Pending disposal from 27 July 1944. Had 264:40 airframe hours when struck off. Sold to Metro-Goldwyn-Mayer Studios. Used in filming of "Son of Lassie".				
<b>SOS:</b> 1 Sep 1944 - Struck off, To War Assets Corporation for sale				
<b>711</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. I
<b>TOS:</b> 4 July 1940 - Taken on charge at Ottawa				
Built with seaplane fittings. To EAC on 12 July 1940, first used by No. 8 (BR) Sqn. To No. 119 (BR) Sqn, RCAF Stn Yarmouth, NS, 1940 to 1941. To No. 115 (F) Sqn at RCAF Stn Rockcliffe, ON on 27 Sep 1941. To WAC with this unit on 29 Oct 1941. To Canadian Pacific Airlines for crash repairs, 14 Oct 1942. To storage at No. 3 RD in Vancouver on 28 Oct 1942.				
<b>SOS:</b> 15 Feb 1943 - Struck off at No. 3 RD				
<b>712</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. I
<b>TOS:</b> 4 July 1940 - Taken on charge at Ottawa				
Built with float fittings. To EAC on 12 July 1940, first used by No. 8 (BR) Sqn. With No. 119 (BR) Sqn, RCAF Stn Yarmouth, NS, 1940 to 1941. To No. 115 (F) Sqn at RCAF Stn Rockcliffe, ON on 11 Aug 1941. To WAC with this unit on 20 Oct 1941. Loaned to Joint Air Training Plan from 22 Nov 1941. Back to Rockcliffe on 17 Dec 1941, for use by Composite Training School. Cat "C" damage at Rockcliffe at 15:00 on 2 Jun 1942. Converted to dual controls by 23 July 1942, when it was assigned to No. 4 TC. Allocated to workshop reserve at No. 8 B&GS at Lethbridge, AB on 1 Jun 1943, pending decision on repairs. To storage with No. 4 TC on 6 Oct 1943. Loaned to No. 4 TC for 2 weeks on 25 Jan 1944, for checking out pilots at Suffield, AB. To storage at No. 10 RD in May 1944.				
<b>SOS:</b> 22 Feb 1945 - Struck off at No. 10 RD, retained in whole state				
<b>713</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. I
<b>TOS:</b> 5 July 1940 - Taken on charge by No. 8 (BR) Sqn				
To No. 119 (BR) Sqn, RCAF Stn Yarmouth, NS, 1940 to 1941. Operated by No. 115 (F) Sqn, RCAF Stns Rockcliffe, ON and Patricia Bay, BC, late 1941. To No. 147 (BR) Sqn, RCAF Stn Sea Island or Tofino, BC on 20 Jun 1942. To Canadian Pacific Airlines for crash repairs, 11 Feb to 10 Jun 1943. To WAC when completed. To storage with No. 4 TC on 15 Sep 1943. To No. 10 RD for storage on 5 May 1944.				
<b>SOS:</b> 10 Oct 1944 - Struck off at No. 10 RD, retained in whole state				
<b>714</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. I
<b>TOS:</b> 5 July 1940 - Taken on charge by No. 8 (BR) Sqn				
Built with floatplane fittings. Purchased with donations from the Imperial Order Daughters of the Empire, named "Ida". Presented to RCAF in ceremony at Rockcliffe, July 1940. With the Test and Development Establishment at RCAF Stn Rockcliffe, ON, dates unknown. To No. 8 (BR) Sqn in 1940. To No. 119 (BR) Sqn, RCAF Stn Yarmouth, NS, 1940 to 1941. First Bolingbroke with this unit. Cat "C" damage at Dartmouth, NS at 01:37 hrs on 24 Feb 1941. Took part in search for missing USN aircraft 1/2 Oct 1941. Became lost, made gear up landing in field near Greenland, New Hampshire at 02:00 hrs due to near fuel starvation. Shipped to No. 4 RD on 13 Oct 1941. To Clark Ruse Aircraft at Dartmouth for repairs, 17 Oct 1941 to 8 May 1942. Had 310:30 airframe hours when it arrived there. To No. 1 TC when completed. To No. 6 RD on 7 May 1943, held there for installation of target towing gear. To storage with No. 1 TC on 29 Jun 1943. Back to No. 6 RD on 19 Apr 1944 for scrapping.				
<b>SOS:</b> 27 Jun 1944 - Struck off, reduced to spares and produce				

<b>715</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. I
<b>TOS:</b> 27 Apr 1940 - Taken on charge by EAC				
Built with float fittings. To No. 119 (BR) Sqn, RCAF Stn Yarmouth, NS, 1940 to 1941. Cat "C" damage at Yarmouth at 14:15 on 7 Sep 1940. To Rockcliffe for use by No. 115 (F) Sqn on 18 Aug 1941. To WAC with this unit on 6 Oct 1941. To No. 1 TC on 22 Nov 1941, for use at No. 1 B&GS at Jarvis, ON. Cat "C" damage at Jarvis on 19 Dec 1941. To Central Aircraft at Crumlin (London), ON on 13 May 1943. To No. 6 RD for scrapping on 24 Feb 1944.				
<b>SOS:</b> 28 Apr 1944 - Struck off, reduced to spares and produce				
<b>716</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. I
<b>TOS:</b> 31 July 1940 - Taken on charge by EAC				
To No. 119 (BR) Sqn, RCAF Stn Yarmouth, NS, 1940 to 1941, coded "DM*N". Suffered two minor landing accidents at Yarmouth with this unit, both resulting in Cat "C14" damage, including one at 10:20 on 4 Dec 1940, and collapse of right main gear at 19:30 hrs on 14 Feb 1941. To WAC on 8 Oct 1941. Operated by No. 115 (F) Sqn, RCAF Stn Patricia Bay, BC, from late 1941. <b>Cat "A"</b> crash at Cowichan Bay, BC on 30 Jan 1942; the aircraft spiraled into ground after and engine cut out; Sgt A. Houston was killed but F/Sgt M. Whyte baled out safely. The airframe had 166:50 flying hours when struck off.				
<b>SOS:</b> 10 Mar 1942 - <b>Cat "A"</b> write-off				
<b>717</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. III
<b>TOS:</b> 25 July 1940 - First flight, on wheels.				
Prototype and only Mk. III. Delivered to Test and Development Establishment at RCAF Stn Rockcliffe, ON on 8 Aug 1940, taken on RCAF strength that day. First flight on Edo floats 28 Aug 1940. Ventral fin added after initial tests. To 5 (BR) Sqn, Dartmouth, NS, on floats for operational trials, from 5 Nov 1940 until Feb 1941. Then converted to wheels, in Mk. I configuration. To Clarke Ruse Aircraft, 26 Sep 1941 to 6 Jan 1942. To storage at Yarmouth, NS with EAC when completed. Moved to storage at No. 4 RD at Scoudouc, NB on 21 Feb 1942. Issued to No. 1 TC on 18 Mar 1942. To workshop reserve at No. 6 RD at Trenton, 7 May to 29 Jun 1943. Delivered to storage with No. 1 TC on 8 July 1943. Assigned to No. 6 RD on 19 Apr 1944 for scrapping, may have been delivered there on 1 May 1944.				
<b>SOS:</b> 21 Jun 1944 - Struck off, reduced to spares and produce				
<b>718</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. I
<b>TOS:</b> 14 Aug 1940 - Taken on charge by No. 119 (BR) Sqn				
Built with seaplane fittings. First used by No. 119 (BR) Sqn at RCAF Stn Yarmouth, NS. To No. 115 (F) Sqn at RCAF Stn Rockcliffe, ON on 27 Sep 1941. To WAC with this unit on 29 Oct 1941, used at RCAF Stn Patricia Bay, BC. To No. 1 TC on 22 Nov 1941. To No. 3 TC at Rockcliffe on 19 Jan 1942. To Fairchild Aircraft for cabin heating trials on 26 Oct 1942. Converted to dual control brakes on 28 Oct 1942. To storage at No. 4 RD, Scoudouc, NB on 12 Feb 1943. To No. 10 B&GS at Mount Pleasant, PEI on 11 May 1944. To No. 1 TC on 19 Aug 1944. Loaned to Test and Development Establishment at Rockcliffe for pilot training, 2 Oct 1944. Scheduled for use by No. 9 B&GS at Mont Joli, QC when training was done. To No. 1 AC on 15 Jan 1945. Pending disposal from 6 Apr 1945. Transferred to EAC on 5 May 1945. By 27 Nov 1945 was at No. 6 REMU at Mont Joli, QC. Had 419:10 airframe hours, 69:20 since overhaul, when struck off.				
<b>SOS:</b> 12 Jun 1946 - Struck off, to War Assets Corporation for sale				

<b>719</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. I
<b>TOS:</b> 28 Aug 1940 - Taken on strength by EAC				
Built with seaplane fittings. With the Test and Development Establishment at RCAF Stn Rockcliffe, ON, dates unknown. To No. 119 (BR) Sqn, RCAF Stn Yarmouth, NS, 1940 to 1941, coded "DM*P". To No. 115 (F) Sqn at Rockcliffe on 11 Aug 1941. To WAC with this unit on 29 Oct 1941, used at RCAF Stn Patricia Bay, BC. To No. 1 B&GS at Jarvis, ON on 22 Nov 1941. Cat "C" damage at Jarvis aerodrome at 10:10 on 11 Apr 1942, when a tire blew on landing and aircraft ground looped. Cat "B" damage at Jarvis at 11:20 on 19 May 1942. Same pilot for both incidents, F/O (later S/L) F. Cowart. To No. 6 RD at Trenton on 7 May 1943 for installation of target towing gear. To storage with No. 1 TC when completed. To No. 6 RD on 19 Apr 1944 for scrapping.				
<b>SOS:</b> 27 Jun 1944 - Struck off, reduced to spares and produce				
<b>9001</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IV
<b>TOS:</b> 30 Jan 1941 - Accepted by RCAF at Rockcliffe				
Delivered with structural provision for floats. With the Test and Development Establishment at RCAF Stn Rockcliffe, ON, probably when first delivered. Back to Fairchild Canada for modifications, including installation of a fixed direction finding loop, 21 May to 19 Sep 1941. To EAC when completed, for use by No. 8 (BR) Sqn at RCAF Stn Sydney, NS. Still with this unit when it transferred to WAC, at RCAF Stn Sea Island, BC on 12 Jan 1942.				
<b>SOS:</b> 22 Mar 1943 - Struck off, reduced to spares and produce by No. 3 RD at Vancouver				
<b>9002</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IV
<b>TOS:</b> 3 Mar 1941 - Taken on strength by EAC at Halifax				
Delivered with structural provision for floats. Probably first used by No. 8 (BR) Sqn. Cat "C" damage at 20:30 on 24 Mar 1941, at Dartmouth. <b>Cat "A"</b> crash at 10:58 on 4 Dec 1941. Crashed just after take-off at Sydney due to incorrect trim setting while attempting forced landing 2 miles north-west of Sydney, NS. The airframe was destroyed by fire; the crew was injured, P/O H. Russell and Cpl E. Gonda slightly, F/O J. Gilchrist and LAC E. Purdy seriously. Allocated to No. 4 RD at Scoudouc, NB on 11 Dec 1941 for write-off.				
<b>SOS:</b> 17 Mar 1942 - <b>Cat "A"</b> write-off				
<b>9003</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IV
<b>TOS:</b> 10 Mar 1941 - Taken on strength by EAC at Halifax				
Delivered with structural provision for floats. Probably first used by No. 8 (BR) Sqn. Cat "B" crash at 16:25 on 3 Jun 1941, at Sidney, NS aerodrome. To Clarke Ruse Aircraft for repairs, 7 July 1941 to 20 Feb 1942. To No. 1 TC when completed, on loan to JATP from HWE. To No. 6 RD at Trenton on 23 Mar 1943, following a <b>Cat "A"</b> incident while with No. 31 B&GS at Picton, ON. The aircraft was destroyed by fire after an engine caught fire during a ground-run; Cpl P. Bond escaped safely.				
<b>SOS:</b> 28 Apr 1943 - <b>Cat "A"</b> write-off; reduced to spares and produce				
<b>9004</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IV
<b>TOS:</b> 19 Mar 1941 - Taken on strength by EAC at Halifax				
Delivered with structural provision for floats. First used by No. 8 (BR) Sqn at RCAF Stn Sydney, NS. Cat C damage at 14:15 on 2 July 1941 at Sydney, NS airport. Still with this unit when it transferred to WAC, Stned at RCAF Stn Sea Island, BC on 12 Jan 1942. Still with No. 8 (BR) Sqn when it struck Anson #4897 of No. 32 OTU at RCAF Stn Patricia Bay, BC while both were taxiing at RCAF Stn Sea Island, BC on 20 May 1942. To Canadian Pacific Airlines from 14 Apr to 2 Aug 1943, for repairs following a crash landing. Had 409:40 airframe hours when it arrived. To WAC when completed. To storage on 5 Apr 1944. Pending disposal from 15 Apr 1945. Stored by No. 10 RD at Patricia Bay by 1 May 1946, where it was reported with 606:00 airframe hours, 196:20 hours since overhaul.				
<b>SOS:</b> 6 Sep 1946 - Struck off, to War Assets Corporation for disposal				

<b>9005</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVW
<b>TOS:</b> 10 Feb 1941 - First flight				
<p>Prototype Mk. IVW, with P&amp;W Twin Wasp engines. Converted on production line from Mk. IV. Used for company tests before delivery to RCAF. Taken on strength by EAC at Halifax on 4 July 1941, for use by No. 8 (BR) Sqn at RCAF Stn Sydney, NS. To No. 1 TC on 1 Dec 1941. With the Test and Development Establishment at RCAF Stn Rockcliffe, ON, from 25 Feb 1942, for cabin heating tests. Back to No. 1 TC on 24 July 1942. To storage on 13 July 1943, pending installation of "proper turrets". To No. 6 RD on 19 Apr 1944 for scrapping.</p>				
<b>SOS:</b> 3 July 1944 - Struck off, reduced to spares and produce				
<b>9006</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IV
<b>TOS:</b> 24 Mar 1941 - Taken on strength by EAC at Halifax				
<p>Delivered with structural provision for floats. First used by No. 8 (BR) Sqn at RCAF Stn Sydney, NS. Cat "B" crash at 17:05 on 3 Jun 1941 at Sidney aerodrome. To Clarke Ruse Aircraft at Montreal for repairs, from 16 Jun 1941 to 25 Mar 1942. Had 56:05 airframe hours when it arrived. To No. 1 TC when completed. With the Test and Development Establishment at RCAF Stn Rockcliffe, ON, on 24 Apr 1942, when the co-pilot's hatch blew off 30 miles NE of Trenton. To storage with WAC on 1 Mar 1943. To No. 3 RD at Vancouver for conversion to target tug on that date. Issued to unit on 21 July 1943. Possibly used by WAC Coast Artillery Co-operation Flight, later with No. 122 (K) Sqn at RCAF Stn Patricia Bay, BC. To storage 21 Jun 1945, at RCAF Stn Coal Harbour, BC. Pending disposal from 12 July 1945. Stored by No. 10 RD at Patricia Bay by 1 May 1946, where it was noted with 622:30 airframe hours, 324:15 since overhaul.</p>				
<b>SOS:</b> 13 Sep 1946 - Struck off, to War Assets Corporation for disposal				
<b>9007</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IV
<b>TOS:</b> 29 Mar 1941 - Taken on strength by EAC at Halifax				
<p>Delivered with structural provision for floats. First used by No. 8 (BR) Sqn at RCAF Stn Sydney, NS. Failed to return to Sydney from convoy escort duties on 2 Jun 1941. No indication of the problem(s). S/L R. Wylie, P/O F. Parker, Sgt L. Chabot and AC1 F. Tibbett were listed as "missing presumed killed". Ownership to No. 4 RD for write off.</p>				
<b>SOS:</b> 11 Dec 1941 - <b>Cat "A"</b> write-off				
<b>9008</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IV
<b>TOS:</b> 2 Apr 1941 - Taken on strength by EAC at Halifax				
<p>Delivered with structural provision for floats. First used by No. 8 (BR) Sqn at RCAF Stn Sydney, NS. Still with this unit when it transferred to WAC, at RCAF Stn Sea Island, BC on 12 Jan 1942. To storage 25 Nov 1943 to 7 Mar 1944. To No. 3 RD for repairs and conversion to target tug on 17 Apr 1944. Diverted to Canadian Pacific Airlines on 6 July 1944. Delivered to stored reserve with WAC on 18 Oct 1944, issued from storage on 1 Nov 1944. Pending disposal from 3 Dec 1945, stored at Patricia Bay. Still at Patricia Bay in May 1946.</p>				
<b>SOS:</b> 9 Sep 1946 - Struck off, to War Assets Corporation for disposal				
<b>9009</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IV
<b>TOS:</b> 8 Apr 1941 - Taken on strength by EAC at Halifax				
<p>Delivered with structural provision for floats. First used by No. 8 (BR) Sqn at RCAF Stn Sydney, NS. A/C Grandall severely injured at Sydney on 3 Dec 1941, when struck by this aircraft. Still with 8 Sqn when it transferred to WAC, at RCAF Stn Sea Island, BC on 12 Jan 1942. To storage with No. 4 TC on 15 Sep 1943. To No. 2 AC on 1 Dec 1944, still in storage. Stored by no. 10 RD, where it was reported with 582:10 airframe hours.</p>				
<b>SOS:</b> 1 Oct 1946 - Struck off, to War Assets Corporation for disposal				

<b>9010</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVW
<b>TOS:</b> 2 July 1941 - Taken on strength at RCAF Stn Rockcliffe, ON				
Delivered with structural provision for floats. With the Test and Development Establishment at RCAF Stn Rockcliffe, ON from 1 Nov 1941 (possibly earlier). Reported on 30 Jun 1942 as fitted with special "AI equipment", possibly radar. Assigned to EAC on this date, delivered there on 7 Nov 1942. Used by No. 121 (K) Sqn, RCAF Stn Dartmouth, NS. The AI equipment removed at Rockcliffe from 4 Apr 1943. To storage with No. 1 TC on 15 Sep 1943. To No. 6 RD on 19 Apr 1944 for scrapping.				
<b>SOS:</b> 4 July 1944 - Struck off, reduced to spares and produce				
<b>9011</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVW
<b>TOS:</b> 2 July 1941 - Taken on strength by EAC at Halifax				
Delivered with structural provision for floats. First used by No. 8 (BR) Sqn at RCAF Stn Sydney, NS. Cat C7 damage at Sidney at 15:30 on 26 Sep 1941. To No. 1 TC on 1 Dec 1941. To storage with No. 1 TC on 13 July 1943, pending fitting of "proper turret". To No. 6 RD at Trenton on 19 Apr 1944, for scrapping.				
<b>SOS:</b> 3 July 1944 - Struck off, reduced to spares and produce				
<b>9012</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVW
<b>TOS:</b> 4 July 1941 - Taken on strength by EAC at Halifax				
Delivered with structural provision for floats. First used by No. 8 (BR) Sqn at RCAF Stn Sydney, NS. To No. 1 TC on 18 Nov 1941, for use by a B&GS. To WAC on 13 Dec 1941, for use by No. 115 (F) Sqn at RCAF Stn Patricia Bay, BC. Back to No. 1 TC on 14 Apr 1942. To Fairchild Aircraft at Longueuil, QC on 1 Sep 1942. To No. 9 RD on 17 Apr 1944, for scrapping.				
<b>SOS:</b> 22 July 1944 - Struck off, reduced to spares and produce				
<b>9013</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVW
<b>TOS:</b> 4 July 1941 - Taken on strength by EAC at Halifax				
Delivered with structural provision for floats. First used by No. 8 (BR) Sqn at RCAF Stn Sydney, NS. To No. 1 TC on 15 Nov 1941. To WAC on 13 Dec 1941, for use by No. 115 (F) Sqn at RCAF Stn Patricia Bay, BC. Back to No. 1 TC on 14 Apr 1942. To workshop reserve at No. 6 RD at Trenton on 18 Jan 1943, following a Cat "B" crash. Re-allocated to Central Aircraft at Crumlin, ON for complete overhaul on 4 Feb 1943. To stored reserve with No.1 TC on 28 Jan 1944. To No. 6 RD again on 19 Apr 1944, for scrapping.				
<b>SOS:</b> 28 Aug 1944 - Struck off, reduced to spares and produce				
<b>9014</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVW
<b>TOS:</b> 12 July 1941 - Taken on strength by EAC at Halifax				
Delivered with structural provision for floats. First used by No. 8 (BR) Sqn at RCAF Stn Sydney, NS. Crashed at Sydney, date not certain. To Clarke Ruse Aircraft at Dartmouth, NS for repairs, 22 Sep 1941 to 25 Mar 1942. Had 65:25 airframe hours when it arrived. To No. 1 TC when completed. To No. 6 RD 30 Mar 1943, following a Cat "B" crash. Re-assigned to Central Aircraft at Crumlin, ON on 12 Apr 1943. To storage with No. 1 TC on 8 Jan 1944. To No. 6 RD on 19 Apr 1944, for scrapping.				
<b>SOS:</b> 3 July 1944 - Struck off, reduced to spares and produce				
<b>9015</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVW
<b>TOS:</b> 12 July 1941 - Taken on strength by EAC at Halifax				
Delivered with structural provision for floats. First used by No. 8 (BR) Sqn at RCAF Stn Sydney, NS. To No. 1 TC on 18 Nov 1941, for use by a B&GS. To WAC on 13 Dec 1941, for use by No. 115 (F) Sqn at RCAF Stn Patricia Bay, BC. Back to No. 1 TC on 14 Apr 1942. To storage with No. 1 TC on 13 July 1943, pending installation of a "proper turret". To No. 6 RD at Trenton on 19 Apr 1944, for scrapping.				
<b>SOS:</b> 3 July 1944 - Struck off, reduced to spares and produce				

<b>9016</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVW
<b>TOS:</b> 12 July 1941 - Taken on strength by EAC at Halifax				
Delivered with structural provision for floats. First used by No. 119 (BR) Sqn at RCAF Stn Yarmouth, NS. To No. 1 TC on 18 Nov 1941. To WAC on 13 Dec 1941, for use by No. 115 (F) Sqn at RCAF Stn Patricia Bay, BC. Back to No. 1 TC on 14 Apr 1942. To storage with No. 1 TC on 13 July 1943, pending installation of a "proper turret". Out of storage on 27 Oct 1943, for special tests. To No. 6 RD on 19 Apr 1944 for scrapping.				
<b>SOS:</b> 21 Sep 1944 - Struck off, reduced to spares and produce				
<b>9017</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVW
<b>TOS:</b> 12 July 1941 - Taken on strength by EAC at Halifax				
Delivered with structural provision for floats. First used by No. 119 (BR) Sqn at RCAF Stn Yarmouth, NS. To No. 1 TC on 18 Nov 1941, for use at a B&GS. Assigned to WAC on 13 Dec 1941, but Cat "B" crash in Dec 1941 or Jan 1942, while ferrying to west coast. To No. 8 RD at Winnipeg from 3 Jan to 6 May 1942, for repairs. To No. 1 TC when completed. To storage with No. 1 TC on 13 July 1943, pending installation of a "proper turret". To No. 6 RD on 19 Apr 1944 for scrapping.				
<b>SOS:</b> 3 July 1944 - Struck off, reduced to spares and produce				
<b>9018</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVW
<b>TOS:</b> 12 July 1941 - Taken on strength by EAC at Halifax				
Delivered with structural provision for floats. First used by No. 119 (BR) Sqn at RCAF Stn Yarmouth, NS. To No. 1 TC on 1 Dec 1941. To No. 3 TC on 19 Jan 1942. To Central Aircraft at Crumlin, ON for crash repairs, 22 Sep 1942 to 1 Nov 1943. To storage with No. 1 TC when completed. To No. 6 RD on 19 Apr 1944 for scrapping.				
<b>SOS:</b> 3 July 1944 - Struck off, reduced to spares and produce				
<b>9019</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVW
<b>TOS:</b> 11 Aug 1941 - Taken on strength by No. 4 TC				
Delivered with structural provision for floats. Assigned to No. 34 Service Flying Training School at Medicine Hat, AB, but delivered new to nearby test range at Suffield. To No. 10 RD on 8 Sep 1943, for repairs following a Cat "B" crash at RCAF Stn Suffield, AB.				
<b>SOS:</b> 22 Feb 1945 - Struck off, retained in whole state				
<b>9020</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVW
<b>TOS:</b> 11 Aug 1941 - Taken on strength by EAC at Halifax				
Delivered with structural provision for floats. First used by No. 119 (BR) Sqn at RCAF Stn Yarmouth, NS. To No. 1 TC on 12 Jan 1942. To storage with No. 1 TC on 13 July 1943, pending installation of a "proper turret". To No. 6 RD on 19 Apr 1944 for scrapping.				
<b>SOS:</b> 3 July 1944 - Struck off, reduced to spares and produce				
<b>9021</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVW
<b>TOS:</b> 13 Aug 1941 - Taken on strength by EAC at Halifax				
Delivered with structural provision for floats. First used by No. 119 (BR) Sqn at RCAF Stn Yarmouth, NS. To No. 1 TC on 12 Jan 1942. To storage with No. 1 TC on 13 July 1943, pending installation of a "proper turret". To No. 6 RD on 19 Apr 1944 for scrapping.				
<b>SOS:</b> 4 July 1944 - Struck off, reduced to spares and produce				

<b>9022</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVW
<b>TOS:</b> July or Aug 1941 - Taken on strength by EAC at Halifax				
Delivered with structural provision for floats. First used by No. 119 (BR) Sqn at RCAF Stn Yarmouth, NS. To No. 1 TC on 15 Nov 1941. To WAC on 13 Dec 1941, for use by No. 115 (F) Sqn at RCAF Stn Patricia Bay, BC. Back to No. 1 TC on 14 Apr 1942. To storage with No. 1 TC on 13 July 1943, pending installation of a "proper turret". To No. 6 RD on 19 Apr 1944 for scrapping.				
<b>SOS:</b> 4 July 1944 - Struck off, reduced to spares and produce				
<b>9023</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVW
<b>TOS:</b> 16 Aug 1941 - Taken on strength by EAC at Halifax				
Delivered with structural provision for floats. To No. 119 (BR) Sqn, RCAF Stn Yarmouth, NS, coded "DM*E". Ditched in St. Margarets Bay (20 miles west of Halifax) at 18:30 hrs in bad weather on 27 Oct 1941. P/O J. McQueen (pilot) was seriously injured, P/O G. Charles, Sgt W. MacDonald and Sgt R. McKay were slightly injured.. Ownership to No. 4 RD on 29 Oct 1941 for write off.				
<b>SOS:</b> 10 Dec 1941 - Struck off				
<b>9024</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IV
<b>TOS:</b> 16 Aug 1941 - Taken on strength by EAC at Halifax				
Delivered with structural provision for floats. First used by No. 119 (BR) Sqn at RCAF Stn Yarmouth, NS. To WAC on 20 Jun 1942, for use by No. 147 (BR) Sqn. This unit formed at RCAF Stn Sea Island BC on 1 July 1942. To storage on 5 Apr 1944, following disbandment of 147 Sqn at Tofino, BC in Mar 1944. Pending disposal from 15 Sep 1945. By 1 May 1946 stored at RCAF Stn Patricia Bay, BC, where it was reported with 711:25 airframe hours.				
<b>SOS:</b> 6 Sep 1946 - Struck off, to War Assets Corporation for sale				
<b>9025</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IV
<b>TOS:</b> 28 Aug 1941 - Taken on strength by EAC at Halifax				
Delivered with structural provision for floats. First used by No. 8 (BR) Sqn at RCAF Stn Sydney, NS. Still with 8 Sqn when it transferred to WAC, Stned at RCAF Stn Sea Island, BC on 12 Jan 1942. Seen at Anchorage, Alaska with 8 Sqn, coded "YO-X". To storage with No. 4 TC on 15 Nov 1943. Probably converted to target tug while in storage. Issued from storage on 12 Apr 1944. Cat "C" damage on 28 Sep 1944, while with No. 122 Sqn at RCAF Stn Patricia Bay, BC. To workshop reserve at Patricia Bay for repairs, 28 Sep to 2 Oct 1944. To WAC when completed. To No. 22 Sub-RD in Vancouver for repairs, 29 Mar 1945. Scrapped while there. Fitted with dual controls when scrapped, but not clear when these were installed.				
<b>SOS:</b> 16 July 1945 - Struck off, reduced to spares and produce				
<b>9026</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IV
<b>TOS:</b> 28 Aug 1941 - Taken on strength by EAC at Halifax				
First used by No. 8 (BR) Sqn at RCAF Stn Sydney, NS. Still with 8 Sqn when it transferred to WAC, at RCAF Stn Sea Island, BC on 12 Jan 1942. To storage with No. 4 TC on 25 Nov 1943. Issued from storage on 12 Apr 1944. Pending disposal from 30 Sep 1945. Stored by No. 10 RD at RCAF Stn Patricia Bay by 1 May 1946, where it was noted with 843:50 airframe hours.				
<b>SOS:</b> 6 Sep 1946 - Struck off, to War Assets Corporation for sale				
<b>9027</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IV
<b>TOS:</b> 28 Aug 1941 - Taken on strength by EAC at Halifax				
First used by No. 8 (BR) Sqn at RCAF Stn Sydney, NS. Still with 8 Sqn when it transferred to WAC. Crash landed at 13:30 on 12 Jan 1942, while ferrying to WAC. Caused by engine failure on take-off; destroyed by post crash fire. The crew, P/O D. Arnold, Sgt G. Roberts, Sgt D. Casselman and LAC N. Grace, were slightly injured. The airframe had 112:40 airframe hours when it crashed. Accident reported by No. 8 B&GS at Lethbridge, AB, crash site reported as 2 miles west of Lethbridge aerodrome. Allocated to No. 10 RD on 29 Jan 1942 for salvaging.				

**SOS:** 17 Nov 1942 - Cat "A" write-off, reduced to spares and produce by No. 10 RD

<b>9028</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IV
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**TOS:** 28 Aug 1941 - Taken on strength by EAC at Halifax

First used by No. 8 (BR) Sqn at RCAF Stn Sydney, NS. Still with 8 Sqn when it transferred to WAC. Cat "A" crash at 14:45 on 6 Jan 1942, 7 miles south of Callander, ON (7 miles south-east of North Bay). Allocated to No. 1 TC on 10 Jan 1942 for write off.

**SOS:** 30 Apr 1942 - Struck off, reduced to spares and produce by No. 6 RD

<b>9029</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IV
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**TOS:** 21 Oct 1941 - Taken on strength by EAC

Delivered to stored reserve at No. 4 RD. Issued to No. 119 (BR) Sqn at RCAF Stn Yarmouth, NS on 3 Nov 1941. Nosed over on landing at Yarmouth while this unit, at 13:24 on 24 Nov 1941. Arrived at No. 4 RD at Scoudouc, NB on 25 Nov 1941, transferred to their ownership next day. Re-allocated to Clarke Ruse Aircraft on 22 Dec 1941, repairs took until 16 Jun 1942. Had 8:10 airframe hours when it crashed. To EAC when completed. To workshop reserve at No. 9 RD on 20 Sep 1944, where it was noted with 196:00 airframe hours. Pending disposal, with No. 3 TC, from 6 Jan 1945.

**SOS:** 30 Jun 1947 - Struck off, to War Assets Corporation for sale

<b>9030</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IV
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**TOS:** 16 Oct 1941 - Taken on strength by the T&D Establishment at Rockcliffe

Delivered new to the Test and Development Establishment at RCAF Stn Rockcliffe, ON, for performance tests with Rotol propellers, and cabin heating experiments. . To Fairchild Canada for modifications to the cabin heating installation, 10 Nov to 3 Dec 1941. To No. 3 TC when completed, for further work with the T&D Establishment To WAC on 12 Dec 1941, for use by No. 115 (F) Sqn at RCAF Stn Patricia Bay BC. To stored reserve with No. 4 TC on 15 Sep 1943. To stored reserve with No. 2 TC on 1 Jun 1944, issued from storage on 6 Nov 1944. Used by No. 3 B&GS at MacDonald, MB. To No. 2 AC on 1 Dec 1944. To storage on 2 Feb 1945. Pending disposal from 12 Oct 1945. By 15 May 1946 in storage at MacDonald, MB. Also stored at Brandon, MB, date not known, noted there with 388:20 airframe hours.

**SOS:** 13 May 1946 - Struck off, to War Assets Corporation for sale

<b>9031</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IV
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**TOS:** 28 Aug 1941 - Taken on strength by EAC

First used by No. 8 (BR) Sqn at RCAF Stn Sydney, NS. Still with 8 Sqn when it transferred to WAC, at RCAF Stn Sea Island, BC on 12 Jan 1942. To Canadian Pacific Airlines at Vancouver, 25 Sep 1942 to 20 Jan 1943. To WAC when completed and assigned to 147 (BR) Sqn. On 8 Jan 1944, this a/c collided with #9121 during formation flying practice, and crashed into the sea. The crew, WO2 J. Horton (pilot), WO2 W. Toner, WO H. Hyde, and Pte G. Jean (an Army passenger) were all killed. # 9121 was damaged but landed safely; WO2 J. Frey and WO2 J. Miller were uninjured. Assigned to No. 3 RD on 1 Apr 1944 for write off.

**SOS:** 1 Apr 1944 - Written off by No. 3 RD at Vancouver

<b>9032</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IV
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**TOS:** 28 Aug 1941 - Taken on strength by EAC

First used by No. 8 (BR) Sqn at RCAF Stn Sydney, NS. Still with 8 Sqn when it transferred to WAC, at RCAF Stn Sea Island, BC on 12 Jan 1942. To storage with WAC on 22 Feb 1944. Pending disposal from 15 Sep 1945. By 1 May 1946 stored by No. 10 RD at RCAF Stn Patricia Bay, BC, where it was noted with 646:55 airframe hours.

**SOS:** 6 Sep 1946 - Struck off, to War Assets Corporation for sale

<b>9033</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IV
<b>TOS:</b> 13 Sep 1941 - Taken on strength by WAC				
Delivered new to WAC, for use by No. 13 (OT) Sqn at RCAF Stn Patricia Bay, BC. Coded "AN*E". Loaned to No. 120 (BR) Sqn, RCAF Stns Sea Island, BC or Patricia Bay, BC, 10 May to late 1941. Then loaned to No. 115 (F) Sqn, RCAF Stn Patricia Bay, 27 Nov 1941 to 28 Jan 1942. To storage 5 Apr 1944. Pending disposal from 15 July 1945. By May 1946 stored by No. 10 RD at Patricia Bay, where it was reported with 610:15 airframe hours.				
<b>SOS:</b> 6 Sep 1946 - Struck off, to War Assets Corporation for sale				
<b>9034</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IV
<b>TOS:</b> 13 Sep 1941 - Taken on strength by WAC				
Delivered new to WAC, for use by No. 13 (OT) Sqn, RCAF Stn Patricia Bay, BC. Loaned to No. 120 (BR) Sqn, RCAF Stns Sea Island, BC or Patricia Bay, BC, 10 May to late 1941. Then loaned to No. 115 (F) Sqn, RCAF Stn Patricia Bay, 27 Nov 1941 to 28 Jan 1942. Wheel up landing at Patricia Bay on 21 May 1942, while carrying No. 13 Sqn. code of "AN*J". To Canadian Pacific Airlines at Vancouver, BC for repairs, 26 May to 3 Oct 1942. Back to WAC when completed. To stored reserve on 5 Apr 1944. Cat "C" damage at Patricia Bay on 19 Aug 1944. To No. 3 RD for repairs, 28 Aug 1944. Scrapped there.				
<b>SOS:</b> 1 Nov 1944 - Struck off, reduced to spares and produce by No. 3 RD				
<b>9035</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IV
<b>TOS:</b> 18 Sep 1941 - Taken on strength by WAC				
Delivered new to WAC, for use by No. 13 (OT) Sqn, RCAF Stn Patricia Bay, BC. Loaned to No. 120 (BR) Sqn, RCAF Stns Sea Island, BC or Patricia Bay, BC, 10 May to late 1941. Then loaned to No. 115 (F) Sqn, RCAF Stn Patricia Bay, 27 Nov 1941 to 28 Jan 1942. To No. 3 RD on 26 Mar 1945, after a Cat "B" crash.				
<b>SOS:</b> 24 May 1945 - Struck off, reduced to spares and produce by No. 3 RD				
<b>9036</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IV
<b>TOS:</b> 18 Sep 1941 - Taken on strength by WAC				
Delivered new to WAC, for use by No. 13 (OT) Sqn, RCAF Stn Patricia Bay, BC. Loaned to No. 120 (BR) Sqn, RCAF Stns Sea Island, BC or Patricia Bay, BC, 10 May to 1 Dec 1941. Back to No. 13 (OT)Sqn, still with this unit when it crashed at Patricia Bay at 09:10 hrs on 9 Apr 1942. The u/c inadvertently retracted on take-off at Patricia Bay, believed lever knocked 'up' as navigator left nose position. The airframe was destroyed by the post-crash fire. The crew, F/Lt D. Wood and Sgt J. Jackson unhurt, and Sgt F. Dealey was slightly injured. The airframe had only 36:30 airframe hours when it crashed.				
<b>SOS:</b> 9 May 1942 - <b>Cat "A"</b> write-off				
<b>9037</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IV
<b>TOS:</b> 18 Sep 1941 - Taken on strength by WAC				
Delivered new to WAC, for use by No. 13 (OT) Sqn, RCAF Stn Patricia Bay, BC. Loaned to No. 120 (BR) Sqn, RCAF Stns Sea Island, BC or Patricia Bay, BC, 10 May to late 1941. Then loaned to No. 115 (F) Sqn, RCAF Stn Patricia Bay, 27 Nov 1941 to Jan 1942. To Boeing Canada for repairs, 27 Jan to 18 Apr 1942. To WAC when completed, for use by No. 115 (F) Sqn. To stored reserve with No. 4 TC on 15 Sep 1943. Planned for conversion to target tug in Jun 1944, but apparently this was cancelled. To No. 2 AC on 1 Dec 1944, still in storage. To No. 10 RD at Calgary for write off, date unclear, probably early 1945.				
<b>SOS:</b> 22 Feb 1945 - Written off, retained in whole state				

<b>9038</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IV
<b>TOS:</b> 18 Sep 1941 - Taken on strength by EAC				
First used by No. 8 (BR) Sqn at RCAF Stn Sydney, NS. Cat "B" crash at Sydney aerodrome at 17:50 on 1 Nov 1941. To No. 4 RD at Dartmouth on 3 Nov 1941. To WAC on 20 Aug 1942 and assigned to No. 147 (BR) Sqn at RCAF Stn Tofino, BC. Crashed and burned at Tofino on 22 Apr 1943 after control was lost during night take-off with Gyros (AH and DI) left caged; F/O W. Hanchet, P/O V. Martin, and F/Sgt R. Murray were all seriously injured, F/Sgt Murray later died of his injuries.				
<b>SOS:</b> 27 May 1943 - Cat "A" write-off; reduced to spares and produce				
<b>9039</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IV
<b>TOS:</b> 24 Sep 1941 - Taken on strength by EAC				
Cat "B" crash at Yarmouth in early Nov 1941. Undercarriage collapsed on takeoff, aircraft then landed gear up. To No. 4 RD at Scoudouc, NB on 14 Nov 1941. To Clarke Ruse Aircraft for repairs, 19 Nov 1941 to 25 July 1942. Had 14:40 airframe hours when it arrived. To No. 1 TC when completed. To EAC on 12 Feb 1943, for use in radio calibration work. To workshop reserve at No. 9 RD on 9 Sep 1944, where it was noted with 74:10 airframe hours. Pending disposal with No. 3 TC from 8 Jan 1945				
<b>SOS:</b> 30 Jun 1947 - Struck off, to War Assets Corporation for sale				
<b>9040</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IV
<b>TOS:</b> 27 Sep 1941 - Taken on strength by EAC				
First used by No. 8 (BR) Sqn at RCAF Stn Sydney, NS. Still with 8 Sqn when it transferred to WAC, Stned at RCAF Stn Sea Island, BC on 12 Jan 1942. Used by No. 122 (K) Sqn, RCAF Stn Patricia Bay, BC, c.1942 to 1944. To stored reserve on 22 Feb 1944. Pending disposal from 18 Apr 1945. By May 1946 stored by No. 10 RD at Patricia Bay, where it was noted with 682:10 airframe hours.				
<b>SOS:</b> 6 Sep 1946 - Struck off, to War Assets Corporation for sale				
<b>9041</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IV
<b>TOS:</b> 3 Oct 1941 - Taken on strength by EAC				
First used by No. 8 (BR) Sqn at RCAF Stn Sydney, NS. Still with 8 Sqn when it transferred to WAC, Stned at RCAF Stn Sea Island, BC on 12 Jan 1942. Cat "B" damage at Sea Island at 11:55 on 12 Apr 1942, when this aircraft collided on the ground with Kittyhawk AL137 (later RCAF 1078). To Boeing Aircraft of Canada for repairs, 25 Apr to 31 July 1942. Had 105:55 airframe hours when it arrived there. To WAC when completed. To stored reserve with No. 4 TC on 26 Nov 1943. To No. 2 AC on 1 Dec 1944, still in storage. Pending disposal from 23 Mar 1945. Stored by No. 10 RD, noted there with 308:15 airframe hours, 202:10 since overhaul. Sold to J. Hutchinson of Cochrane, AB. Stored on his farm until 1988. To J. Spinks and the Nanton Lancaster Society of Nanton, AB in 1988. By 2002 the forward fuselage and cockpit had been restored for static display. Wings were in storage, and further work using another rear fuselage was planned. Forward fuselage shipped to Manx Aviation Museum in UK in Jun 2004, remainder of aircraft left at Nanton at that time.				
<b>SOS:</b> 1 Oct 1946 - Struck off, to War Assets Corporation for sale				
<b>9042</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IV
<b>TOS:</b> 6 Oct 1941 - Taken on strength by EAC				
Delivered to stored reserve. To WAC on 16 Dec 1941. To stored reserve on 5 Apr 1944. Pending disposal from 15 Apr 1945. By May 1946 stored by No. 10 RD at RCAF Stn Patricia Bay, BC, where it was noted with 643:45 airframe hours.				
<b>SOS:</b> 6 Sep 1946 - Struck off, to War Assets Corporation for sale				

<b>9043</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IV
<b>TOS:</b> 1 Oct 1941 - Taken on strength by EAC				
First used by No. 119 (BR) Sqn, RCAF Stn Yarmouth, NS, coded "F". To WAC on 20 Jun 1942, for use by No. 147 (BR) Sqn at RCAF Stn Tofino, BC. To workshop reserve at No. 3 RD, Vancouver on 27 Nov 1943. To No. 22 Sub-RD on 9 Apr 1945, for repairs. Back to WAC on 23 Jun 1945. Pending disposal from 20 July 1945. By May 1946 stored by No. 10 RD at RCAF Stn Patricia Bay, BC, where it was noted with 424:45 airframe hours. Delivered with Mercury XV engines, but reported with Mercury XX STAR engines when struck off.				
<b>SOS:</b> 6 Sep 1946 - Struck off, to War Assets Corporation for sale				
<b>9044</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IV
<b>TOS:</b> 1 Oct 1941 - Taken on strength by EAC				
First used by No. 8 (BR) Sqn at RCAF Stn Sydney, NS. Still with 8 Sqn when it transferred to WAC, Stned at RCAF Stn Sea Island, BC on 12 Jan 1942. With 8 Sqn to Anchorage, via Seward, Alaska later in 1942. To Canadian Pacific Airlines for repairs 11 Feb to 8 Dec 1943, following a Cat "B" crash. To stored reserve with WAC when completed. Issued from storage on 3 Mar 1944, back to storage on 5 Apr 1944. Pending disposal from 15 Sep 1945. By May 1946 stored by No. 10 RD at RCAF Stn Patricia Bay, BC, where it was noted with 485:00 airframe hours, 84:05 hours since overhaul.				
<b>SOS:</b> 6 Sep 1946 - Struck off, to War Assets Corporation for sale				
<b>9045</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IV
<b>TOS:</b> 8 Oct 1941 - Taken on strength by EAC				
Delivered to stored reserve. Issued to No. 119 (BR) Sqn at Yarmouth, NS on 6 Jun 1942. Cat "B" damage at Sydney on same date, when it nosed over in mud at the end of the runway on landing. Braking action reported as poor. To No. 4 RD at Scoudouc for repairs, 30 Jun 1942 to 8 May 1943. To EAC after repairs. Noted as to be converted to target tug in Jun 1944, but not clear if this was actually done. To No. 3 TC on 1 July 1944, for use by No. 10 B&GS at Mount Pleasant, PEI. To No. 1 AC in Jan 1945. To storage with EAC on 12 July 1945. Pending disposal from 24 Oct 1945. By 27 Nov 1945 stored by No. 6 REMU at Mount Pleasant.				
<b>SOS:</b> 6 Jan 1947 - Struck off, to War Assets Corporation for sale				
<b>9046</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IV
<b>TOS:</b> 8 Oct 1941 - Taken on strength by EAC				
Delivered to stored reserve, probably stored at No. 4 RD at Scoudouc, NB. Intended for WAC from 16 Dec 1941, but crashed on that day. Cat "B" crash at 08:35 on 16 Dec 1941, on Scoudouc runway. Had 3:25 airframe hours when it crashed. Repaired at Scoudouc, to EAC on 30 Dec 1941. Cat "C" damage at 17:15 on 26 May 1942, also on Scoudouc runway. To WAC on 1 Sep 1942. To storage on 5 Apr 1944. Pending disposal from 15 Sep 1945. By May 1946 stored by No. 10 RD at RCAF Stn Patricia Bay, BC, where it was noted with 305:30 airframe hours.				
<b>SOS:</b> 6 Sep 1946 - Struck off, to War Assets Corporation for sale				
<b>9047</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IV
<b>TOS:</b> 8 Oct 1941 - Taken on strength by EAC				
Delivered to stored reserve. Transferred to No. 4 RD at Scoudouc, NB on 19 Dec 1941 for accounts purposes. To WAC on 16 Dec 1942. <b>Cat "A"</b> crash at 07:17 hrs on 23 Mar 1942, 1 mile east of Sea Island airport on the shoreline, resulting from an engine failure on takeoff. The crew, F/Sgt G. Woods, F/Sgt N. Manuel, F/Sgt J. Mills and Sgt G. Chapman were slightly injured. To No. 3 RD at Vancouver for write off.				
<b>SOS:</b> 30 July 1942 - <b>Cat "A"</b> write-off; reduced to spares and produce				

<b>9048</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IV
<b>TOS:</b> 8 Oct 1941 - Taken on strength by EAC				
<p>Delivered to stored reserve. To No. 8 (BR) Sqn at RCAF Stn Sydney, NS on 25 Nov 1941. Transferred with this unit to WAC, at RCAF Stn Sea Island, BC in Jan 1942. To Alaska as part of X Wing, 1942/1943. Seen at Anchorage, Alaska, coded "YO-T". To stored reserve with No. 4 TC on 15 Sep 1943. To No. 3 B&amp;GS, RCAF Stn MacDonald, MB on 28 Jan 1944. To storage on 24 Apr 1944. To No. 8 RD for overhaul on 22 Jun 1944, completed on 27 Sep 1944. To storage after this with No. 2 TC, issued from storage on 24 Sep 1944. To No. 2 AC on 1 Dec 1944. To storage on 14 Feb 1945. Pending disposal from 12 Oct 1945. Stored at RCAF Stn Paulson, MB by the end of the war. Had 626:00 airframe hours when struck off. Sold to W. Agnew of Hartney, MB. To D. Tallichet of Chino, California in 1972. With the Yankee Air Corps Museum in Chino, 1981 to 1999. To 1st Composite Group of Apple Valley, California in 1999. With Bristol Heritage Collection, Nashville, TN in 2005, awaiting restoration. Reported in UK by 2006, under restoration at Filton. Restoration still in progress July 2008.</p>				
<b>SOS:</b> 21 Aug 1946 - Struck off, to War Assets Corporation for sale				
<b>9049</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IV
<b>TOS:</b> 10 Oct 1941 - Taken on strength by EAC				
<p>Delivered to stored reserve. Scheduled for WAC on 16 Dec 1941. Was ferrying to WAC when it suffered a Cat "B" crash at Dorval, QC at 20:40 on 17 Dec 1941, result of engine failure. Had 3:25 airframe hours. To No. 3 TC on 22 Dec 1941 for scrapping.</p>				
<b>SOS:</b> 16 Feb 1942 - Struck off, reduced to spares and produce by No. 9 RD				
<b>9050</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IV
<b>TOS:</b> 10 Oct 1940 - Taken on strength by EAC				
<p>Delivered to stored reserve. Cat "C" damage at Amesdale, ON (near Dryden) at 12:05 on 19 Dec 1941, while ferrying to EAC. Crashed date also reported as 6 Jan 1942, possibly 2 separate incidents? Recovered by party from No. 8 RD at Winnipeg, on the books of 8 RD from 17 Jan 1942. To MacDonald Brothers Aircraft in Winnipeg for rebuilding on 9 Feb 1942. Estimated cost of repairs exceeded 75% of the cost of a new aircraft, aircraft scrapped.</p>				
<b>SOS:</b> 17 Mar 1942 - Struck off, reduced to spares and produce				
<b>9051</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IV
<b>TOS:</b> 11 Nov 1941 - Taken on strength by WAC				
<p>First assigned to No. 13 (OT) Sqn at RCAF Stn Patricia Bay, BC. Cat C damage at Patricia Bay at 11:50 on 12 Feb 1942. To Boeing Aircraft in Vancouver for overhaul, 5 Mar to 20 May 1942. To WAC when completed, again for 13 Sqn. Operated by No. 115 (F) Sqn. Also used in Alaska by No. 8 (BR) Sqn, coded "YO-L". To storage on 25 Nov 1943, issued from storage on 8 Mar 1944 after conversion to target tug. To workshop reserve at RCAF Stn Coal Harbour, BC on 21 Jun 1945. Pending disposal from 12 July 1945. By 1 May 1946 stored by No. 10 RD at Patricia Bay, where it was reported with 998:00 airframe hours, 6:45 since overhaul. Had been delivered with Mercury XV engines, fitted with Mercury XX STAR engines when struck off.</p>				
<b>SOS:</b> 23 Sep 1946 - Struck off, to War Assets Corporation for disposal.				
<b>9052</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IV
<b>TOS:</b> 24 Nov 1941 - Taken on strength by EAC				
<p>First Assigned to No. 119 (BR) Sqn at RCAF Stn Yarmouth, NS. To WAC on 20 Jun 1942, for use by No. 147 (BR) Sqn, established at RCAF Stn Sea Island, BC in July 1942. To storage on 5 Apr 1944. Pending disposal from 15 Apr 1945. By 1 Mar 1946 stored by No. 10 RD at RCAF Stn Patricia Bay, BC, where it was noted with 760:35 airframe hours.</p>				
<b>SOS:</b> 6 Sep 1946 - Struck off, to War Assets Corporation for disposal				

<b>9053</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IV
<b>TOS:</b> 24 Nov 1941 - Taken on strength by EAC				
Served with No. 119 (BR) Sqn, RCAF Stn Yarmouth, NS. Crashed on approach to Yarmouth when engine cut out on changing fuel-cocks to select inner tanks at 16:12 hrs on 11 Dec 1941: the 3-person crew, Sgt E. Bawtinheimer, Sgt J. Riess and Sgt W. Whitman were all killed. Came down in woods 1/4 mile from end of runway. First fatal Bolingbroke crash for this unit. Allocated to No. 4 RD on 12 Dec 1941 for write off.				
<b>SOS:</b> 4 Feb 1942 - <b>Cat "A"</b> write-off; reduced to produce				
<b>9054</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IV
<b>TOS:</b> 16 Dec 1942 - Taken on strength by WAC				
Intended for delivery to EAC in Nov 1941, but this was cancelled. First assigned to No. 115 (F) Sqn at RCAF Stn Patricia Bay, BC. To Canadian Pacific Airlines for crash repairs, 24 July 1943 to 26 Jan 1944. To storage with WAC when completed. Pending disposal from 15 Sep 1945. By 1 Mar 1946 stored by No. 10 RD at RCAF Stn Patricia Bay, BC, where it was noted with 382:55 airframe hours.				
<b>SOS:</b> 6 Sep 1946 - Struck off, to War Assets Corporation for disposal				
<b>9055</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IV
<b>TOS:</b> 5 Dec 1941 - Taken on strength by WAC				
First used by No. 115 (F) Sqn, RCAF Stn Patricia Bay, BC. Coded "BK-R". Later with No. 147 (BR) Sqn, RCAF Stns Sea Island or Tofino, BC, c.1942 to 1944. To stored reserve on 5 Apr 1944. Pending disposal from 15 Sep 1945. Stored at RCAF Stn Patricia Bay, BC, where it was noted with 622:45 airframe hours.				
<b>SOS:</b> 6 Sep 1946 - Struck off, to War Assets Corporation for disposal				
<b>9056</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IV
<b>TOS:</b> 16 Dec 1941 - Taken on strength by WAC				
Cat "B" crash at Patricia Bay, at 12:20 on 15 Jan 1942, after complete failure of hydraulic system. To Boeing Aircraft Canada in Vancouver for repairs, 27 Jan to 1 Jun 1942. To WAC when completed, for use by No. 8 (BR) Sqn in Alaska. <b>Cat "A"</b> crash on 5 Oct 1943; the dinghy stowage panel released in flight and the dinghy struck the tail-plane. The whole tail section detached and the a/c spun inverted into ground. The crew, F/O B. Bristol and WO2 J. McIntosh, were both killed. Allocated to No. 3 RD in Vancouver for write off.				
<b>SOS:</b> 13 Oct 1943 - <b>Cat "A"</b> write-off; reduced to spares and produce				
<b>9057</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IV
<b>TOS:</b> 16 Dec 1941 - Taken on strength by WAC				
Delivered new to RCAF Stn Patricia Bay, BC, for use by No. 13 (OT) Sqn. Cat C damage at Patricia Bay, at 16:30 on 16 Feb 1942. To Boeing Aircraft of Canada for repairs, 18 Mar to 16 Jun 1942. Had 33:25 airframe hours when it arrived. To WAC when completed. To storage on 15 Sep 1943. To No. 8 RD on 2 Jun 1944, for conversion to target tug, reported complete on 22 Sep 1944. Noted by WAC on 20 Oct 1944: "This aircraft requires extensive work on installation of operational equipment." To WAC on 2 Nov 1944. Pending disposal from 20 Sep 1945. By 1 May 1946 stored by No. 10 RD at Patricia Bay, where it was noted with 497:05 airframe hours.				
<b>SOS:</b> 6 Sep 1946 - Struck off, to War Assets Corporation for disposal				
<b>9058</b>	Bristol	Fairchild Aircraft Ltd	Bolingbroke	Mk. IV
<b>TOS:</b> 16 Dec 1941 - Taken on strength by WAC				
First assigned to No. 8 (BR) Sqn at RCAF Stn Patricia Bay, BC. To storage, 25 Nov 1943 to 8 Mar 1944, converted to target tug during this time. Cat "B" crash at Patricia Bay, at 15:30 on 17 Apr 1945. Apparently later revised to <b>Cat "A"</b> . To No. 3 RD on 18 Apr 1945. Delivered with Mercury XV engines, had Mercury XX STAR engines when struck off.				
<b>SOS:</b> 23 May 1945 - <b>Cat "A"</b> write-off; struck off at No. 3 RD				

<b>9059</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IV
<b>TOS:</b> 5 Dec 1941 - Taken on strength by WAC				
First assigned to No. 8 (BR) Sqn at RCAF Stn Patricia Bay, BC. With No. 115 (F) Sqn at Patricia Bay in Jan 1942, coded "BK*J". To storage on 15 Sep 1943. To No. 2 TC in Apr 1944, still in storage. To No. 8 RD at Winnipeg on 4 Jun 1944, for conversion to target tug. To storage with No. 2 TC on 3 Aug 1944. Issued from storage on 28 Oct 1944, for use by No. 3 B&GS at MacDonald, MB. To No. 2 AC on 1 Dec 1944. To storage on 14 Feb 1945. Pending disposal from 12 Oct 1945. Stored at No. 7 B&GS at Paulson, MB, where it was noted with 399:05 airframe hours. Owned by W. Agnew of Hartney, MB in 1977, disassembled.				
<b>SOS:</b> 21 Aug 1946 - Struck off, to War Assets Corporation for disposal				
<b>9060</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IV
<b>TOS:</b> 16 Dec 1941 - Taken on strength by WAC				
First assigned to No. 115 (F) Sqn at RCAF Stn Patricia Bay BC. Still with this unit in Alaska as part of Y Wing in early 1942. Flew this Sqn's first operational mission, search for submarine from Annette Island, Alaska, on 13 May 1942. Crashed at Annette Island at 15:35 on 2 Jun 1942. The a/c ran off end of runway at Annette Island after flapless landing due to hydraulic trouble, and then hit a truck; F/Sgt G. MacDonald and Sgt J. Moyer uninjured. First reported as Cat "B", revised to Cat "A" on 5 Jun 1942, but still repaired. To Canadian Pacific Airlines for repairs, 24 July to 9 Nov 1942. To WAC when completed, for use by No. 147 (BR) Sqn at RCAF Stn Sea Island, BC. To Canadian Pacific Airlines again for crash repairs, on 30 Oct 1943. To storage with WAC on 13 Mar 1944. Pending disposal from 15 Apr 1945. By 1 May 1946 stored by No. 10 RD at Patricia Bay, where it was noted with 328:37 airframe hours, 4:12 hours since overhaul.				
<b>SOS:</b> 6 Sep 1946 - Struck off, to War Assets Corporation for disposal				
<b>9061</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IV
<b>TOS:</b> 21 Oct 1941 - Taken on strength by EAC				
Delivered to stored reserve at No. 4 RD, Scoudouc, NB. To No. 119 (BR) Sqn, RCAF Stn Yarmouth, NS on 3 Nov 1941, coded "D". To WAC on 20 Jun 1942, for use by No. 147 (BR) Sqn at RCAF Stn Sea Island, BC. To storage on 5 Apr 1944, following disbandment of this unit in Mar 1944. Pending disposal from 15 Apr 1945. By 1 May 1946 stored by No. 10 RD at Patricia Bay, where it was noted with 622:30 airframe hours, never overhauled.				
<b>SOS:</b> 6 Sep 1946 - Struck off, to War Assets Corporation for disposal				
<b>9062</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IV
<b>TOS:</b> 21 Oct 1941 - Taken on strength by EAC				
Delivered to stored reserve at No. 4 RD, Scoudouc, NB. To No. 119 (BR) Sqn, RCAF Stn Yarmouth, NS on 3 Nov 1941, coded "G". <b>Cat "A"</b> crash at Sydney aerodrome at 22:01 on 1 Jun 1942. Starboard engine caught fire during landing from operational patrol and "could not be extinguished". WO2 P. Howes and the rest of the crew evacuated safely. The airframe was destroyed by fire. To No. 4 RD for write off on 4 Jun 1942.				
<b>SOS:</b> 18 Aug 1942 - <b>Cat "A"</b> write-off; reduced to spares and produce				
<b>9063</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IV
<b>TOS:</b> 21 Nov 1941 - Taken on strength by EAC				
Delivered to stored reserve at No. 4 RD, Scoudouc, NB. Served with No. 119 (BR) Sqn, RCAF Stns Yarmouth and Sidney, NS, from 10 Dec 1941. Dropped 2 bombs on submarine east of Sydney on 12 Jan 1942, no damage observed. This unit's first attack of the war. <b>Cat "A"</b> crash at Sydney, at 19:08 hrs on 4 Feb 1942. Flew into high ground, exploded and burned. Sgt W. Dikeman, Sgt R. Varey and P/O I. MacDonald were killed, and LAC F. Ball was injured. To No. 4 RD at Scoudouc, NB on 5 Feb 1942, for write off.				
<b>SOS:</b> 9 Mar 1942 - <b>Cat "A"</b> write-off				

<b>9064</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IV
<b>TOS:</b> 3 Nov 1941 - Taken on strength by EAC				
Served with No. 119 (BR) Sqn, RCAF Stns Yarmouth or Sidney, NS. Crashed at 06:40 hrs on 16 Mar 1942, following engine failure at low altitude in haze, shortly after taking off on dawn patrol from Sydney. Aircraft stalled, crashed into trees near Granby Lake, 4 miles from airport. Sgt D. Scratch (1st Pilot) was severely injured, Sgt R. Parker (2nd Pilot) was killed, Sgt F. Connolly and Sgt D. Dickson (WOp/AGs) were injured. To No. 4 RD on 20 Mar 1942 for write off. NOTE: accident site also reported as Grand Lake, north of Halifax.				
<b>SOS:</b> 25 May 1942 - <b>Cat "A"</b> write-off				
<b>9065</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IV
<b>TOS:</b> 3 Nov 1941 - Taken on strength by EAC				
Served with No. 119 (BR) Sqn, RCAF Stns Yarmouth or Sidney, NS. Cat "B" crash on edge of runway at Sydney at 11:23 hrs on 21 Jan 1942. Assigned to No. 4 RD at Scoudouc, NB on 22 Jan 1942 for write off, arrived there on 2 Feb 1942.				
<b>SOS:</b> 20 May 1942 - <b>Cat "A"</b> write-off				
<b>9066</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IV
<b>TOS:</b> 3 Nov 1941 - Taken on strength by EAC				
First with No. 119 (BR) Sqn, RCAF Stns Yarmouth or Sidney, NS. Dropped 2 depth charges on submarine on 23 Mar 1942 in two separate runs, near 44-55N 55-56W. Tracked sub for over an hour, until forced to return due to low fuel. Recorded as "severely damaged", based on photos taken by crew. This was unit's third attack, and first confirmed damage. This appears to be earliest EAC attack where damaged sub was photographed. Assigned to WAC on 20 Jun 1942, for use with No. 147 (BR) Sqn, RCAF Stn Sea Island, BC. Seen at Sea Island coded "SZ*K" on 11 July 1942. To Canadian Pacific Airlines at Vancouver for repairs, 1 Sep to 20 Dec 1942. to storage on 15 Sep 1943, noted as loaned to BCATP on that date. To No. 2 AC on 1 Dec 1944, still in storage. Pending disposal from 23 Mar 1945. Stored by No. 10 RD, where it was noted with 943:40 airframe hours, 535:05 since overhaul.				
<b>SOS:</b> 21 July 1947 - Struck off, to War Assets Corporation for disposal				
<b>9067</b>	Bristol	Fairchild Aircraft Ltd	Bolingbroke	Mk. IV
<b>TOS:</b> 3 Nov 1941 - Taken on strength by EAC				
Delivered to stored reserve at No. 4 RD at Scoudouc, NB. Served with No. 119 (BR) Sqn, RCAF Stns Yarmouth or Sidney, NS. To WAC on 22 Dec 1941, for use by No. 8 (BR) Sqn at RCAF Stn Patricia Bay, BC. <b>Cat "A"</b> crash at Iona Island at 15:50 hrs on 9 Apr 1942. One engine failed on take off, other engine failed in circuit due to fuel issues. The crew, F/Lt A. Carr-Harris and F/Lt W. Henry were seriously injured, and F/Sgt P. Malo had lesser injuries. The airframe had 97:55 airframe hours when it crashed. To No. 3 RD for salvage. Airframe written off, but the engines were apparently saved.				
<b>SOS:</b> 24 Apr 1942 - <b>Cat "A"</b> write-off				
<b>9068</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IV
<b>TOS:</b> 3 Nov 1941 - Taken on strength by EAC				
Served with No. 119 (BR) Sqn, RCAF Stns Yarmouth or Sidney, NS. Cat "B" crash at Dartmouth aerodrome, at 20:21 on 4 Feb 1942. To Clark Ruse Aircraft for repairs, 12 Feb to 24 Apr 1942. To storage with EAC when completed, issued to 119 Sqn on 26 May 1942. To WAC on 20 Jun 1942, for use by No. 147 (BR) Sqn at RCAF Stn Sea Island, BC. To Canadian Pacific Airlines at Vancouver, 15 Aug to 19 Oct 1942. To stored reserve with WAC 25 Nov 1943 to 8 Mar 1944, converted to target tug during this time. To RCAF Stn Coal Harbour, BC on 21 Jun 1945. Pending disposal from 12 July 1945. By 1 May 1946 stored by No. 10 RD at RCAF Stn Patricia Bay, BC, where it was noted with 514:10 airframe hours, 61:05 since overhaul. Delivered with Mercury XV engines, had Mercury XX STAR engines when struck off.				
<b>SOS:</b> 23 Sep 1946 - Struck off, to War Assets Corporation for disposal				

<b>9069</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IV
<b>TOS:</b> 12 Nov 1941 - Taken on strength by No. 3 TC at Rockcliffe				
Delivered new to the Test and Development Establishment at RCAF Stn Rockcliffe, ON. To No. 1 TC on 24 July 1942. To EAC on 12 Feb 1943, for use in radio calibration work with No. 121 (K) Sqn at RCAF Stn Dartmouth, NS. To workshop reserve at No. 9 RD on 9 Sep 1944. Pending disposal with No. 3 TC from 11 Dec 1944. Stored at No. 9 RD at St. Jean, QC, where it was noted with 245:30 airframe hours.				
<b>SOS:</b> 30 Jun 1947 - Struck off, to War Assets Corporation for disposal				
<b>9070</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IV
<b>TOS:</b> 30 Dec 1941 - Taken on strength by EAC				
Delivered to stored reserve at No. 4 RD at Scoudouc, NB. To No. 119 (BR) Sqn, RCAF Stns Yarmouth or Sidney, NS on 5 Feb 1942, coded "N". To WAC on 20 Jun 1942, for use by No. 147 (BR) Sqn at RCAF Stn Sea Island, BC. To storage on 25 Nov 1943, converted to target tug during this time. Issued from storage on 12 Apr 1944, possibly for use by No. 5 OTU at Boundary Bay, BC. To No. 3 RD for major inspection, repairs, and modifications, 15 July 1944 to 15 May 1945. To WAC when completed. Pending disposal from 2 Dec 1945, when it was stored at Patricia Bay. By 1 May 1946 on the books of No. 10 RD, still stored at Patricia Bay. Delivered with Mercury XV engines, noted with Mercury XX STAR engines when struck off.				
<b>SOS:</b> 9 Sep 1946 - Struck off, to War Assets Corporation for disposal				
<b>9071</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IV
<b>TOS:</b> 30 Dec 1941 - Taken on strength by EAC				
Delivered to stored reserve. Converted to dual controls by Fairchild Canada from 30 July 1942. To WAC on 29 Dec 1942. Served with No. 163 (AC) Sqn, RCAF Stn Sea Island, BC, from mid 1943. Used for photographic survey work along west coast. To No. 22 Sub-RD at Sea Island for scrapping on 25 Apr 1945.				
<b>SOS:</b> 29 Oct 1945 - Struck off, reduced to produce				
<b>9072</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IV
<b>TOS:</b> 17 Jan 1942 - Taken on strength by WAC				
Assigned to WAC to replace Bolingbroke #9050. Assigned to No. 8 (BR) Sqn at RCAF Stn Sea Island, BC. On 24 Apr 1943, this a/c struck high-tension cables while low-flying and crashed into the Fraser River: The crew, F/O J. Evernden, F/Sgt D. Casselman, Cpl J. Irving, and Cpl W. Sentell, all perished.				
<b>SOS:</b> 25 May 1943 - <b>Cat "A"</b> write-off, reduced to produce				
<b>9073</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IV
<b>TOS:</b> 12 Jan 1942 - Taken on strength by EAC				
Planned to be delivered to stored reserve. Crashed on 12 Jan 1942, en route to RCAF Stn Yarmouth, NS. Issued to No. 1 TC on 4 Feb 1942, but this was cancelled on 4 May 1942. To Clark Ruse Aircraft for crash repair, 22 Apr to 13 July 1942. To Fairchild Aircraft Canada for conversion to dual controls when completed, arriving there on 19 Sep 1942. Completed by 27 Nov 1942. To No. 3 TC on 27 Apr 1943. To No. 2 TC on 3 Feb 1944, for use by No. 3 B&GS at MacDonald, MB. To No. 2 AC on 1 Dec 1944. To stored reserve on 12 Feb 1945. Issued to No. 2 Technical Support Unit on 12 May 1945, back to storage on 7 July 1945. Pending disposal from 12 Oct 1945, stored at MacDonald. In the Kermit Weeks Collection in Florida, 2005. May be restored by the Bristol Heritage Collection, Nashville, TN.				
<b>SOS:</b> 15 May 1946 - Struck off, to War Assets Corporation for disposal				

<b>9074</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVC
<b>TOS:</b> 23 Apr 1942 - First flight, at Fairchild Aircraft Canada				
Prototype Mk. IVC with Wright Cyclone engines. Taken on strength by No. 3 TC on 29 Jun 1942. Tested at RCAF Stn Rockcliffe, ON. From Jul 1942, by the Test and Development Establishment. To No. 9 RD on 1 May 1944, for scrapping.				
<b>SOS:</b> 8 Jun 1944 - Struck off, reduced to spares and produce				
<b>9075</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IV
<b>TOS:</b> 12 Jan 1942 - Taken on strength by No. 3 TC				
With the Test and Development Establishment at RCAF Stn Rockcliffe, ON from 12 Jan 1942, for investigations into installation of bomb bay door operating mechanism. Cat C10 damage at 10:00 on 20 Apr 1942 at Rockcliffe, when a severe case of hanger rash on the nose and one wing tip resulted from a brake failure. Was repaired. To workshop reserve at No. 9 RD, 1 Feb to 1 Mar 1944, probably for conversion to target tug. To No. 3 TC when completed. To No. 1 AC on 15 Jan 1945. To stored reserve on 14 May 1945. Pending disposal from 25 May 1945. Stored by No. 6 RD, reported with 252:00 airframe hours.				
<b>SOS:</b> 6 May 1946 - Struck off, to War Assets Corporation for disposal				
<b>9076</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IV
<b>TOS:</b> 8 Jan 1942 - Taken on strength by EAC				
Intended for No. 119 (BR) Sqn at RCAF Stn Yarmouth, NS. To stored reserve with EAC on 20 Jan 1942. On the books of No. 4 RD at Scoudouc, NB by 3 Feb 1942. To No. 1 TC on 18 Mar 1942. Intended for WAC from 24 Mar 1943, but this was cancelled. While assigned to 124 Ferry Sqn on 5 Apr 1943, an engine cut out on take-off at Rockcliffe, ON, due to use of suspected 87 octane fuel; the ac/c struck ground in a steepening turn. The crew, P/O S. Everett and LAC W. Corbett were slightly injured. To No. 6 RD at RCAF Stn Trenton, ON on 19 Apr 1943 for salvage.				
<b>SOS:</b> 7 May 1943 - <b>Cat "A"</b> write-off, reduced to spares and produce				
<b>9077</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IV
<b>TOS:</b> 8 Jan 1942 - Taken on strength by EAC				
First Assigned to No. 119 (BR) Sqn, RCAF Stn Yarmouth, NS, coded "K". To WAC on 20 Jun 1942, for use by No. 147 (BR) Sqn at RCAF Stn Sea Island, BC. To Canadian Pacific Airlines at Vancouver for crash repairs, 28 Apr to 4 Dec 1943. To storage with WAC when completed, issued from storage on 3 Mar 1944. Back to storage on 5 Apr 1944. Pending disposal from 15 Sep 1945. By 1 May 1946 stored by No. 10 RD at RCAF Stn Patricia Bay, BC, where it was noted with 485:75 airframe hours, 61:25 hours since overhaul.				
<b>SOS:</b> 6 Sep 1946 - Struck off, to War Assets Corporation for disposal				
<b>9078</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IV
<b>TOS:</b> 8 Jan 1942 - Taken on strength by EAC				
First Assigned to No. 119 (BR) Sqn, RCAF Stn Yarmouth, NS. To storage on 20 Jan 1942. By 2 Feb 1942 on the books of No. 4 RD at Scoudouc, NB. To WAC on 17 Apr 1942. To storage with No. 4 TC on 16 Sep 1943. Issued from storage on 28 Jan 1944, for use by No. 3 B&GS at MacDonald, MB. To No. 8 RD at Winnipeg on 7 Jun 1944, for conversion to target tug. To No. 2 TC on 23 July 1944. To No. 2 AC on 1 Dec 1944. To storage on 2 Feb 1945. Pending disposal from 12 Oct 1945. Stored at MacDonald.				
<b>SOS:</b> 12 May 1946 - Struck off, to War Assets Corporation for disposal				

<b>9079</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IV
<b>TOS:</b> 28 Jan 1942 - Taken on strength by No. 1 TC				
Originally intended for EAC but diverted to No. 1 TC before acceptance. To storage with WAC on 1 Mar 1943. To workshop reserve at No. 22 Sub-RD on 1 Oct 1944. Pending disposal from 27 Jan 1945. To No. 22 Sub-RD on 30 Nov 1945, back to WAC on 15 Dec 1945, always stored. Reported with 224:10 airframe hours while stored at Sea Island.				
<b>SOS:</b> 21 Nov 1946 - Struck off, to War Assets Corporation for disposal				
<b>9080</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IV
<b>TOS:</b> 28 Jan 1942 - Taken on strength by No. 1 TC				
Originally intended for EAC but diverted to No. 1 TC before acceptance. To No. 4 RD at Scoudouc, NB for conversion to target tug, 6 Oct 1942. Assigned to EAC on 12 Feb 1943, delivered on 11 May 1943. To No. 9 RD for reconditioning, 21 Sep 1944. Pending disposal with No. 3 TC from 8 Jan 1945. Stored by No. 9 RD, where it was noted with 298:25 airframe hours. Delivered with Mercury XV engines, noted with Mercury XX STAR engines when struck off.				
<b>SOS:</b> 30 Jun 1947 - Struck off, to War Assets Corporation for disposal				
<b>9081</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IV
<b>TOS:</b> 28 Jan 1942 - Taken on strength by No. 1 TC				
Originally intended for EAC but diverted to No. 1 TC before acceptance. To Central Aircraft at Crumlin, ON for crash repairs on 31 July 1942. Converted to instructional airframe, effective from 10 Nov 1942. Assigned to No. 1 TC on that date, for use at the Technical Training School at St. Thomas, ON.				
<b>SOS:</b> 8 Sep 1944 - Struck off, reduced to spares and produce				
<b>9082</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IV
<b>TOS:</b> 3 Feb 1942 - Taken on strength by No. 1 TC				
Originally intended for EAC but diverted to No. 1 TC before acceptance. To WAC on 11 Feb 1943, for use in radio calibration work. To storage on 25 Nov 1943. To WAC on 16 Mar 1944 for use by No. 5 OTU at RCAF Stn Boundary Bay, BC, having been converted to target tug. To workshop reserve at Boundary Bay on 19 Oct 1944, noted as "Hanger Queen, surplus to requirements". Pending disposal from 1 Oct 1945. By 1 May 1946 stored by No. 10 RD at RCAF Stn Patricia Bay, BC, where it was noted with 452:55 airframe hours.				
<b>SOS:</b> 9 Sep 1946 - Struck off, to War Assets Corporation for disposal				
<b>9083</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IV
<b>TOS:</b> 8 Jan 1942 - Taken on strength by No. 1 TC				
Delivered to stored reserve at RCAF Stn Yarmouth, NS. By 3 Feb 1942 on the books of No. 4 RD at Scoudouc, NB. To No. 1 TC on 18 Mar 1942. To stored reserve with EAC on 25 Jan 1943. To No. 9 RD on 6 Oct 1944 for inspection and re-doping. To stored reserve with No. 1 TC on 2 Jan 1945. To No. 1 AC on 15 Jan 1945, still in storage. By 27 Nov 1945 stored at the REMS at Jarvis, ON, pending disposal there from 5 Mar 1946, when it was noted with 264:45 airframe hours.				
<b>SOS:</b> 10 Dec 1946 - Struck off, to War Assets Corporation for disposal				
<b>9084</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IV
<b>TOS:</b> 3 Feb 1942 - Taken on strength No. 1 TC				
To WAC on 16 Feb 1943, for use in radio calibration work. Crashed into Mill Bay, 7 miles south of Patricia Bay, on 16 Mar 1943 during a heavy snowfall. The crew, F/Sgt W. Dion, F/Sgt R. Seaker, and F/Sgt S. Switzer, were all killed. Crash reported by No. 122 (K) Sqn at RCAF Stn Patricia Bay, BC.				
<b>SOS:</b> 31 Mar 1943 - <b>Cat "A"</b> write-off; reduced to spares and produce				

<b>9085</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IV
<b>TOS:</b> 29 Jan 1942 - Taken on strength No. 1 TC				
First Bolingbroke to be fitted with Mercury XX engines, in Jan 1942. To EAC on 7 Dec 1942. To No. 3 TC on 8 Apr 1944, for use by No. 10 B&GS at Mount Pleasant, PEI. Cat "B" crash shortly after delivery to this unit. Repair assigned to Fairchild Canada working party already at that unit, on 19 May 1944. Repairs completed by 14 Oct 1944. To No. 1 AC on 15 Jan 1945. To storage with EAC on 20 Jun 1945. Pending disposal from 24 Oct 1945. By 27 Nov 1945 on the books of No. 6 REMU at Mont Joli, QC, but possibly stored at the REMS at Mount Pleasant.				
<b>SOS:</b> 6 Jan 1947 - Struck off, to War Assets Corporation for disposal				
<b>9086</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IV
<b>TOS:</b> 29 Jan 1942 - Taken on strength No. 1 TC				
To No. 6 RD, 29 July 1943 to 7 Jan 1944. To No. 3 TC when completed, for emergency ski trials with the Test and Development Establishment at RCAF Stn Rockcliffe, ON. Pending disposal from 11 Dec 1944. Stored by No. 9 RD at St. Jeans, QC, where it was noted with 318:10 airframe hours.				
<b>SOS:</b> 30 Jun 1947 - Struck off, to War Assets Corporation for disposal				
<b>9087</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IV
<b>TOS:</b> 29 Jan 1942 - Taken on strength No. 1 TC				
To stored reserve with EAC on 25 Jan 1943. To workshop reserve at No. 9 RD at St. Jeans, QC on 6 Oct 1944. Pending disposal from 7 Dec 1944. Reported as used for ski trials, but not confirmed by Record Card.				
<b>SOS:</b> 30 Jun 1947 - Struck off, to War Assets Corporation for disposal				
<b>9088</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IV
<b>TOS:</b> 5 Feb 1942 - Taken on strength No. 1 TC				
First assigned to No. 4 B&GS at Fingal, ON. To WAC on 11 Feb 1943, for use of radio calibration work. Used as target tug by No. 122 (K) Sqn, RCAF Stn Patricia Bay, BC, c.1943 to 1944. To storage on 22 Mar 1944, converted to target tug at this time. Issued from storage on 17 May 1944, for use by No. 5 OTU at boundary Bay, BC. Pending disposal from 20 Jul (?) 1945. By 1 May 1946 stored by No. 10 RD at RCAF Stn Patricia Bay, BC, where it was noted with 495:15 airframe hours.				
<b>SOS:</b> 6 Sep 1946 - Struck off, to War Assets Corporation for disposal				
<b>9089</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IV
<b>TOS:</b> 29 Jan 1942 - Taken on strength No. 1 TC				
To WAC on 5 Jan 1943. Served with No. 147 (BR) Sqn, RCAF Stns Sea Island or Tofino, BC, c.1943 to 1944. Flew this Sqn's last operational flight, submarine patrol from Tofino, on 29 Feb 1944. To storage on 5 Apr 1944, following the disbandment of 147 Sqn. Pending disposal from 15 July 1945. By 1 May 1946 stored by No. 10 RD at RCAF Stn Patricia Bay, BC, where it was noted with 595:50 airframe hours.				
<b>SOS:</b> 6 Sep 1946 - Struck off, to War Assets Corporation for disposal				
<b>9090</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IV
<b>TOS:</b> 13 Jan 1942 - Taken on strength by EAC				
Cat C damage at 12:45 on 31 Jan 1942, at St. Eustache, QC (about 20 miles north-west of Fairchild factory), en route to EAC. To No. 3 TC on 4 Feb 1942. To Noorduyn aircraft for crash repairs on 17 Feb 1942, with 1:00 airframe hours. To No. 4 TC on 20 Jun 1942. To WAC on 3 Aug 1942. To storage on 22 Feb 1944. Issued from storage on 17 May 1944, for use by No. 5 OTU at Boundary Bay, BC. To No. 3 RD on 6 Sep 1945, for strike off following a <b>Cat "A"</b> crash.				
<b>SOS:</b> 18 Oct 1945 - <b>Cat "A"</b> write-off				

<b>9091</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IV
<b>TOS:</b> 29 Jan 1942 - Taken on strength No. 1 TC				
Assigned to No. 1 TC for use at No. 4 B&GS at Fingal, ON. To WAC on 5 Jan 1943. Served with No. 163 (AC) Sqn, RCAF Stn Sea Island, BC, mid 1943. Used for photographic survey work along west coast. To storage on 25 Nov 1943. Pending disposal from 15 Sep 1945. By 1 May 1946 stored by No. 10 RD at RCAF Stn Patricia Bay, BC, where it was noted with 327:25 airframe hours.				
<b>SOS:</b> 6 Sep 1946 - Struck off, to War Assets Corporation for disposal				
<b>9092</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IV
<b>TOS:</b> 3 Feb 1942 - Taken on strength No. 1 TC				
First assigned to No. 4 B&GS at Fingal, ON. To storage on 9 Sep 1943. To No. 6 RD on 17 Jun 1944 for conversion to a target tug, but conversion was cancelled. To No. 1 AC on 15 Jan 1945, still in storage. Pending disposal from 4 Apr 1945. Stored at No. 6 RD, where it was noted with 13:10 airframe hours.				
<b>SOS:</b> 1 Jun 1946 - Struck off, to War Assets Corporation for disposal				
<b>9093</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IV
<b>TOS:</b> 18 Feb 1942 - Taken on strength No. 1 TC				
To WAC on 18 Jan 1943. Served with No. 163 (AC) Sqn, RCAF Stn Sea Island, BC, mid 1943. Used for photographic survey work along west coast. To storage on 25 Nov 1943, converted to target tug during this time. Issued from storage on 12 Apr 1944, for use by No. 5 OTU at Boundary Bay, BC. To workshop reserve at No. 3 RD on 8 Aug 1945. Delivered with Mercury XV engines, noted with Mercury XX STAR engines when struck off.				
<b>SOS:</b> 6 Sep 1945 - Struck off and stored at No. 3 RD				
<b>9094</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IV
<b>TOS:</b> 27 Jan 1942 - Taken on strength No. 1 TC				
Used by No. 1 B&GS at Jarvis, ON. Cat "B" damage at Jarvis, at 16:21 on 11 May 1942. Crashed on take off, following engine failure. To WAC on 11 Feb 1943, for use in radio calibration work. To storage from Feb to 17 May 1944, converted to target tug during this time. Pending disposal from 20 Jan 1945. By 1 May 1946 stored by No. 10 RD at RCAF Stn Patricia Bay, BC, where it was noted with 565:15 airframe hours.				
<b>SOS:</b> 6 Sep 1946 - Struck off, to War Assets Corporation for disposal				
<b>9095</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IV
<b>TOS:</b> 27 Jan 1942 - Taken on strength No. 1 TC				
Assigned to No. 1 TC for use at a B&GS. To storage with WAC on 1 Mar 1943, noted as "to be held until necessary equipment available for conversion to target tower". Issued from storage on 21 Oct 1943, with conversion complete. To Canadian Pacific Airlines for crash repairs, 6 Mar to 15 Sep 1944. to storage with WAC when completed. Issued from storage in Oct 1944. Pending disposal from 2 Dec 1945, stored at RCAF Stn Patricia Bay, BC. By 1 May 1946 on the books of No. 10 RD at Patricia Bay.				
<b>SOS:</b> 7 Sep 1946 - Struck off, to War Assets Corporation for disposal				
<b>9096</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IV
<b>TOS:</b> 28 Jan 1942 - Taken on strength No. 1 TC				
To EAC on 12 Feb 1943, for radio calibration work. While assigned to No. 8 OTU, the a/c experienced a <b>Cat "A"</b> crash at 18:31 hrs on 2 Apr 1945, approximately 3/4 mile north-west of Port George, in the Bay of Fundy; an engine caught fire while towing drogue. WO2 J. Walterhouse (solo Pilot) was killed. The a/c sank after crashing. Ownership to No. 4 RD for strike off on 4 Apr 1945.				
<b>SOS:</b> 19 Apr 1945 - <b>Cat "A"</b> write-off				

<b>9097</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IV
<b>TOS:</b> 29 Jan 1942 - Taken on strength No. 1 TC				
First assigned to No. 4 B&GS at Fingal, ON. Major crash on 28 Jan 1943 near Winnipeg, while transferring to WAC. To workshop reserve at No. 8 RD, Winnipeg for repairs on 10 Feb 1943. Noted as transferred from JATP to HWE same date. To WAC on 15 Jun 1943. To workshop reserve at No. 3 RD, Vancouver, on 27 Nov 1943. To stored reserve with WAC on 27 Oct 1944. Pending disposal from 15 Sep 1945. By 1 May 1946 stored by No. 10 RD at RCAF Stn Patricia Bay, BC, where it was noted with 304:55 airframe hours.				
<b>SOS:</b> 6 Sep 1946 - Struck off, to War Assets Corporation for disposal				
<b>9098</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IV
<b>TOS:</b> 29 Jan 1942 - Taken on strength No. 1 TC				
Assigned to and employed by No. 1 B&GS at Jarvis, ON. <b>Cat "A"</b> crash at Jarvis on 9 Sep 1942. The a/c crashed after a steep turn 10 miles E of Jarvis. The crew, Sgt R. McCrank, Sgt F. Hawke and LAC R. Killick, all perished.				
<b>SOS:</b> 7 Nov 1942 - <b>Cat "A"</b> write-off, reduced to spares and produce				
<b>9099</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IV
<b>TOS:</b> 29 Jan 1942 - Taken on strength No. 1 TC				
First assigned to No. 4 B&GS at Fingal, ON. To WAC on 5 Jan 1943. Served with No. 163 (AC) Sqn, RCAF Stn Sea Island, BC, mid 1943. Used for photographic survey work along west coast. To storage on 5 Apr 1944. Pending disposal from 15 Sep 1945. By 1 May 1946 stored by No. 10 RD at RCAF Stn Patricia Bay, BC, where it was noted with 522:00 airframe hours.				
<b>SOS:</b> 6 Sep 1946 - Struck off, to War Assets Corporation for disposal				
<b>9100</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IV
<b>TOS:</b> 20 Feb 1942 - Taken on strength No. 1 TC				
First assigned to RCAF Stn Mountain View, ON, probably for use by No. 6 B&GS. To stored reserve with EAC on 11 Feb 1943. To No. 3 TC on 26 Nov 1943, for use by No. 10 B&GS at Mount Pleasant, PEI. Scheduled for workshop reserve at No. 10 B&GS on 27 May 1944, for repair by mobile party from Fairchild Aircraft Canada, but this was apparently cancelled. To No. 4 RD for salvage on 7 Jun 1944. To workshop reserve at No. 9 RD on 22 Sep 1944. to storage with No. 1 TC on 8 Dec 1944. To No. 1 AC on 15 Jan 1945, still in storage. By 5 Mar 1946 stored by No. 6 RD at the REMS at Jarvis, ON, where it was noted with 222:00 airframe hours.				
<b>SOS:</b> 10 Dec 1946 - Struck off, to War Assets Corporation for disposal				
<b>9101</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IV
<b>TOS:</b> 20 Feb 1942 - Taken on strength No. 1 TC				
First assigned to RCAF Stn Mountain View, ON, probably for use by No. 6 B&GS. To Central Aircraft at Crumlin, ON, 16 Oct 1942 to 26 Nov 1943. To storage with No. 1 TC when completed. Scheduled for conversion to target tug at No. 6 RD from 17 Jun 1944, but this was apparently cancelled. To stored reserve with No. 1 AC on 15 Jan 1945. Stored at No. 6 RD, where it was noted with 104:30 airframe hours, 3:50 since overhaul.				
<b>SOS:</b> 16 May 1946 - Struck off, to War Assets Corporation for disposal				
<b>9102</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IV
<b>TOS:</b> 23 Feb 1942 - Taken on strength by No. 1 TC				
First assigned to JATP. To storage with EAC on 25 Jan 1943, issued from storage on 29 Apr 1944. Had been converted to target tug by then. Assigned on 30 Aug 1944 for inspection. To No. 9 RD for reconditioning, 21 Sep 1944. To No. 6 RD on 1 Jan 1945 for re-doping. To stored reserve with No. 1 AC on 28 Feb 1945. Pending disposal from 3 Nov 1945, when it was stored at the REMS at Jarvis, ON. Reported with 232:35 airframe hours while in storage.				

**SOS:** 10 Dec 1946 - Struck off, to War Assets Corporation for disposal

<b>9103</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IV
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**TOS:** 24 Feb 1942 - Taken on strength by No. 1 TC

First assigned to JATP, probably for No. 6 B&GS at RCAF Stn Mountain View, ON. To No. 6 RD for repairs on 18 Jan 1943, following a Cat "B" crash. To No. 6 RD again on 4 Jun 1943. To storage at No. 6 RD on 29 Jun 1943. Scheduled for conversion to target tug at No. 6 RD from 17 Jun 1944, but this was cancelled. To No. 1 AC on 15 Jan 1945, still in storage. Pending disposal from 4 Apr 1945. Reported with 124:55 airframe hours while in storage.

**SOS:** 1 Jan 1946 - Struck off, to War Assets Corporation for disposal

<b>9104</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IV
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**TOS:** 8 Jan 1942 - Taken on strength by EAC

Delivered to stored reserve at RCAF Stn Yarmouth, NS. On the books of No. 4 RD at Scoudouc, NS on 3 Feb 1942. To No. 1 TC on 18 Mar 1942. Noted on 1 Mar 1943 as being held by WAC until necessary equipment was available for conversion to target tug. To No. 122 (K) Sqn at RCAF Stn Patricia Bay, BC, as a target tug. Pending disposal from 20 Sep 1945. By 1 May 1946 stored by No. 10 RD at Patricia Bay, where it was noted with 374:30 airframe hours, 231:55 hours since overhaul. Sold to G. Maude of Salt Spring Island, BC in Oct 1946, for \$35. Barged from Patricia Bay to nearby Salt Spring. Owned by M. Lacy of Fulford Harbour from 1947 to 1980. Stripped of parts for repairing farm machinery, hulk remained on Salt Spring. Sold to D. Maude of Sidney, BC (near Patricia Bay) in 1980, transported back to Victoria Airport (former RCAF Stn Patricia Bay) under a helicopter on 7 Nov 1981. Preserved at British Columbia Aviation Museum, Victoria BC. Restored by 1996 using parts from remains of RCAF 9093 and 10163. Currently on display at the Museum in No. 115 (F) Sqn markings.

**SOS:** 6 Sep 1946 - Struck off, to War Assets Corporation for disposal

<b>9105</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IV
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**TOS:** 25 Feb 1942 - Taken on strength by No. 1 TC

First assigned to JATP. To No. 4 RD at Scoudouc, NB on 20 Jan 1943, for conversion to target tug. Transferred to HWE on same day. To No. 3 TC on 9 Jun 1944, for use by No. 10 B&GS at Mount Pleasant, PEI. To storage on 6 Dec 1944. To No. 1 AC on 15 Jan 1945, still in storage. To EAC on 20 Jun 1945, still in storage. By 27 Nov 1945 stored at the REMS at Mount Pleasant. Delivered with Mercury XV engines, fitted with Mercury XX STAR engines when struck off.

**SOS:** 8 Jan 1947 - Struck off, to War Assets Corporation for disposal

<b>9106</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IV
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**TOS:** 26 Feb 1943 - Taken on strength by No. 1 TC

First assigned to JATP. To No. 4 RD at Scoudouc, NB on 20 Jan 1943, for conversion to target tug. Transferred to HWE on same day. To No. 3 TC on 9 Jun 1944, for use by No. 10 B&GS at Mount Pleasant, PEI. To storage on 6 Dec 1944. To No. 1 AC on 15 Jan 1945, still in storage. Issued from storage on 18 May 1945. To storage with EAC on 20 Jun 1945. By 27 Nov 1945 stored at the REMS at Mount Pleasant. Delivered with Mercury XV engines, fitted with Mercury XX STAR engines when struck off.

**SOS:** 8 Jan 1947 - Struck off, to War Assets Corporation for disposal

<b>9107</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IV
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**TOS:** 26 Feb 1942 - Taken on strength by No. 1 TC

First assigned to JATP. To No. 4 RD at Scoudouc, NB on 20 Jan 1943, for conversion to target tug. Transferred to HWE on same day. Transferred to BCATP on 8 Aug 1944. To No. 6 RD on 1 Jan 1945, for redoping. To storage with No. 1 AC on 6 Mar 1945. By 27 Nov 1945 stored at the REMS at Jarvis, ON. Pending disposal there from 2 Mar 1946, when it was noted with 311:15 airframe hours.

**SOS:** 10 Dec 1946 - Struck off, to War Assets Corporation for disposal

<b>9108</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IV
<b>TOS:</b> 2 Mar 1942 - Taken on strength by No. 1 TC				
First assigned to JATP. To storage with EAC on 20 Jan 1943. To No. 4 RD at Scoudouc, NB on 28 Jun 1943, for conversion to target tug. To No. 3 TC on 9 Jun 1944, for use by No. 10 B&GS at Mount Pleasant, PEI. To storage on 6 Dec 1944. To No. 1 AC on 15 Jan 1945, still in storage. Issued from storage on 18 May 1945. To storage with EAC on 20 Jun 1945. By 27 Nov 1945 stored at the REMS at Mount Pleasant. Delivered with Mercury XV engines, fitted with Mercury XX STAR engines when struck off.				
<b>SOS:</b> 8 Jan 1947 - Struck off, to War Assets Corporation for disposal				
<b>9109</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IV
<b>TOS:</b> 2 Mar 1942 - Taken on strength by No. 1 TC				
First assigned to JATP. To storage with EAC on 20 Jan 1943. To No. 4 RD at Scoudouc, NB on 28 Jun 1943 for conversion to target tug. To EAC on 1 Nov 1943. To No. 9 RD on 21 Sep 1944 for reconditioning. Pending disposal with No. 3 TC on 11 Jan 1945. Stored at No. 9 RD, where it was reported with 236:30 airframe hours.				
<b>SOS:</b> 30 Jun 1947 - Struck off, to War Assets Corporation for disposal				
<b>9110</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IV
<b>TOS:</b> 12 Jan 1942 - Taken on strength by EAC				
Delivered to stored reserve. Issued from storage on 20 Jan 1942, for use by No. 119 (BR) Sqn at RCAF Stn Sydney, NS. Cat "B" damage at Sydney aerodrome at 11:45 on 9 May 1942, when aircraft ran off runway onto rough ground. Ownership to No. 4 RD at Scoudouc, NB on 20 May 1942, then issued to Clark Ruse Aircraft for repairs on the same day. Had 118:05 airframe hours. Repairs never completed. Fuselage retained after being struck off, and issued to WETS (possibly a Technical School?) at New Glasgow, NS.				
<b>SOS:</b> 28 Apr 1943 - Struck off, reduced to spares				
<b>9111</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IV
<b>TOS:</b> 30 Dec 1941 - Taken on strength by EAC				
Delivered to stored reserve at RCAF detachment at Yarmouth, NS. Issued from storage on 20 Jan 1942, for use by No. 119 (BR) Sqn at RCAF Stn Sydney, NS. To WAC on 20 Jun 1942, for use by No. 147 (BR) Sqn which formed at RCAF Stn Sea island, BC in July 1942. To storage with No. 4 TC on 15 Sep 1943. To workshop reserve at No. 10 RD at Calgary, AB on 1 Oct 1943. To Canadian Pacific Airlines for overhaul, 24 Dec 1943 to 28 July 1944. To storage with WAC when completed, issued from storage on 5 Sep 1944. Pending disposal from Dec 1945, by which time it was stored at RCAF Stn Patricia Bay, BC. Ownership to No. 10 RD on 1 May 1946, still stored at Patricia Bay.				
<b>SOS:</b> 7 Sep 1946 - Struck off, to War Assets Corporation for disposal				
<b>9112</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IV
<b>TOS:</b> 30 Dec 1941 - Taken on strength by EAC				
Delivered to stored reserve. Issued from storage on 20 Jan 1942, for use by No. 119 (BR) Sqn at RCAF Stn Sidney, NS, coded "O". Dropped one depth charge on submarine on 6 Mar 1942, no damage observed. This unit's second attack. Cat C21 damage at 19:30 on 15 Apr 1942, 28 miles south-west of Amherst, NS. Still with No. 119 Sqn at that time. To workshop reserve with No. 4 RD at Scoudouc, NB on 20 Apr 1942. To Clark Ruse Aircraft for repairs, 27 Apr to 25 Sep 1942. To EAC when completed. Used as target tug by No. 121 (K) Sqn, RCAF Stn Dartmouth, NS, c.1942 to 1944. To No. 9 RD for inspection on 9 Sep 1944. To No. 6 RD for redoping on 2 Jan 1945. To stored reserve with No. 1 AC on 14 Mar 1945. Stored by No. 6 RD, where it was noted with 199:10 airframe hours.				
<b>SOS:</b> 10 Dec 1946 - Struck off, to War Assets Corporation for disposal				

<b>9113</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IV
<b>TOS:</b> 2 Mar 1942 - Taken on strength by No. 1 TC				
Noted on 2 Mar 1942 as on loan from HWE to JATP. First used by No. 1 B&GS at Jarvis, ON. <b>Cat "A"</b> crash near Peacock Point, 4 miles south of Jarvis, at 13:45 hrs on 23 Jul 1942. During routine exercises the a/c was seen to spiral dive into Lake Ontario; cause unknown. The crew including staff pilot P/O K. Slater, together with trainee LACs S. Schwartz, J. Williams and H. Burnep all perished. The a/c was later found in 17 feet of water. Ownership to No. 6 RD for write off.				
<b>SOS:</b> 20 Oct 1942 - <b>Cat "A"</b> write-off, reduced to spares and produce				
<b>9114</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IV
<b>TOS:</b> 30 Dec 1941 - Taken on strength by EAC				
Cat "C" damage at Yarmouth, NS at 13:19 on 7 Jan 1942, probably on delivery to storage there. Delivered to stored reserve. Noted on 3 Feb 1942 as on the books of No. 4 RD at Scoudouc, NB. Issued from storage on 1 Jun 1942, to No. 119 (BR) Sqn at RCAF Stn Sidney, NS. To WAC on 20 Jun 1942, for use by No. 147 (BR) Sqn which formed at RCAF Stn Sea Island, BC in Jul 1942. Reported missing from Sea Island on 6 Sep 1942 after it failed to return from a cross-country flight; no trace was found. The crew of Sgt D. Moore, F/Sgt J. Duffy and Sgt C. Child were presumed dead.				
<b>SOS:</b> 6 Oct 1942 - <b>Cat "A"</b> write-off, reduced to spares and produce				
<b>9115</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IV
<b>TOS:</b> 13 Jan 1942 - Taken on strength by EAC				
Fitted with dual controls. Delivered to stored reserve. To No. 1 TC on 28 Jan 1942. To EAC on 16 Nov 1942, for use by No. 123 (ACT) Sqn at RCAF Derbert, NS. To workshop reserve at No. 10 B&GS at Mount Pleasant, PEI on 11 Sep 1944. To No. 3 TC on 1 Nov 1944. To No. 1 AC on 15 Jan 1945. To storage with EAC on 20 Jun 1945. Pending disposal from 24 Oct 1945. By 27 Nov 1945 on the books of No. 6 REMU at Mont Joli, QC. Stored at REMU at Mount Pleasant.				
<b>SOS:</b> 6 Jan 1947 - Struck off, to War Assets Corporation for disposal				
<b>9116</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IV
<b>TOS:</b> 8 Jan 1942 - Taken on strength by EAC				
Delivered to stored reserve at RCAF Stn Yarmouth, NS. To No. 1 TC on 29 Jan 1942. Assigned to EAC on 12 Feb 1943, delivered on 5 Apr 1943. To be used for radio calibration work. To No. 9 RD for inspection on 9 Sep 1944. To No. 6 RD for redoping on 2 Jan 1945. To stored reserve with No. 1 AC on 14 Mar 1945. Stored by No. 404 REMS at Jarvis, ON, where it was noted with 194:00 airframe hours.				
<b>SOS:</b> 10 Dec 1946 - Struck off, to War Assets Corporation for disposal				
<b>9117</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IV
<b>TOS:</b> 8 Jan 1942 - Taken on strength by EAC				
Delivered to stored reserve at RCAF Stn Yarmouth, NS. On 3 Feb 1942 on the books of No. 4 RD at Scoudouc, NB. Issued from storage on 26 May 1942, to No. 119 (BR) Sqn. To WAC on 20 Jun 1942. To stored reserve on 5 Apr 1944. To No. 22 Sub-RD on 1 Dec 1944. Pending disposal from 1 Dec 1945, stored at RCAF Stn Patricia Bay, BC. By 1 May 1946 on the books of No. 10 RD, still at Patricia Bay. Reported with 467:45 airframe hours while in storage.				
<b>SOS:</b> 7 Sep 1946 - Struck off, to War Assets Corporation for disposal				

<b>9118</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IV
<b>TOS:</b> 22 Dec 1941 - Taken on strength by WAC				
Reported as equipped with radio. Taken on strength at Victoria, BC. With No. 115 (F) Sqn at RCAF Stn Patricia Bay BC, later No. 115 (BR) Sqn in Alaska as part of Y Wing, coded "BK*V". Cat "C" damage at Patricia Bay at 17:25 hrs on 28 Jan 1942. Destroyed by post crash fire while at Annette Island, Alaska on 21 Sep 1942. The port engine failed on take off, fully loaded for operational patrol. The crew jettisoned bombs, and the a/c stalled into the tree tops. WO2 J.M. Wallace, Sgt W. Gray, Sgt C. Day and F/Sgt J. Huggan were all seriously injured. The pilot, WO2 Wallace, received a MID for crew rescue efforts after the crash. The a/c only had 30:40 airframe hours when written off.				
<b>SOS:</b> 2 Apr 1943 - Cat "A" write-off, reduced to spares and produce				
<b>9119</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IV
<b>TOS:</b> 22 Dec 1941 - Taken on strength by WAC				
Reported as equipped with radio. Delivered RCAF Stn Patricia Bay, BC. To storage on 21 Feb 1944. Issued from storage on 17 May 1944, for use by No. 5 OTU. Had been converted to target tug by then. Pending disposal from 20 Sep 1945. By May 1946 on the books of No. 10 RD, stored at Patricia Bay. Reported with 650:25 airframe hours while in storage.				
<b>SOS:</b> 6 Sep 1946 - Struck off, to War Assets Corporation for disposal				
<b>9120</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IV
<b>TOS:</b> 22 Dec 1941 - Taken on strength by WAC				
Equipped with radio. First used by No. 115 (F) Sqn at RCAF Stn Patricia Bay, BC. To storage on 25 Nov 1943. Converted to target tug while in storage, issued from storage on 8 Mar 1944. Pending disposal from 13 Jun 1945. By 1 May 1946 on the books of No. 10 RD, stored at Patricia Bay, where it was noted with 770:35 airframe hours. The aircraft marked as #9120 at Canadian Museum of Flight and Transportation at Vancouver, BC from 1982 was actually partially restored #10121.				
<b>SOS:</b> 22 July 1946 - Struck off, to War Assets Corporation for disposal				
<b>9121</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IV
<b>TOS:</b> 30 Dec 1941 - Taken on strength by EAC				
Delivered to storage at RCAF Stn Yarmouth, NS. By 3 Feb 1942 on the books of No. 4 RD at Scoudouc, NB. Issued from storage on 26 May 1942, to No. 119 (BR) Sqn at RCAF Stn Sydney, NS. To WAC on 20 Jun 1942, for use by No. 147 (BR) Sqn, which formed at Sea Island in July 1942. To Canadian Pacific Airlines for repairs following a Cat "B" crash, 22 Jan to 21 Aug 1944. To storage with WAC when completed. Issued from storage on 28 Feb 1945. Cat "C" damage at Port Hardy, BC on 30 May 1945. Pending disposal from 20 Aug 1945. By 1 May 1946 on the books of No. 10 RD, stored at Patricia Bay, where it was noted with 631:20 airframe hours.				
<b>SOS:</b> 6 Sep 1946 - Struck off, to War Assets Corporation for disposal				
<b>9122</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IV
<b>TOS:</b> 22 Dec 1941 - Taken on strength by WAC				
Equipped with radio. First used by No. 115 (F) Sqn at RCAF Stn Patricia Bay, BC. To storage with No. 4 TC on 15 Sep 1943. To No. 10 RD on 20 Oct 1944 for write off.				
<b>SOS:</b> 22 Feb 1945 - Written off, retained in whole state				
<b>9123</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IV
<b>TOS:</b> 22 Dec 1941 - Taken on strength by WAC				
Equipped with radio. First used by No. 115 (F) Sqn at RCAF Stn Patricia Bay, BC. To Boeing Aircraft for repairs, 27 Apr to 22 Aug 1942. Flew No. 147 (BR) Sqn's first operational mission, patrol from RCAF Stn Tofino, BC on 7 Nov 1942. To stored reserve on 5 Apr 1944. To No. 22 Sub-RD at Vancouver, BC on 1 Dec 1945. Pending disposal with WAC from 2 Oct 1945. By 1 May 1946 on the books of No. 10 RD, stored at RCAF Stn Patricia Bay, BC, where it was noted with 451:35 airframe hours.				

**SOS:** 7 Sep 1946 - Struck off, to War Assets Corporation for disposal

<b>9124</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IV
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**TOS:** 30 Dec 1941 - Taken on strength by EAC

Delivered to storage at RCAF Stn Yarmouth, NS. Issued from storage on 20 Jan 1942, for use by No. 119 (BR) Sqn at RCAF Stn Sydney, NS. Cat "B" crash at Regina, while ferrying to west coast for WAC. To No. 4 TC for repairs on 15 July 1942. To Aircraft Repair for crash repairs, 20 July 1942 to 19 Aug 1943. To stored reserve with No. 4 TC when completed. To storage with No. 8 RD on 2 Jun 1944. To storage with No. 2 TC on 20 Sep 1944, having been converted to a target tug. Back to No. 8 RD on 8 Nov 1944. To storage with No. 2 AC on 15 Dec 1944. Pending disposal from 12 Oct 1945. Stored by No. 10 RD at MacDonald, MB.

**SOS:** May 1946 - Struck off, to War Assets Corporation for disposal

<b>9125</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IV
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**TOS:** 29 Dec 1941 - Taken on strength by WAC

With No. 115 (F) Sqn at RCAF Stn Patricia Bay BC, and/or No. 115 (BR) Sqn, in Alaska as part of Y Wing, c.1941 to 1943, coded "BK\*W". To storage with No. 4 TC on 15 Sep 1943. To No. 2 TC on 28 Jan 1944, for use by No. 3 B&GS at MacDonald, MB. To No. 2 AC on 1 Dec 1944. To storage on 10 Feb 1945. Pending disposal from 12 Oct 1945.

**SOS:** 15 May 1946 - Struck off, to War Assets Corporation for disposal

<b>9126</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IV
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**TOS:** 3 Feb 1942 - Taken on strength by No. 1 TC

Noted on 3 Feb 1942 as on loan to JATP (BCATP), from HWE. First used by No. 1 B&GS at Jarvis, ON. Cat "B" crash at Jarvis aerodrome at 18:20 hrs on 5 Apr 1942. To Fleet Aircraft for repairs, 23 May to 17 Dec 1942. To EAC when completed. To No. 4 RD for scrapping on 29 Jun 1944.

**SOS:** 29 July 1944 - Written off

<b>9127</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IV
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**TOS:** 2 Mar 1942 - Taken on strength by No. 1 TC

Assigned to No. 1 TC for use at a B&GS. Assigned to WAC on 5 Jan 1943, delivered there by 6 Feb 1943. To storage on 25 Nov 1943. Pending disposal from 18 Apr 1945. By 1 May 1946 on the books of No. 10 RD, stored at RCAF Stn Patricia Bay, BC, where it was reported with 365:15 airframe hours. Also reported with No. 119 (BR) Sqn, RCAF Stns Yarmouth or Sidney, NS, but not confirmed by the a/c's Record Card.

**SOS:** 6 Sep 1946 - Struck off, to War Assets Corporation for disposal

<b>9128</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IV
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**TOS:** 5 Feb 1942 - Taken on strength by No. 1 TC

First used by No. 1 B&GS at Jarvis, ON. Cat "B" crash 1/4 mile west of Jarvis Aerodrome at 15:30 on 30 Apr 1942. To Fleet Aircraft at Crumlin, ON for repairs, 26 May 1942 to 19 July 1943. To storage with No. 1 TC when completed. Allocated to No. 6 RD on 17 Jun 1944 for conversion to target tug, but this was cancelled before conversion was performed. To No. 1 AC on 15 Jan 1945, still in storage. Pending disposal from 4 Apr 1945. Stored at No. 6 RD, where it was noted with 43:10 airframe hours, 3:00 hours since overhaul.

**SOS:** 1 Jan 1946 - Struck off, to War Assets Corporation for disposal

<b>9129 A378</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IV
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**TOS:** 6 Feb 1942 - Taken on strength by No. 1 TC

Assigned to No. 1 TC for use at a B&GS. To No. 4 RD at Scoudouc, NB on 6 Oct 1942 for installation of target tug equipment. To EAC on 8 May 1943. To No. 4 RD on 8 Jan 1944, for salvage following a Cat "A" crash. Classified as Instructional Airframe A378 on 1 Mar 1944. To No. 3 TC same day, for use at No. 10 B&GS at Mount Pleasant, PEI.

**SOS:** 10 Oct 1944 - **Cat "A"** write-off; reduced to spares and produce by No. 3 TC

**9130** Bristol 142M Fairchild Aircraft Ltd Bolingbroke Mk. IV

**TOS:** 29 Jan 1942 - Taken on strength by No. 1 TC

Assigned to No. 1 TC for use at a B&GS (possibly No. 6 B&GS at Mountain View), on loan from HWE. To EAC on 5 Jan 1943. To No. 9 RD on 13 Sep 1944 for inspection, noted same day as on loan to BCATP. To No. 6 RD on 2 Jan 1945 for redoping. To storage with No. 2 AC on 28 Feb 1945. By 9 Apr 1945 stored by No. 4 REMU at Jarvis, ON.

**SOS:** 10 Dec 1946 - Struck off, to War Assets Corporation for disposal

**9131** Bristol 142M Fairchild Aircraft Ltd Bolingbroke Mk. IV

**TOS:** 26 Jan 1942 - Taken on strength by No. 1 TC

First assigned to No. 4 B&GS at Fingal, ON. To storage with WAC on 1 Mar 1943, noted to be held until necessary equipment became available for conversion to target tug. Issued from storage on 24 Aug 1943, as a target tug. Pending disposal from 20 July 1945. By 1 May 1946 on the books of No. 10 RD, stored at RCAF Stn Patricia Bay, BC, where it was noted with 325:25 airframe hours. Delivered from Winnipeg to Portage la Prairie, MB, after being written off, Oct 1946.

**SOS:** 6 Sep 1946 - Struck off, to War Assets Corporation for disposal

**9132** Bristol 142M Fairchild Aircraft Ltd Bolingbroke Mk. IV

**TOS:** 26 Jan 1942 - Taken on strength by No. 1 TC

Assigned to No. 1 TC for use at a B&GS, on loan from HWE. To EAC on 16 Nov 1942, for use by No. 123 (Army Cooperation Training) Sqn at RCAF Stn Derbert, NS. To workshop reserve at No. 4 RD, Scoudouc, on 1 Mar 1943. To Central Aircraft at Crumlin, ON from 4 Mar 1943 to 27 Jan 1944. To No. 2 TC when completed. To storage on 17 Feb 1944. To No. 8 RD at Winnipeg on 7 Jun 1944, for conversion to target tug. To storage with No. 2 TC on 31 July 1944, issued from storage on 7 Nov 1944. Reported on 12 Oct 1945 with 179:30 airframe hours. Noted on 9 Nov 1945 and 18 Apr 1946 as to be retained by RCAF for public display. Pending disposal from 11 Sep 1951. Had been delivered with Mercury XV engines, reported with Mercury XX engines when written off.

**SOS:** 22 Oct 1953 - Struck off

**9133** Bristol 142M Fairchild Aircraft Ltd Bolingbroke Mk. IV

**TOS:** 3 Feb 1942 - Taken on strength by No. 1 TC

Noted on 29 Jan 1942 as on loan from HWE to JATP. First assigned to No. 4 B&GS at Fingal, ON. **Cat "A"** crash at Fingal on 12 July 1942. An engine cut out on take-off from Fingal (believed due to use of 87 octane fuel), and the a/c crash-landed straight ahead. The airframe was then damaged by post-crash fire but the crew, P/O E. Tanner and LAC G. Kyle, escaped safely.

**SOS:** 10 Sep 1942 - **Cat "A"** write-off; reduced to spares and produce by No. 6 RD

**9134** Bristol 142M Fairchild Aircraft Ltd Bolingbroke Mk. IV

**TOS:** 3 Feb 1942 - Taken on strength by No. 1 TC

Noted on 3 Feb 1942 as on loan from HWE to JATP. First assigned to No. 4 B&GS at Fingal, ON. Assigned to WAC on 5 Jan 1943, but this was later cancelled. **Cat "C"** damage at Fingal aerodrome at 15:40 on 3 Feb 1942, while ferrying to western Canada. Flown to No. 6 RD for crash repairs on 18 Feb 1943. To No. 2 TC on 7 Jan 1944. to No. 2 AC on 1 Dec 1944. To storage on 10 Feb 1945. Pending disposal from 12 Oct 1945. Stored at MacDonald, MB, where it was noted with 442:45? airframe hours.

**SOS:** 15 May 1946 - Struck off, to War Assets Corporation for disposal

<b>9135</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IV
<b>TOS:</b> 4 Feb 1942 - Taken on strength by No. 1 TC				
Assigned to No. 1 TC for use at a B&GS, on loan from HWE. Assigned to WAC on 18 Jan 1943. Cat "B" crash at Lethbridge, AB on 23 Feb 1943, while ferrying to western Canada. To Aircraft Repair on 23 Feb 1943 for crash repairs, ownership to No. 4 TC on same date. Diverted to Canadian Pacific Airlines for further repairs on 17 Nov 1943, reported dismantled on that date. To No. 3 RD at Vancouver for write off on 11 Mar 1944.				
<b>SOS:</b> 10 Apr 1944 - Struck off, reduced to spares and produce				
<b>9136</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IV
<b>TOS:</b> 16 Feb 1942 - Taken on strength by No. 11 Technical Detachment at Montreal				
Intended for JATP, but loaned back to Fairchild Aircraft on 16 Feb 1942, for experimental use. Delivered to Longueuil on 27 Mar 1942, on the books of No. 12 (Equipment) Depot while there. To stored reserve with EAC on 10 Apr 1943, intended for a training unit after being fitted with target tug gear. To workshop reserve at No. 10 B&GS, Mount Pleasant, PEI on 28 Sep 1944. Pending disposal with No. 3 TC from 16 Dec 1944. To EAC on 16 July 1945, still pending disposal. By 27 Nov 1945 on the books of No. 6 REMU at Mont Joli, QC. Stored at the REMS at Mount Pleasant in late 1945 or 1946, where it was noted with 157:15 airframe hours.				
<b>SOS:</b> 30 Jun 1947 - Struck off, to War Assets Corporation for disposal				
<b>9137</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IV
<b>TOS:</b> 5 Feb 1942 - Taken on strength by No. 1 TC				
Assigned to No. 1 TC for use at No. 1 B&GS at Jarvis, ON, on loan from HWE. Assigned to WAC on 14 Apr 1942. While on strength with No. 115 (BR) Sqn an engine caught fire after landing at Annette Island due to a broken fuel line. The airframe was destroyed by the fire but the crew, P/O J. Hobbs, WO2 T. McCullum, F/Sgt A. Rogers, and F/Sgt J. Dow all escaped safely.				
<b>SOS:</b> 10 Jun 1943 - Cat "A" write-off; written off at No. 3 RD				
<b>9138</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IV
<b>TOS:</b> 5 Feb 1942 - Taken on strength by No. 1 TC				
Assigned to No. 1 TC for use at a B&GS, on loan from HWE. Possibly with Central Flying School (No. 1 C&CFS?) when it received Cat "C" damage at Malton airport at 12:35 on 3 Apr 1942. With same unit when it crashed at Toronto Island Airport at 15:15 on 26 May 1942, classified as Cat "B". To Central Aircraft at Crumlin, ON for crash repairs, 9 Jun 1942 to 10 May 1943. To storage with No. 1 TC when completed. To No. 1 AC on 15 Jan 1945, still in storage. Pending disposal from 4 Apr 1945. Stored at no. 6 RD, where it was noted with 33:40 airframe hours, 2:15 since overhaul.				
<b>SOS:</b> 16 May 1946 - Struck off, to War Assets Corporation for disposal				
<b>9139</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IV
<b>TOS:</b> 5 Feb 1942 - Taken on strength by No. 1 TC				
Assigned to No. 1 TC for use at No. 6 B&GS at RCAF Stn Mountain View, ON, on loan from HWE. To No. 3 TC at RCAF Stn Rockcliffe, ON in mid-1942. Back to No. 1 TC on 8 Oct 1942, delivered there on 15 Nov 1942. To EAC on 7 Dec 1942. Crashed 7 Jan 1943, while operated by No. 124 (Ferry) Sqn. An engine cut out after let-down, believed to have over-cooled, and the a/c crashed while attempting force-landing. The pilot, WO2 D. Biden was injured and LAC C. Work was killed. To No. 4 RD at Scoudouc, NB for scrapping on 16 Jan 1943.				
<b>SOS:</b> 1 Apr 1943 - Cat "A" write-off; reduced to spares and produce				

<b>9140</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IV
<b>TOS:</b> 7 Feb 1942 - Taken on strength by No. 1 TC				
Assigned to No. 1 TC for use at No. 1 B&GS at Jarvis, ON, on loan from HWE. To No. 3 TC on 16 Feb 1942. To WAC on 14 Apr 1942. With No. 115 (F) Sqn at RCAF Stn Patricia Bay BC, and/or No. 115 (BR) Sqn, in Alaska as part of Y Wing, c.1942 to 1943. At Patricia Bay on 19 Aug 1943, with white lower and side surfaces, coded "P". Used as target tug by No. 122 (K) Sqn, RCAF Stn Patricia Bay, BC, c.1943. To storage with No. 4 TC on 15 Sep 1943, reported on loan to BCATP on same date. To No. 2 AC on 1 Dec 1944, still in storage. Issued from storage on 23 Mar 1945, back to storage on 15 May 1945. Pending disposal from 12 Oct 1945. Later reported stored at MacDonald, MB.				
<b>SOS:</b> 15 May 1946 - Struck off, to War Assets Corporation for disposal				
<b>9141</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IV
<b>TOS:</b> 9 Feb 1942 - Taken on strength by No. 1 TC				
Assigned to No. 1 TC for use at a B&GS, on loan from HWE. Assigned to WAC on 14 Apr 1942, but never arrived there. Cat "B" crash at RCAF Stn Mountain View, ON at 08:30 on 16 Apr 1942, while being operated by No. 124 (Ferry) Sqn. To Fleet Aircraft for crash repairs, 20 May 1942 to 14 Jun 1943. To stored reserve with No. 1 TC when completed, issued from storage on 8 Nov 1944. to No. 1 AC on 15 Jan 1945. To storage on 21 Jun 1945. Stored at the REMS at Jarvis, ON, where it was pending disposal from 5 Mar 1946. Reported on that date with 59:15 airframe hours, 29:20 since overhaul.				
<b>SOS:</b> 10 Dec 1946 - Struck off, to War Assets Corporation for disposal				
<b>9142</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IV
<b>TOS:</b> 10 Feb 1942 - Taken on strength by No. 1 TC				
Assigned to No. 1 TC for use at a B&GS, on loan from HWE. To No. 6 RD for repairs on 23 Oct 1944. Pending disposal with No. 1 AC from 23 Apr 1945. Reported with 561:10 airframe hours while in storage at No. 6 RD.				
<b>SOS:</b> 15 May 1946 - Struck off, to War Assets Corporation for disposal				
<b>9143</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IV
<b>TOS:</b> 11 Feb 1942 - Taken on strength by No. 1 TC				
Assigned to No. 1 TC for use at No. 1 B&GS at Jarvis, ON, on loan from HWE. To WAC on 14 Apr 1942. To storage with No. 4 TC on 15 Sep 1943. To storage with No. 2 TC on 1 Jun 1944, issued from storage on 6 Nov 1944. To No. 2 AC on 1 Dec 1944. To storage on 13 Jan 1945. Pending disposal from 12 Oct 1945. Stored at MacDonald, MB.				
<b>SOS:</b> 15 May 1946? - Struck off, to War Assets Corporation for disposal				
<b>9144</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IV
<b>TOS:</b> 3 Feb 1942 - Taken on strength by No. 1 TC				
With the Test and Development Establishment at RCAF Stn Rockcliffe, ON on 23 Feb 1942, when the aircraft broke through planking on the Rockcliffe weigh scales. Damage to starboard wing, landing gear and engine nacelle was repaired. Assigned to No. 1 TC for use at No. 6 B&GS at Mountain View, ON, on loan from HWE. To storage with EAC on 20 Jan 1943. To workshop reserve at No. 9 RD in St. Jean, QC on 6 Oct 1944. Pending disposal with No. 3 TC on 7 Dec 1944.				
<b>SOS:</b> 30 Jun 1947 - Struck off, to War Assets Corporation for disposal				

<b>9145</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IV
<b>TOS:</b> 3 Mar 1942 - Taken on strength by No. 1 TC				
Assigned to No. 1 TC for use at No. 6 B&GS at Mountain View, ON, on loan from HWE. To storage with EAC on 20 Jan 1943. To workshop reserve at No. 10 B&GS, Mount Pleasant, PEI on 28 Sep 1944. Pending disposal with No. 3 TC from 13 Dec 1944. With EAC from 16 Jul 1945, still pending disposal. Stored by No. 6 REMU, at the REMS at Mount Pleasant, where it was noted with 245:30 airframe hours.				
<b>SOS:</b> 30 Jun 1947 - Struck off, to War Assets Corporation for disposal				
<b>9146</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IV
<b>TOS:</b> 3 Mar 1942 - Taken on strength by No. 1 TC				
Assigned to No. 1 TC for use at a B&GS, on loan from HWE. To EAC on 5 Jan 1943. Converted to target tug by Fairchild Aircraft working party at No. 4 RD, completed by 24 Jan 1944. To workshop reserve at No. 10 B&GS, Mount Pleasant, PEI, on 8 Dec 1944, for repainting. Work delayed pending "further instructions on re-doping program". To No. 3 TC on 24 Aug 1944. Back to workshop reserve at No. 10 B&GS on 8 Dec 1944. To No. 1 AC on 1 Feb 1945. To storage with EAC on 20 Jun 1945. Pending disposal from 24 Oct 1945. Stored by No. 6 REMU, at the REMS at Mount Pleasant.				
<b>SOS:</b> 6 Jan 1947 - Struck off, to War Assets Corporation for disposal				
<b>9147</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IV
<b>TOS:</b> 4 Mar 1942 - Taken on strength by No. 1 TC				
Assigned to No. 1 TC for use at No. 6 B&GS at Mountain View, ON, on loan from HWE. To storage with EAC on 20 Jan 1943. To workshop reserve at No. 9 RD on 6 Oct 1944, ownership to BCATP on the same date. To storage with No. 1 TC on 8 Dec 1944. To No. 1 AC on 15 Jan 1945, still in storage. Issued from storage on 2 Apr 1945. Pending disposal from 24 Apr 1945. Stored by No. 6 RD, reported with 250:45 airframe hours.				
<b>SOS:</b> 6 May 1946 - Struck off, to War Assets Corporation for disposal				
<b>9148</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IV
<b>TOS:</b> 9 Mar 1942 - Ownership to No. 9 RD, while at Fairchild Aircraft				
Originally intended for delivery to No. 1 TC on 4 Mar 1942. Cat "B" crash at 10:15 on 4 Mar 1942 at RCAF Stn Rockcliffe, ON, while being operated by No. 124 (Ferry) Sqn. To Fairchild Aircraft for crash repairs, 14 Mar to 11 May 1942. Log book reported missing when it arrived there on 19 Mar 1942, but other forms indicated 1:15 airframe hours. To No. 1 TC when completed. To storage with WAC on 13 Apr 1943, issued from storage on 8 May 1943. Back to storage on 25 Nov 1943. Converted to target tug by No. 3 RD, completed by 7 Mar 1944 when it returned to WAC. Pending disposal from 20 Jan 1945. By 1 May 1946 on the books of No. 10 RD, stored at RCAF Stn Patricia Bay, BC, where it was noted with 661:05 airframe hours. Delivered with Mercury XV engines, converted to Mercury XX STAR when struck off.				
<b>SOS:</b> 6 Sep 1946 - Struck off, to War Assets Corporation for disposal				
<b>9149</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IV
<b>TOS:</b> 28 Oct 1942 - Taken on strength by No. 3 TC at Rockcliffe				
Intended for No. 1 TC from 4 Mar 1942. Crashed at RCAF Stn Rockcliffe, ON at 16:15 on 6 Mar 1942. Originally reported as Cat C damage, revised to Cat "B" on 7 Mar 1942. Had 2:50 airframe hours when it crashed. To stored reserve with EAC on 5 Mar 1943. To workshop reserve at No. 10 B&GS at Mount Pleasant, PEI on 28 Sep 1944. Pending disposal with No. 3 TC from 13 Dec 1944. With EAC from 16 July 1945, still pending disposal. By 27 Nov 1945 on the books of No. 6 REMS, stored at REMS at Mount Pleasant, where it was noted with 8:10 airframe hours.				
<b>SOS:</b> 30 Jun 1947 - Struck off, to War Assets Corporation for disposal				

<b>9150</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IV
<p><b>TOS:</b> 5 Mar 1942 - Taken on strength by No. 1 TC</p> <p>To WAC on 14 Apr 1942. To Canadian Pacific Airlines for repairs, 24 Apr 1943. To storage with WAC on 7 Jan 1944. Pending disposal from 15 Sep 1945. By 1 May 1946 on the books of No. 10 RD, stored at RCAF Stn Patricia Bay, BC, where it was noted with 144:35 airframe hours, 4:55 since overhaul.</p> <p><b>SOS:</b> 6 Sep 1946 - Struck off, to War Assets Corporation for disposal</p>				
<b>9151</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IV
<p><b>TOS:</b> 5 Mar 1942 - Taken on strength by No. 1 TC</p> <p>Intended for use by No. 4 B&amp;GS at Fingal, ON. Cat "B" damage at Fingal aerodrome at 17:00 on 26 Feb 1942. Undercarriage collapsed, on delivery flight. Not taken on strength until after this crash. To No. 6 RD on 4 Jun 1943. To storage at No. 6 RD from 29 Jun 1943. To No. 6 RD on 17 Jun 1944 for conversion to target tug, but this was cancelled before completion. Pending disposal from 4 Apr 1945. Had 15:35 airframe hours when struck off.</p> <p><b>SOS:</b> 1 Jun 1946 - Struck off, to War Assets Corporation for disposal</p>				
<b>9152</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT
<p><b>TOS:</b> 12 July 1943 - Taken on strength by No. 11 aircraft Inspection Detachment at Montreal.</p> <p>Ordered as Mk. IV, order cancelled . Order re-instated 1942 as Mk. IVT. Indefinite loan to British Air Attaché at Rio de Janeiro on 14 July 1943. To storage with No. 3 TC on 6 Apr 1944. To No. 9 RD for repairs on 24 Apr 1944. To storage with No. 1 TC on 8 Dec 1944. To No. 1 AC on 15 Jan 1945, still in storage. Stored at No. 404 REMU at Jarvis, ON, where it was reported with 158:50 airframe hours.</p> <p><b>SOS:</b> 10 Dec 1946 - Struck off, to War Assets Corporation for disposal</p>				
<b>9153</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT
<p><b>TOS:</b> 19 July 1943 - Taken on strength by No. 1 TC</p> <p>Ordered as Mk. IV, order cancelled . Order re-instated 1942 as Mk. IVT. Delivered to storage. To No. 6 RD on 2 Jun 1944 for installation of target towing gear. To No. 3 TC on 18 Aug 1944, when completed. To No. 1 AC on 15 Jan 1945. <b>Cat "A"</b> crash 2 miles west of Miscouche, PEI (in western part of PEI) at 16:10 hrs on 3 May 1945 while assigned to 10 B&amp;GS in Mount Pleasant when both engines lost power over woods. The pilot ordered the drogue operator to bale out and then did so himself; F/Lt W. Moots and LAC E. Crowe were only slightly injured. Wreckage to No. 4 RD for scrapping on 23 May 1945.</p> <p><b>SOS:</b> 1 Jun 1945 - <b>Cat "A"</b> write-off</p>				
<b>9154</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT
<p><b>TOS:</b> 31 July 1943 - Taken on strength by No. 3 TC</p> <p>Ordered as Mk. IV, order cancelled . Order re-instated 1942 as Mk. IVT. Delivered to stored reserve, issued from storage on 25 Oct 1943. Back to storage on 24 Dec 1943. To No. 9 RD on 5 Oct 1944 for reconditioning. To No. 1 TC on 15 Nov 1944. To No. 1 AC on 15 Jan 1945. To storage in Feb 1945. By 27 Nov 1945 stored at the REMS at Jarvis, ON. Pending disposal from 10 Apr 1946, by which time it was on the books of No. 4 REMU at Brantford, ON but still stored at Jarvis.</p> <p><b>SOS:</b> 10 Dec 1946 - Struck off, to War Assets Corporation for disposal</p>				
<b>9155</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT
<p><b>TOS:</b> 31 July 1943 - Taken on strength by No. 3 TC</p> <p>Ordered as Mk. IV, order cancelled . Order re-instated 1942 as Mk. IVT. Delivered to stored reserve, issued from storage on 25 Oct 1943. Back to storage on 24 Dec 1943. To workshop reserve at No. 9 RD on 5 Oct 1944 for Bolingbroke Reconditioning Program. To storage with No. 1 TC on 5 Dec 1944. To N. 1 AC on 15 Jan 1945, still in storage. Stored at the REMS at Jarvis, ON. Pending disposal from 5 Mar 1946, when it was noted with only 9:20 airframe hours.</p>				

**SOS:** 10 Dec 1946 - Struck off, to War Assets Corporation for disposal

**9156** Bristol 142M Fairchild Aircraft Ltd Bolingbroke Mk. IVT

**TOS:** 22 Oct 1943 - Taken on strength by No. 1 TC

Ordered as Mk. IV, order cancelled . Order re-instated 1942 as Mk. IVT. Delivered to stored reserve. To No. 2 TC on 7 Jan 1944, for use by No. 3 B&GS at MacDonald, MB. To No. 2 AC on 1 Dec 1944. To storage on 10 Feb 1945. Pending disposal from 13 Oct 1945, stored at MacDonald. Noted with 535:00 airframe hours while in storage.

**SOS:** 15 May 1946 - Struck off, to War Assets Corporation for disposal

**9157** Bristol 142M Fairchild Aircraft Ltd Bolingbroke Mk. IVT

**TOS:** 22 Oct 1943 - Taken on strength

Ordered as Mk. IV, order cancelled . Order re-instated 1942 as Mk. IVT. Scheduled for No. 3 TC and No. 10 B&GS at Mount Pleasant, PEI in Aug 1943, but delivered to stored reserve at a later date. To No. 6 RD on 2 Jun 1944 for installation of target towing gear. To No. 1 TC on 22 Aug 1944, for use by No. 4 B&GS at Fingal, ON. To No. 1 AC on 15 Jan 1945. Pending disposal shortly after, stored at the REMS at Jarvis, ON. Noted with 225:45 airframe hours while in storage.

**SOS:** 10 Dec 1946 - Struck off, to War Assets Corporation for disposal

**9158** Bristol 142M Fairchild Aircraft Ltd Bolingbroke Mk. IVT

**TOS:** 22 Oct 1943 - Taken on strength

Ordered as Mk. IV, order cancelled. Order re-instated 1942 as Mk. IVT. Delivered to storage with No. 1 TC. To No. 6 RD on 2 Jun 1944 for installation of target towing gear. To No. 3 TC on 12 Aug 1944, for use by No. 10 B&GS at Mt. Pleasant, PEI. To No. 1 AC on 15 Jan 1945. Cat "C" damage at Mt. Pleasant at 10:05 hrs on 27 Apr 1945. To storage with EAC on 5 July 1945. Pending disposal from 24 Oct 1945. By 27 Nov 1945 stored by No. 6 REMU at Mt. Pleasant.

**SOS:** 6 Jan 1947 - Struck off, to War Assets Corporation for disposal

**9159** Bristol 142M Fairchild Aircraft Ltd Bolingbroke Mk. IVT

**TOS:** 22 Oct 1943 - Taken on strength

Ordered as Mk. IV, order cancelled. Order re-instated 1942 as Mk. IVT. Delivered to storage with No. 1 TC. To No. 6 RD on 2 Jun 1944 for installation of target towing gear. To No. 3 TC on 12 Aug 1944, for use by No. 10 B&GS at Mt. Pleasant, PEI. To No. 1 AC on 15 Jan 1945. To storage with EAC on 20 Jun 1945. Pending disposal from 24 Oct 1945. By 27 Nov 1945 stored by No. 6 REMU at Mt. Pleasant.

**SOS:** 6 Jan 1947 - Struck off, to War Assets Corporation for disposal

**9160** Bristol 142M Fairchild Aircraft Ltd Bolingbroke Mk. IVT

**TOS:** 22 Oct 1943 - Taken on strength

Ordered as Mk. IV, order cancelled . Order re-instated 1942 as Mk. IVT. Delivered to storage with No. 1 TC. To No. 6 RD on 2 Jun 1944 for installation of target towing gear. To No. 1 TC on 19 Aug 1944, for use by No. 4 B&GS at Fingal, ON. Operated there as target tug, coded "K". To No. 1 AC on 15 Jan 1945. Pending disposal by 2 Dec 1945, in storage at the REMS at Jarvis, ON. Noted with 236:15 airframe hours while in storage.

**SOS:** 10 Dec 1946 - Struck off, to War Assets Corporation for disposal

**9161** Bristol 142M Fairchild Aircraft Ltd Bolingbroke Mk. IVT

**TOS:** 22 Oct 1943 - Taken on strength

Ordered as Mk. IV, order cancelled . Order re-instated 1942 as Mk. IVT. Delivered to storage with No. 1 TC. To No. 6 RD at Trenton on 2 Jun 1944, for installation of target towing gear. To No. 1 TC on 22 Aug 1944, for use by No. 4 B&GS at Fingal, ON. To No. 1 AC on 15 Jan 1945. Pending disposal by 3 Dec 1945, in storage at the REMS at Jarvis, ON. Noted with 305:20 airframe hours while in storage.

**SOS:** 19 Dec 1946 - Struck off, to War Assets Corporation for disposal

<b>9162</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT
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**TOS:** 22 Oct 1943 - Taken on strength

Ordered as Mk. IV, order cancelled . Order re-instated 1942 as Mk. IVT. Delivered to storage with No. 1 TC. To No. 6 RD at Trenton on 2 Jun 1944, for installation of target towing gear. To No. 3 TC on 25 July 1944. To No. 1 AC on 15 Jan 1945. To storage with EAC on 20 Jun 1945. Pending disposal from 24 Oct 1945. By 27 Nov 1945 stored by No. 6 REMU at Mt. Pleasant.

**SOS:** 6 Jan 1947 - Struck off, to War Assets Corporation for disposal

<b>9163</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT
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**TOS:** 22 Oct 1943 - Taken on strength

Ordered as Mk. IV, order cancelled . Order re-instated 1942 as Mk. IVT. Delivered to storage with No. 1 TC. To No. 2 TC on 7 Jan 1944, for use by No. 3 B&GS at MacDonald, MB. To No. 2 AC on 1 Dec 1944. To storage on 12 Feb 1945. Pending disposal from 13 Oct 1945, stored at MacDonald. Reported with 246:40 airframe hours while in storage.

**SOS:** 15 May 1946 - Struck off, to War Assets Corporation for disposal

<b>9164</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT
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**TOS:** 1 Nov 1943 - Taken on strength at No. 9 RD

Ordered as Mk. IV, order cancelled . Order re-instated 1942 as Mk. IVT. Planned for delivery to No. 3 TC in Sep 1943, cancelled. Planned for delivery to No. 1 TC in Oct 1943, not completed. To No. 9 RD on 1 Nov 1943 for salvage, following a Cat "B" crash. Appears to have crashed during manufacturer's trials or during delivery flight. Application for disposal dated 3 Feb 1944.

**SOS:** 21 Mar 1944 - Struck off, reduced to spares and produce

<b>9165</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT
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**TOS:** 22 Oct 1943 - Taken on strength by No. 3 TC

Ordered as Mk. IV, order cancelled. Order re-instated 1942 as Mk. IVT. Planned for conversion to wireless trainer from 25 Oct 1943, not clear if this was completed. To storage 24 Dec 1943. To workshop reserve at No. 9 RD on 5 Oct 1944 for a Bolingbroke reconditioning program. To storage with No. 1 TC on 8 Dec 1944. To No. 1 AC on 15 Jan 1945, still in storage. Stored at the REMS at Jarvis, ON. Pending disposal at Jarvis from 5 Mar 1946, when it was reported with 10:30 airframe hours.

**SOS:** 10 Dec 1946 - Struck off, to War Assets Corporation for disposal

<b>9166</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT
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**TOS:** ? Sep 1943 - Taken on strength by No. 3 TC

Ordered as Mk. IV, order cancelled. Order re-instated 1942 as Mk. IVT. Delivered to storage, issued from storage on 22 Oct 1943. Allocated for conversion to wireless trainer on 25 Oct 1943, but not clear if this was completed. Back to storage on 24 Dec 1943. To workshop reserve at No. 9 RD on 5 Oct 1944, for Bolingbroke reconditioning program. To storage with No. 1 TC on 8 Dec 1944. To No. 1 AC on 15 Jan 1945, still in storage. Issued from storage on 3 Mar 1945, for use by No. 6 B&GS at RCAF Stn Mountain View, ON. Pending disposal from 4 Jan 1946, when it was stored by No. 6 RD. Allocated to No. 1 AC for public display on 9 July 1946. Pending disposal again from 18 Dec 1947, stored by Central AC at RCAF Stn Trenton, ON. Noted with 108:45 airframe hours while in storage.

**SOS:** 5 Feb 1948 - Struck off, to War Assets Corporation for disposal

<b>9167</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT
<b>TOS:</b> 4 Oct 1943 - Taken on strength by EAC				
Ordered as Mk. IV, order cancelled. Order re-instated 1942 as Mk. IVT. Delivered with target towing gear installed. First issued to No. 1 OTU at RCAF Stn Bagotville, QC. On 16 Jan 1945 while being ferried by No. 124 Ferry Sqn, the a/c swung off an icy runway upon landing at Moncton, tipped up, and was damaged beyond repair; the F/O S. Brook (solo pilot) was unhurt. To No. 4 RD on 25 Jan 1945 for write off.				
<b>SOS:</b> 8 Mar 1945 - Cat "A" write-off				
<b>9168</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT
<b>TOS:</b> 4 Oct 1943 - Taken on strength by EAC				
Ordered as Mk. IV, order cancelled. Order re-instated 1942 as Mk. IVT. Delivered with target towing gear installed. First issued to No. 34 OTU at Pennfield Ridge, NB. To No. 3 TC on 3 May 1944, for use by No. 10 B&GS at Mount Pleasant, PEI. To No. 1 AC on 15 Jan 1945. To storage with EAC on 20 Jun 1945. Pending disposal from 24 Oct 1945. By 27 Nov 1945 on the books of No. 6 REMU at Mont Joli, QC, stored at the REMS at Mount Pleasant.				
<b>SOS:</b> 6 Jan 1947 - Struck off, to War Assets Corporation for disposal				
<b>9169</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT
<b>TOS:</b> 4 Oct 1943 - Taken on strength by EAC				
Ordered as Mk. IV, order cancelled. Order re-instated 1942 as Mk. IVT. Delivered with target towing gear installed. First issued to No. 34 OTU at Pennfield Ridge, NB. To No. 3 TC on 3 May 1944, for use by No. 10 B&GS at Mount Pleasant, PEI. To No. 1 AC on 15 Jan 1945. To storage with EAC on 10 July 1945. Pending disposal from 24 Oct 1945. By 27 Nov 1945 on the books of No. 6 REMU at Mont Joli, QC, stored at the REMS at Mount Pleasant.				
<b>SOS:</b> 6 Jan 1947 - Struck off, to War Assets Corporation for disposal				
<b>9170</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT
<b>TOS:</b> 4 Oct 1943 - Taken on strength by EAC				
Ordered as Mk. IV, order cancelled. Order re-instated 1942 as Mk. IVT. Delivered with target towing gear installed. First issued to No. 31 OTU at Debert, NS. Crashed in early May 1944. To workshop reserve at No. 31 OTU for repairs, Jun 1944 to 20 Feb 1945. To EAC when completed, and back to No. 31 OTU. Noted as Cat "B" crash at Debert, not clear if this was May 1944 or a separate incident. To No. 4 RD on 7 Mar 1945 for scrapping.				
<b>SOS:</b> 27 Mar 1945 - Struck off, reduced to spares and produce				
<b>9171</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT
<b>TOS:</b> 4 Oct 1943 - Taken on strength by EAC				
Ordered as Mk. IV, order cancelled. Order re-instated 1942 as Mk. IVT. Delivered with target towing gear installed. First issued to No. 31 OTU at Debert, NS. Pending disposal from 21 Mar 1945. By 25 Mar 1946 stored at No. 5 Equipment Depot at Scoudouc, NB, where it was noted with 478:55 airframe hours.				
<b>SOS:</b> 10 Oct 1946 - Struck off, to War Assets Corporation for disposal				
<b>9172</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT
<b>TOS:</b> 8 Oct 1943 - Taken on strength by EAC				
Ordered as Mk. IV, order cancelled. Order re-instated 1942 as Mk. IVT. Delivered with target towing gear installed. First issued to No. 1 OTU at RCAF Stn Bagotville, QC. To storage, 18 Oct 1944 to 21 Feb 1945. Pending disposal from 24 Oct 1945. By 27 Nov 1945 on the books of No. 6 REMU at Mont Joli, QC, stored at the REMS at Mount Pleasant.				
<b>SOS:</b> 6 Jan 1947 - Struck off, to War Assets Corporation for disposal				

<b>9173</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT
<b>TOS:</b> 8 Oct 1943 - Taken on strength by EAC				
Ordered as Mk. IV, order cancelled . Order re-instated 1942 as Mk. IVT. Delivered with target towing gear installed. First issued to No. 1 OTU at RCAF Stn Bagotville, QC. To storage, 17 Nov 1944 to 22 Feb 1945. Pending disposal from 24 Oct 1945. By 27 Nov 1945 on the books of No. 6 REMU at Mont Joli, QC, stored at the REMS at Mount Pleasant.				
<b>SOS:</b> 6 Jan 1947 - Struck off, to War Assets Corporation for disposal				
<b>9174</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT
<b>TOS:</b> 13 Oct 1943 - Taken on strength by EAC				
Ordered as Mk. IV, order cancelled. Order re-instated 1942 as Mk. IVT. Delivered with target towing gear installed. First issued to No. 1 OTU at RCAF Stn Bagotville, QC. To storage, 17 Nov 1944 to 14 Feb 1945. To storage again on 1 Aug 1945. Pending disposal from 21 Nov 1945, when it was on the books of No. 6 REMU at Mont Joli, QC, stored at the REMS at Saguenay, QC. Noted with 319:10 airframe hours while in storage.				
<b>SOS:</b> 2 Dec 1946 - Struck off, to War Assets Corporation for disposal				
<b>9175</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT
<b>TOS:</b> 13 Oct 1943 - Taken on strength by EAC				
Ordered as Mk. IV, order cancelled . Order re-instated 1942 as Mk. IVT. Delivered with target towing gear installed. First issued to No. 1 OTU at RCAF Stn Bagotville, QC. To storage, 17 Nov 1944 to 22 Feb 1945. To storage again on 1 Aug 1945. Pending disposal from 21 Nov 1945, when it was on the books of No. 6 REMU at Mont Joli, QC, stored at the REMS at Saguenay, QC. Noted with 318:05 airframe hours while in storage.				
<b>SOS:</b> 3 Dec 1946 - Struck off, to War Assets Corporation for disposal				
<b>9176</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT
<b>TOS:</b> 13 Oct 1943 - Taken on strength by EAC				
Ordered as Mk. IV, order cancelled. Order re-instated 1942 as Mk. IVT. Delivered with target towing gear installed. First issued to No. 34 OTU at Pennfield Ridge, NB. To No. 3 TC on 3 May 1944, for use by No. 10 B&GS at Mount Pleasant, PEI. To No. 1 AC on 15 Jan 1945. To storage with EAC on 20 Jun 1945. Pending disposal from 24 Oct 1945. By 27 Nov 1945 on the books of No. 6 REMU at Mont Joli, QC, stored at the REMS at Mount Pleasant.				
<b>SOS:</b> 6 Jan 1947 - Struck off, to War Assets Corporation for disposal				
<b>9177</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT
<b>TOS:</b> 13 Oct 1943 - Taken on strength by EAC				
Ordered as Mk. IV, order cancelled. Order re-instated 1942 as Mk. IVT. Delivered with target towing gear installed. First issued to No. 34 OTU at Pennfield Ridge, NB. Noted on 11 Jan 1944 as in workshop reserve at No. 34 OTU, being held, pending movement to contractor for repairs following a Cat "B" crash. Back to EAC on 17 May 1945. To storage on 8 Aug 1946. Pending disposal with No. 6 REMU in early 1946. Noted with 90:25 airframe hours while in storage.				
<b>SOS:</b> 25 Nov 1946 - Struck off, to War Assets Corporation for disposal				
<b>9178</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT
<b>TOS:</b> 14 Oct 1943 - Taken on strength by EAC				
Ordered as Mk. IV, order cancelled. Order re-instated 1942 as Mk. IVT. Delivered with target towing gear installed. First issued to No. 31 OTU at Debert, NS. Pending disposal from 27 Jan 1945. By 25 Mar 1946 stored at No. 5 Equipment Depot at Scoudouc, NB, pending disposal, and noted with 443:20 airframe hours.				
<b>SOS:</b> 5 Sep 1946 - Struck off, to War Assets Corporation for disposal				

<b>9179</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT
<b>TOS:</b> 14 Oct 1943 - Taken on strength by EAC				
Ordered as Mk. IV, order cancelled . Order re-instated 1942 as Mk. IVT. Delivered with target towing gear installed. First issued to No. 31 OTU at Debert, NS. With No. 7 OTU at Debert, NS when it crashed on 20 Feb 1945. Crashed following engine failure shortly after takeoff from RCAF Stn Bagotville, QC on a transport mission, and came down 2 miles west of Bagotville. 4 of 5 crew killed, G/C V. Corbett DFC (not experienced on type), Sgt J. Fisher, LACs W. Clark, and W. Warrell were killed, LAC L. Gobell was seriously injured. G/C V.B. Corbett had fought in the Battle of Britain with No. 1 (F) Sqn, RCAF. To No. 4 RD on 22 Feb 1945 for write off.				
<b>SOS:</b> 5 Apr 1945 - <b>Cat "A"</b> write-off				
<b>9180</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT
<b>TOS:</b> 28 Oct 1943 - Taken on strength by EAC				
Ordered as Mk. IV, order cancelled . Order re-instated 1942 as Mk. IVT. Taken on strength for HWE, noted as loaned to Central Training Establishment from 28 Oct 1943. With the Test and Development Establishment at RCAF Stn Rockcliffe, ON, dates unknown. <b>Cat "A"</b> crash in Nova Scotia on 19 Apr 1944 while assigned to 121 (C) Sqn. The a/c crashed into the sea from a spiral dive, precise cause unknown but probably due to fumes overcoming pilot. The crew including, P/O H. Swinden, LAC D. McDonald, and LAC J. Gautreau, were all killed. To No. 4 RD for salvage on 20 Apr 1944.				
<b>SOS:</b> 7 Jun 1944 - <b>Cat "A"</b> write-off				
<b>9181</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT
<b>TOS:</b> 28 Oct 1943 - Taken on strength by EAC				
Ordered as Mk. IV, order cancelled. Order re-instated 1942 as Mk. IVT. Delivered with target towing gear installed. Noted as on loan to HWE from 28 Oct 1943. Returned to BCATP on 7 Aug 1944, to workshop reserve at No. 10 B&GS at Mount Pleasant, PEI on same date. To No. 3 TC on 24 Aug 1944. To No. 1 AC on 15 Jan 1945. To storage with EAC on 20 Jun 1945. By 21 Nov 1945 stored at the REMS at Mount Pleasant.				
<b>SOS:</b> 8 Jan 1947 - Struck off, to War Assets Corporation for disposal				
<b>9182</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT
<b>TOS:</b> 28 Apr 1943 - Taken on strength by EAC				
Ordered as Mk. IV, order cancelled . Order re-instated 1942 as Mk. IVT. First issued to No. 31 OTU at Debert, NS. Pending disposal from 7 Feb 1945. Stored by No. 4 RD at Scoudouc, NB, where it was noted with 476:20 airframe hours. By 25 Mar 1946 on the books of No. 5 Equipment Depot at Scoudouc.				
<b>SOS:</b> 26 Oct 1946 - Struck off, to War Assets Corporation for disposal				
<b>9183</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT
<b>TOS:</b> 29 Oct 1943 - Taken on strength by EAC				
Ordered as Mk. IV, order cancelled . Order re-instated 1942 as Mk. IVT. Delivered with target towing gear installed. First used by No. 36 OTU at Greenwood, NS. To workshop reserve at No. 4 RD on 12 Jan 1945, for repairs. Back to EAC on 14 Mar 1945. To storage on 12 July 1945. Pending disposal from 21 Nov 1945, when it was stored at the REMS at Mount Pleasant, PEI.				
<b>SOS:</b> 8 Jan 1947 - Struck off, to War Assets Corporation for disposal				
<b>9184</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT
<b>TOS:</b> 31 Oct 1943 - Taken on strength by EAC				
Ordered as Mk. IV, order cancelled. Order re-instated 1942 as Mk. IVT. Delivered with target towing gear installed. First used by No. 36 OTU (later renumbered as No. 8 OTU) at Greenwood, NS. Cat C damage at No. 8 OTU on 12 Sep 1944. To storage on 12 July 1945. By 21 Nov 1945 stored at the REMS at Mount Pleasant, PEI.				
<b>SOS:</b> 8 Jan 1947 - Struck off, to War Assets Corporation for disposal				

<b>9185</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT
<b>TOS:</b> 2 Nov 1943 - Taken on strength by EAC				
Ordered as Mk. IV, order cancelled. Order re-instated 1942 as Mk. IVT. To No. 4 RD on 28 Nov 1944, to repair longeron under the instrument panel. Back to EAC on 28 Mar 1945. To storage on 12 July 1945. By 21 Nov 1945 stored at the REMS at Mount Pleasant, PEI.				
<b>SOS:</b> 8 Jan 1947 - Struck off, to War Assets Corporation for disposal				
<b>9186</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT
<b>TOS:</b> 3 Nov 1943 - Taken on strength by EAC				
Ordered as Mk. IV, order cancelled. Order re-instated 1942 as Mk. IVT. To storage 12 July 1945. By 24 Jan 1946 stored at the REMS at Mount Pleasant, PEI, where it was noted with 331:35 airframe hours.				
<b>SOS:</b> 30 Jun 1947 - Struck off, to War Assets Corporation for disposal				
<b>9187</b>	Bristol	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT
<b>TOS:</b> 9 Nov 1943 - Taken on strength by EAC				
Ordered as Mk. IV, order cancelled. Order re-instated 1942 as Mk. IVT. Taken on strength for the HWE. To No. 9 RD from the Western Hemisphere Organization (renamed from the HWE) on 20 Sep 1944, noted with 226:25 airframe hours while there. Pending disposal with No. 3 TC from 8 Jan 1945.				
<b>SOS:</b> 30 Jun 1947 - Struck off, to War Assets Corporation for disposal				
<b>9188</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT
<b>TOS:</b> 9 Nov 1943 - Taken on strength by EAC				
Ordered as Mk. IV, order cancelled. Order re-instated 1942 as Mk. IVT. Taken on strength for the HWE. To workshop reserve at No. 9 RD on 20 Sep 1944. Pending disposal with No. 3 TC from 8 Jan 1945. To No. 1 AC on 15 Jan 1945, still pending disposal. Stored at No. 9 RD, where it was noted with 34:25 airframe hours.				
<b>SOS:</b> 30 Jun 1947 - Struck off, to War Assets Corporation for disposal				
<b>9189</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT
<b>TOS:</b> 9 Nov 1943 - Taken on strength by EAC				
Ordered as Mk. IV, order cancelled. Order re-instated 1942 as Mk. IVT. Taken on strength for the HWE. To No. 9 RD on 13 Sep 1944 for reconditioning. Pending disposal with No. 3 TC from 8 Jan 1945. To No. 1 AC on 15 Jan 1945, still pending disposal. Stored at No. 9 RD, where it was noted with 229:30 airframe hours.				
<b>SOS:</b> 30 Jun 1947 - Struck off, to War Assets Corporation for disposal				
<b>9190</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT
<b>TOS:</b> 9 Nov 1943 - Taken on strength by EAC				
Ordered as Mk. IV, order cancelled. Order re-instated 1942 as Mk. IVT. Taken on strength for the HWE. To BCATP on 8 Sep 1944. <b>Cat "A"</b> crash while assigned to the OTU at Pennfield Ridge aerodrome at 14:12 hrs on 25 Jun 1945. An engine cut-out (due to swarf in the carburetor), having just reached the airfield. The a/c had to land downwind and ran off the runway into a pile of rocks; within the crew, WO1 H. Gostnell was unhurt, and LACs I. Leclair and S. Cadloff were slightly injured. Ownership to RCAF Stn Scoudouc, NB on 27 Jun 1945, for write off. Disposed of on site.				
<b>SOS:</b> 16 July 1945 - <b>Cat "A"</b> write-off				

<b>9191</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT
<b>TOS:</b> 11 Nov 1943 - Taken on strength by EAC				
Ordered as Mk. IV, order cancelled. Order re-instated 1942 as Mk. IVT. Taken on strength for the HWE. To workshop reserve at No. 9 RD, St. Jean, QC on 22 Sep 1944. To storage with No. 2 TC on 6 Nov 1944, transferred to BCATP from that date. To No. 2 AC on 1 Dec 1944, still in storage. Pending disposal from 13 Dec 1945, when it was stored at MacDonald, MB. Noted with 293:20 airframe hours while in storage.				
<b>SOS:</b> 15 May 1946 - Struck off, to War Assets Corporation for disposal				
<b>9192</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT
<b>TOS:</b> 12 Nov 1943 - Taken on strength by EAC				
Ordered as Mk. IV, order cancelled. Order re-instated 1942 as Mk. IVT. Pending disposal from 11 May 1945, still with EAC. By 27 Nov 1945 on the books of No. 6 REMU at Mont Joli, QC, stored at Moncton, NB. Noted with No. 603 REMU at Moncton, with 209:00 airframe hours, date unknown. By 1 Apr 1946 on the books of No. 6 RD, still at Moncton.				
<b>SOS:</b> 5 Sep 1946 - Struck off, to War Assets Corporation for disposal				
<b>9193</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT
<b>TOS:</b> 15 Nov 1943 - Taken on strength by EAC				
Ordered as Mk. IV, order cancelled. Order re-instated 1942 as Mk. IVT. To workshop reserve at No. 9 RD, St. Jean, QC on 22 Sep 1944. To storage with No. 1 TC on 2 Jan 1945, transferred to BCATP from that date. To No. 1 AC on 15 Jan 1945, still in storage. By 27 Nov 1945 stored at the REMS at Jarvis, ON, pending disposal there from 5 Mar 1946. Noted with 216:30 airframe hours while in storage.				
<b>SOS:</b> 10 Dec 1946 - Struck off, to War Assets Corporation for disposal				
<b>9194</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT
<b>TOS:</b> 18 Nov 1944 - Taken on strength by EAC				
Ordered as Mk. IV, order cancelled. Order re-instated 1942 as Mk. IVT. Delivered to stored reserve. To No. 3 TC on 7 Mar 1944, for use by No. 10 B&GS at Mount Pleasant, PEI. To No. 9 RD on 18 May 1944. Repaired by working party from Fairchild Aircraft while there. To No. 3 TC on 21 Jun 1944. To No. 1 AC on 15 Jan 1945. To No. 4 RD on 12 Mar 1945 for scrapping, following a <b>Cat "A"</b> crash. No details available.				
<b>SOS:</b> 27 (or 29?) Mar 1945 - <b>Cat "A"</b> write-off; reduced to produce				
<b>9195</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT
<b>TOS:</b> 18 Nov 1943 - Taken on strength by EAC				
Ordered as Mk. IV, order cancelled. Order re-instated 1942 as Mk. IVT. Delivered to stored reserve. To No. 3 TC on 7 Mar 1944, for use by No. 10 B&GS at Mount Pleasant, PEI. <b>Cat "A"</b> crash at Mount Pleasant on 9 Jun 1944. Having completed three drogue-towing sorties, the a/c was seen to dive steeply, climb, stall and crash, The pilot was believed to be changing the fuel tanks. The crew, F/Sgt J. Ringer, LAC R. Bonnell, and LAC L. Gibb, were all killed. To No. 4 RD for scrapping on 12 Jun 1944.				
<b>SOS:</b> 18 July 1944 - <b>Cat "A"</b> write-off; reduced to spares and produce				
<b>9196</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT
<b>TOS:</b> 19 Nov 1943 - Taken on strength by EAC				
Ordered as Mk. IV, order cancelled. Order re-instated 1942 as Mk. IVT. Delivered to stored reserve. To No. 3 TC on 7 Mar 1944, for use by No. 10 B&GS at Mount Pleasant, PEI. To No. 1 AC on 15 Jan 1945. <b>Cat "A"</b> crash at 16:30 hrs on 13 Mar 1945, north-east of Cape Aylesburg, PEI. Aircraft not immediately located. F/Sgt J. Thomson apparently crashed into sea, killing himself and LAC Trainees W. Eaton, H. McBride, and J. Lowney. Only an empty dinghy was sighted.				
<b>SOS:</b> 21 Jun 1945 - <b>Cat "A"</b> write-off				

<b>9197</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT
<b>TOS:</b> 22 Nov 1943 - Taken on strength by EAC				
Ordered as Mk. IV, order cancelled . Order re-instated 1942 as Mk. IVT. Delivered to stored reserve. To No. 3 TC on 7 Mar 1944, for use by No. 10 B&GS at Mount Pleasant, PEI. To No. 1 AC on 15 Jan 1945. Crashed at Mount Pleasant at 09:00 hrs on 13 Apr 1945; the port engine failed while streaming a drogue, and the a/c was belly-landed on airfield. The crew, F/O P Semak and LAC J. Fraser, were unhurt. Ownership to No. 10 RD on-site , for repair by mobile party from Fairchild Aircraft. Application for write off sent by No. 10 B&GS on 2 Jun 1945.				
<b>SOS:</b> 11 July 1945 - <b>Cat "A"</b> write-off				
<b>9198</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT
<b>TOS:</b> 23 Nov 1944 - Taken on strength by EAC				
Ordered as Mk. IV, order cancelled . Order re-instated 1942 as Mk. IVT. Delivered to stored reserve. Planned for No. 3 TC in Mar 1944, for use by No. 10 B&GS at Mount Pleasant, PEI. This was cancelled, possibly crashed on delivery flight. To No. 4 RD for repairs by mobile party from Fairchild Aircraft on 11 Apr 1944, following a <b>Cat "B"</b> crash. Re-assigned to No. 9 RD on 16 Oct 1944. To storage with No. 1 TC on 1 Jan 1945. To No. 1 AC on 15 Jan 1945, still in storage. By 27 Nov 1945 stored at the REMS at Jarvis, ON. Pending disposal at Jarvis from 4 Mar 1946, when it was noted with 14:35 airframe hours.				
<b>SOS:</b> 10 Dec 1946 - Struck off, to War Assets Corporation for disposal				
<b>9199</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT
<b>TOS:</b> 24 Nov 1943 - Taken on strength by EAC				
Ordered as Mk. IV, order cancelled. Order re-instated 1942 as Mk. IVT. Delivered to stored reserve. To No. 3 TC on 7 Mar 1944, for use by No. 10 B&GS at Mount Pleasant, PEI. To No. 1 AC on 15 Jan 1945. <b>Cat "C"</b> crash on 8 Mar 1945. Repaired on site by mobile party from No. 4 RD. To storage on 27 Jun 1945. Pending disposal from 1 Jun 1946, when it was on the books of No. 6 RD, stored at Mount Pleasant.				
<b>SOS:</b> 3 July 1947 - Struck off, to War Assets Corporation for disposal				
<b>9200</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT
<b>TOS:</b> 25 Nov 1943 - Taken on strength by EAC				
Ordered as Mk. IV, order cancelled. Order re-instated 1942 as Mk. IVT. Delivered to stored reserve. To No. 3 TC on 7 Mar 1944, for use by No. 10 B&GS at Mount Pleasant, PEI. To No. 4 RD on 13 Nov 1944 for salvage, following a <b>Cat "A"</b> crash. The a/c crashed upon landing and was written off; F/O W. Wilson (the solo pilot) alleged that the engine failed on final approach. He escaped unhurt.				
<b>SOS:</b> 28 Nov 1944 - <b>Cat "A"</b> write-off; reduced to spares and produce				
<b>9201</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT
<b>TOS:</b> 26 Nov 1943 - Taken on strength by EAC				
Ordered as Mk. IV, order cancelled. Order re-instated 1942 as Mk. IVT. Last Canadian built Bolingbroke. Delivered to stored reserve. To No. 3 TC on 7 Mar 1944, for use by No. 10 B&GS at Mount Pleasant, PEI. To No. 1 AC on 15 Jan 1945. To storage on 20 Jun 1945. Pending disposal from 24 Oct 1945. By 27 Nov 1945 stored at the REMS at Mount Pleasant.				
<b>SOS:</b> 6 Jan 1947 - Struck off, to War Assets Corporation for disposal				
<b>9850</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT
<b>TOS:</b> 28 Mar 1942 - Taken on strength by No. 3 TC				
Fitted with long range tanks. Allocated to the Test and Development Establishment at RCAF Strn Rockcliffe, ON on 28 Mar 1942, for cabin heating experiments. <b>Cat "A"</b> crash at 16:15 hrs on 13 May 1942, when both engines failed on take-off from Rockcliffe. Landed gear up on rough ground off end of runway, not repaired. In the crew, WO1 B. Beeston (RAF) was slightly injured, and Cpl W. Gutteridge and AC1 W. Bickerdike were safe. Airframe to No. 9 RD for scrapping.				

**SOS:** 19 Aug 1942 - **Cat "A"** write-off; reduced to spares and produce

<b>9851</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT
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**TOS:** 4 Apr 1942 - Taken in strength by No. 1 TC

Suffered minor damage at St. Hubert aerodrome at 16:45 hrs on 7 Mar 1942, reported by No. 13 SFTS. Delivered to long term storage after this, then issued to No. 1 TC on 30 Sep 1942. To storage on 9 Mar 1944. To Central A/C in Crumlin, ON, 26 May to 28 Sep 1944. To storage with No. 1 TC when completed. To No. 1 AC on 15 Jan 1945, still in storage. Stored at the REMS at Jarvis, ON. Pending disposal from 5 Mar 1946, still at Jarvis. Noted on that date with 256:40 airframe hours, never overhauled.

**SOS:** 10 Dec 1946 - To War Assets Corporation for disposal

<b>9852</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT
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**TOS:** 7 Apr 1942 - Taken in strength by No. 1 TC

Delivered to long term storage. To workshop reserve at No. 6 RD on 2 Jun 1944, for conversion to target tower. To storage with No. 1 TC on 1 Dec 1944. To No. 1 AC on 15 Jan 1945, still in storage. By 27 Nov 1945 on the books of Maintenance Command, stored at the REMS at Jarvis, ON. Pending disposal from 4 Mar 1946, still at Jarvis. Noted on that date with 5:00 airframe hours, never overhauled.

**SOS:** 10 Dec 1946 - To War Assets Corporation for disposal

<b>9853</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT
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**TOS:** 10 Apr 1942 - Taken in strength by No. 1 TC

Delivered to long term storage. To workshop reserve at No. 6 RD on 2 Jun 1944. To No. 3 TC on 9 Aug 1944, after conversion to target tug. To No. 1 AC on 15 Jan 1945. **Cat "A"** crash at Mt. Pleasant, PEI. Ownership to No. 4 RD fro write off, scrapped on site.

**SOS:** 12 Feb 1945 - **Cat "A"** write-off

<b>9854</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT
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**TOS:** 13 Apr 1942 - Taken in strength by No. 1 TC

Delivered to long term storage. To workshop reserve at No. 6 RD on 2 Jun 1944, for conversion to target tower. To storage with No. 1 AC on 29 Jan 1945. By 27 Nov 1945 on the books of Maintenance Command, stored at the REMS at Jarvis, ON. Pending disposal from 4 Mar 1946, still at Jarvis. Noted on that date with only 5:45 airframe hours, never overhauled.

**SOS:** 10 Dec 1946 - To War Assets Corporation for disposal

<b>9855</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT
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**TOS:** 17 Apr 1942 - Taken in strength by No. 1 TC

Delivered to long term storage. Issued from storage on 25 Oct 1943. To No. 3 TC on 15 May 1944. With No. 10 B&GS at Mount Pleasant, P.E.I. when it suffered a **Cat "A"** crash on 4 Jul 1944. Crashed on takeoff from Mt. Pleasant on a training flight, when pilot left engine cooling flaps open. The lone occupant, Sgt A. Hyde, on his second solo on type, was not injured. Airframe to No. 4 RD for write off on 15 Jul 1944.

**SOS:** 15 Sep 1944 - **Cat "A"** write-off

<b>9856</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT
<b>TOS:</b> 20 Apr 1942 - Taken in strength by No. 1 TC				
Delivered to long term storage. Issued from storage on 16 Aug 1943. To No. 2 TC on 22 Jan 1944, for use by No. 3 B&GS at MacDonald, MB. Still with that School when it suffered Cat "C" damage on 19 Sep 1944. Damaged after port engine caught fire during a training flight. Cause of fire was tracked to a failed diaphragm in an engine mounted fuel regulator valve, resulting in fuel being sprayed on the exhaust manifold. Later re-categorized to <b>Cat "A"</b> damage. RCAF pilot seriously injured while exiting the a/c on the ground, other 3 occupants not injured. As a result of this accident the overhaul of the fuel valve in question at 1,000 operating hours was changed to an inspection every 40 hours, plus complete replacement of the valve at 1,000 operating hours. Application to write off from No. 8 RD dated 20 Sep 1944. Retained in whole state after write off.				
<b>SOS:</b> 27 Oct 1944 - <b>Cat "A"</b> write-off				
<b>9857</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT
<b>TOS:</b> 23 Apr 1942 - Taken in strength by No. 1 TC				
Delivered to long term storage. To No. 6 RD on 2 Jun 1944 for conversion to target tug. To storage with No. 1 TC on 1 Jan 1945. To No. 1 AC on 15 Jan 1945, still in storage. By 27 Nov 1945 on the books of Maintenance Command, stored at the REMS at Jarvis, ON. Noted on 3 Mar 1946 with 5:45 airframe hours, never overhauled. Pending disposal from 4 Mar 1946, still at Jarvis.				
<b>SOS:</b> 10 Dec 1946 - To War Assets Corporation for disposal				
<b>9858</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT
<b>TOS:</b> 25 Apr 1942 - Taken on strength by No. 6 RD at Trenton				
Delivered to long term storage. Issued from storage on 28 Jan 1943, for use by No. 6 B&GS at Mountain View, ON. Still there in mid 1943. To Central A/C at Crumlin, ON 21 May to 11 Oct 1944. To storage with No. 1 TC when completed. To No. 1 AC on 15 Jan 1945, still in storage. By 27 Nov 1945 on the books of Maintenance Command, stored at the REMS at Jarvis, ON. Pending disposal from 3 Mar 1946, still at Jarvis. Noted on 5 Mar 1946 with 354:20 airframe hours, never overhauled.				
<b>SOS:</b> 10 Dec 1946 - To War Assets Corporation for disposal				
<b>9859</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT
<b>TOS:</b> 25 Apr 1942 - Taken on strength by No. 6 RD at Trenton				
Delivered to long term storage. Issued from storage on 25 Mar 1943, to No. 1 TC. To No. 6 RD on 22 Apr 1943, for inspection and report following an accident. To No. 3 TC in Dec 1943, for use by No. 10 B&GS at Mount Pleasant, P.E.I. To No. 1 AC on 15 Jan 1945. To storage with Eastern AC on 20 Jun 1945. By 27 Nov 1945 on the books of Maintenance Command, stored at the REMS at Mt. Pleasant.				
<b>SOS:</b> 8 Jan 1947 - To War Assets Corporation for disposal				
<b>9860</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT
<b>TOS:</b> 25 Apr 1942 - Taken on strength by No. 6 RD at Trenton				
Delivered to long term storage. Issued from storage on 12 Dec 1942, to No. 1 TC. To Central A/C at Crumlin, ON on 5 Mar 1943, for repairs. To No. 2 TC on 18 Jan 1944, for use by No. 3 B&GS at MacDonald, MB. To No. 2 AC on 1 Dec 1944. To storage on 10 Feb 1945. Pending disposal from 13 Oct 1945. Stored by Maintenance Command at MacDonald, where it was noted with 473:00 airframe hours, never overhauled.				
<b>SOS:</b> 15 May 1946 - To War Assets Corporation for disposal				

<b>9861</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT
<b>TOS:</b> 27 Apr 1942 - Taken on strength by No. 1 TC				
Delivered to long term storage. To No. 6 RD on 2 Jun 1944, for conversion to target tug. To be allocated to stored reserve with No. 1 TC on 13 Dec 1944, but this was cancelled. Request to scrap from No. 6 RD dated 22 Feb 1945.				
<b>SOS:</b> 17 Mar 1945 - Struck off, reduced to spares and produce				
<b>9862</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT
<b>TOS:</b> 29 Apr 1942 - Taken on strength by No. 1 TC				
Delivered to long term storage. Issued from storage on 28 Jan 1943, for use by No. 31 B&GS at Picton, ON. To Central A/C at Crumlin, ON on 26 May 1944. To No. 6 RD on 18 Aug 1944, for conversion to target tug. To storage with No. 1 AC on 29 Jan 1945. Stored at No. 404 Reserve Equipment Maintenance Unit at Jarvis, ON, where it was noted with 329:50 airframe hours, never overhauled.				
<b>SOS:</b> 10 Dec 1946 - To War Assets Corporation for disposal				
<b>9863</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT
<b>TOS:</b> 30 Apr 1942 - Taken on strength by No. 1 TC				
Delivered to long term storage. Issued from storage on 19 Dec 1942. To No. 6 RD on 24 Jul 1943, following a Cat "B" crash. To Central A/C for crash repairs on 28 Feb 1944. To No. 6 RD on 23 May 1944 for conversion to target tug. To WAC on 14 Sep 1944. WAC memo of 20 Oct 1944 stated "This a/c requires extensive work on installation of operational equipment." To workshop reserve at RCAF Stn Patricia Bay on that date. Pending disposal from Oct 1945. By 1 May 1946 on the books of Maintenance Command, stored by No. 10 RD at Patricia Bay. Noted with 179:05 airframe hours, never overhauled, while stored at Patricia Bay.				
<b>SOS:</b> 13 Sep 1946 - To War Assets Corporation for disposal				
<b>9864</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT
<b>TOS:</b> 2 Apr 1942 - Taken on strength by No. 1 TC				
Delivered to long term storage. Issued from storage on 28 Jan 1943, for use by No. 6 B&GS at Mountain View, ON. To No. 3 TC on 15 May 1944, for use by No. 10 B&GS at Mt. Pleasant, PEI. To No. 1 AC on 15 Jan 1945. Classified as <b>Cat "A"</b> by 9 Mar 1945. To No. 4 RD on 14 Mar 1945, for scrapping after a <b>Cat "A"</b> crash at Mt. Pleasant.				
<b>SOS:</b> 19 Apr 1945 - <b>Cat "A"</b> write-off				
<b>9865</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT
<b>TOS:</b> 30 Apr 1942 - Taken on strength by No. 1 TC				
Delivered to long term storage. To No. 6 RD on 2 Jun 1944, for conversion to target tug. To storage with No. 1 TC on 13 Dec 1944. To No. 1 AC on 15 Dec 1945, still in storage. By 27 Nov 1945 on the books of Maintenance Command, stored at the REMS at Jarvis, ON. Noted on 4 Mar 1946 with 3:20 airframe hours, never overhauled. Pending disposal from 6 Mar 1946, still at Jarvis.				
<b>SOS:</b> 10 Dec 1946 - To War Assets Corporation for disposal				
<b>9866</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT
<b>TOS:</b> 1 May 1942 - Taken on strength by No. 1 TC				
Delivered to long term storage. Issued from storage on 12 Dec 1942. <b>Cat "A"</b> damage on 16 Jul 1943, while with No. 31 B&GS at Picton, ON. The pilot aborted the take-off when the front escape hatch blew open, and then retracted the u/c to avoid over-running runway; F/O S. Hughes and three airmen passengers escaped unhurt but the airframe was severely damaged. To No. 6 RD for scrapping on 22 Jul 1943.				
<b>SOS:</b> 2 Sep 1943 - <b>Cat "A"</b> write-off, reduced to spares and produce				

<b>9867</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT
<b>TOS:</b> 2 May 1942 - Taken on strength by No. 1 TC				
Delivered to long term storage. Issued from storage on 12 Dec 1942. To storage on 16 Mar 1944. To No. 6 RD on 17 Jun 1944, for conversion to target tug. To storage with No. 1 AC on 9 Feb 1945. Stored at No. 404 REMS at Jarvis, ON, where it was noted with 335:10 airframe hours, never overhauled.				
<b>SOS:</b> 10 Dec 1946 - To War Assets Corporation for disposal				
<b>9868</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT
<b>TOS:</b> 4 May 1942 - Taken on strength by No. 1 TC				
Delivered to long term storage. To No. 2 TC on 21 Feb 1944, still in storage. To No. 8 RD on 7 Jun 194, for conversion to target tug. To No. 2 TC on 21 Jun 1944. To No. 2 AC on 1 Dec 1944. To storage on 8 Mar 1945. Pending disposal from 2 Jan 1946, when it was stored at the REMS at MacDonald, MB.				
<b>SOS:</b> 15 May 1946 - To War Assets Corporation for disposal				
<b>9869</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT
<b>TOS:</b> 5 May 1942 - Taken on strength by No. 1 TC				
Delivered to long term storage. To No. 2 TC on 7 Jan 1944, for use by No. 3 B&GS at MacDonald, MB. To storage on 22 Jun 1944. To No. 2 AC on 1 Dec 1944, still in storage. Pending disposal from 13 Oct 1945. Stored at MacDonald, MB, where it was noted with 35:20 airframe hours, never overhauled.				
<b>SOS:</b> 15 May 1946 - To War Assets Corporation for disposal				
<b>9870</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT
<b>TOS:</b> 6 May 1942 - Taken on strength by No. 1 TC				
Delivered to long term storage. Issued from storage on 19 Dec 1942. To Central A/C at Crumlin, ON for crash repairs, 23 Mar 1943 to 13 Mar 1944. To storage with No. 1 TC when completed. Issued from storage on 15 Aug 1944, for use by No. 1 B&GS at Jarvis, ON. To No. 1 AC on 15 Jan 1945. To storage on 24 Feb 1945. Stored at No. 404 REMS at Jarvis, where it was noted with 253:00 airframe hours, never overhauled.				
<b>SOS:</b> 10 Dec 1946 - To War Assets Corporation for disposal				
<b>9871</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT
<b>TOS:</b> 16 May 1942 - Taken on strength by No. 1 TC				
Delivered to long term storage. Issued from storage on 18 Feb 1943. With No. 6 B&GS at Mountain View, ON in mid 1943. To No. 3 TC on 15 May 1944, for use by No. 10 B&GS at Mount Pleasant, PEI. <b>Cat "A"</b> crash on 28 Oct 1944, during a gunnery exercise from Mt. Pleasant. Came down in woods during an attempted forced landing 4 miles south-west of aerodrome, killing P/O L.B. Armstrong and LAC J.O.R.E.Y. Girard. LAC A. Gibson seriously injured, was pulled from burning wreck by LAC J. Gelineau, who was also injured. Airframe ownership to No. 4 RD on 11 Nov 1944. Reduced to scrap at the crash site.				
<b>SOS:</b> 6 Dec 1944 - <b>Cat "A"</b> write-off				
<b>9872</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT
<b>TOS:</b> 18 May 1942 - Taken on strength by No. 1 TC				
Delivered to long term storage. Issued from storage on 12 Dec 1942. Crashed on 23 Jun 1943, while with No. 6 B&GS at Mountain View, ON. Starboard propeller came off during firing exercises, due to a failure in the reduction gearbox. Pilot attempted to return to Mountain View, but realized he could not maintain altitude and so attempted a forced landing short of the field. Swerved to avoid trees on landing, wing tip dug in and a/c ground looped. Destroyed by post-crash fire. Among the crew, Sgt (RAF) C. Jackson was seriously injured, and Sgt W. Melville, LAC C. Niven, and LAC G. Waring received lesser injuries. Airframe to No. 6 RD for scrapping on 28 Jun 1943.				

**SOS:** 6 Jul 1943 - Struck off, reduced to spares and produce

<b>9873</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT
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**TOS:** 16 May 1942 - Taken on strength by No. 1 TC

Delivered to long term storage. Issued from storage on 22 Mar 1943. To storage on 16 Mar 1944. Assigned to Central A/C on 26 May 1944. To No. 1 AC on 15 Jan 1945, noted as in storage on that date. Issued from storage on 25 Jan 1945. With Air Armament School at Mountain View, ON when it was damaged in a ground loop on take off from Mountain View, after main gear collapsed, on 8 Nov 1945. To workshop reserve at No. 6 RD on 11 Dec 1945.

**SOS:** 19 Dec 1945 - Struck off, reduced to spares and produce

<b>9874</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT
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**TOS:** 16 May 1942 - Taken on strength by No. 1 TC

Delivered to long term storage. To No. 2 TC on 20 Oct 1942. To No. 2 AC on 1 Dec 1944. To storage on 14 Feb 1945. Pending disposal from 12 Oct 1945. Stored at Paulson, MB, where it was noted with 1060:45 airframe hours, never overhauled.

**SOS:** 21 Aug 1946 - To War Assets Corporation for disposal

<b>9875</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT
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**TOS:** 16 May 1942 - Taken on strength by No. 1 TC

Delivered to long term storage. To No. 4 TC on 20 Oct 1942, for use by No. 8 B&GS at Lethbridge, AB. Fitted with dual controls by 5 Jun 1943. Blew a tire and ground looped on landing at Lethbridge on 15 Jun 1944, then caught fire. S/L T. Morrella and F/O D. MacKay both escaped safely. To No. 10 RD on 22 Jun 1944 for inspection.

**SOS:** 4 Oct 1944 - **Cat "A"** write-off; Approval to scrap issued

<b>9876</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT
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**TOS:** 16 May 1942 - Taken on strength by No. 1 TC

Delivered to long term storage. To No. 2 TC on 20 Oct 1942. To No. 2 AC on 1 Dec 1944. To storage on 7 Feb 1945. Pending disposal from 12 Oct 1945. Stored at Paulson, MB, where it was noted with 832:25 airframe hours, never overhauled.

**SOS:** 21 Aug 1946 - To War Assets Corporation for disposal

<b>9877</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT
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**TOS:** 16 May 1942 - Taken on strength by No. 1 TC

Delivered to long term storage. Issued from storage on 30 Sep 1942. To No. 3 TC on 15 May 1944, for use by No. 10 B&GS at Mt. Pleasant, PEI. To No. 1 AC on 15 Jan 1945. To storage with Eastern AC on 20 Jun 1945. Pending disposal from 24 Oct 1945. By 27 Nov 1945 on the books of Maintenance Command, stored by No. 6 REMU at the REMS at Mt. Pleasant.

**SOS:** 6 Jan 1947 - To War Assets Corporation for disposal

<b>9878</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT
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**TOS:** 18 May 1942 - Taken on strength by No. 1 TC

Delivered to long term storage. To No. 2 TC on 30 Sep 1942. To storage on 5 Oct 1943. Issued from storage on 4 Jan 1944, for use by No. 3 B&GS at MacDonald, MB. Involved in a Cat "B" crash on 16 Oct 1944 at MacDonald, later revised to **Cat "A"** damage. Right wing dropped shortly after takeoff and pilot was unable to raise it. Believing he had lost lateral control the pilot closed the throttles and attempted to abort the takeoff. He overran the field, passed through the boundary fence and boundary road, and came to rest in a ditch. Investigation suspected slip stream from a Hurricane taking off before the Bolingbroke may have contributed. All 4 occupants uninjured. To No. 8 RD on 21 Oct 1944, for write off action. Retained in whole state after write off.

**SOS:** 20 Nov 1944 - **Cat "A"** write-off

<b>9879</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT
<b>TOS:</b> 19 May 1942 - Taken on strength by No. 1 TC				
Delivered to long term storage. To No. 2 TC on 20 Oct 1942. To Trans Canada Airlines for repairs, 6 Jan to 23 Nov 1943. To storage with No. 2 TC when completed. Issued from storage on 4 Jan 1944, for use by No. 3 B&GS at MacDonald, MB. To storage on 17 May 1944. To No. 8 RD for conversion to target tug on 7 Jun 1944. To storage with No. 2 TC on 3 Aug 1944, issued from storage on 6 Nov 1944. To No. 2 AC on 1 Dec 1944. Pending disposal from 12 Oct 1945. Stored at Paulson, MB, where it was noted with 1210:45 airframe hours, never overhauled.				
<b>SOS:</b> 21 Aug 1946 - To War Assets Corporation for disposal				
<b>9880</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT
<b>TOS:</b> 20 May 1942 - Taken on strength by No. 1 TC				
Delivered to long term storage. To No. 2 TC on 20 Oct 1942. To No. 2 AC on 1 Dec 1944. To storage on 28 Feb 1945. Pending disposal from 12 Oct 1945. Stored at MacDonald, MB. Noted with 867:40 airframe hours, never overhauled, while in storage.				
<b>SOS:</b> 15 Aug 1946 - To War Assets Corporation for disposal				
<b>9881</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT
<b>TOS:</b> 21 May 1942 - Taken on strength by No. 1 TC				
Delivered to long term storage. To No. 2 TC on 20 Oct 1942. With No. 5 B&GS at Dafoe, SK when it spun in and crashed on 24 May 1944. The a/c was seen to have climbed steeply at between 3 and 4 thousand feet, then stall and go into a spin. It recovered just before it hit the ground at 09:30 hours and subsequently crashed 6 miles south-west of Dafoe. PO F.L. Butcher, LAC (RAF) S. Newton, LAC S.E. Steeden and WO2 W.D. Mitchell were all killed. Wreckage to No. 8 RD on 29 May 1944 for scrapping.				
<b>SOS:</b> 13 Jun 1944 - Cat "A" write-off, reduced to spares and produce				
<b>9882</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT
<b>TOS:</b> 22 May 1942 - Taken on strength by No. 1 TC				
Delivered to long term storage. To No. 2 TC on 20 Oct 1942. With No. 3 B&GS at MacDonald, MB when it crashed on the runway at MacDonald on 19 May 1944. Engine failed on lift off for a gunnery exercise, pilot stalled the a/c, u/c collapsed on touch down. All 3 occupants uninjured. To No. 8 RD on 22 May 1944 for scrapping.				
<b>SOS:</b> 6 Jun 1944 - Struck off, reduced to spares and produce				
<b>9883</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT
<b>TOS:</b> 23 May 1942 - Taken on strength by No. 1 TC				
Delivered to long term storage. To No. 2 TC on 30 Sep 1942. With No. 7 Air Observers School at Portage la Prairie in Dec 1943. To No. 2 AC on 1 Dec 1944. Pending disposal from 16 Dec 1944. Stored at No. 205 EHU, where it was noted with 917:50 airframe hours.				
<b>SOS:</b> 9 Jul 1946 - To War Assets Corporation for disposal				
<b>9884</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT
<b>TOS:</b> 25 May 1942 - Taken on strength by No. 1 TC				
Delivered to long term storage. To No. 2 TC on 30 Sep 1942. To No. 2 AC on 1 Dec 1944. To storage on 7 Feb 1945. Pending disposal from 12 Oct 1945. Stored at Paulson, MB, where it was noted with 778:00 airframe hours, never overhauled.				
<b>SOS:</b> 21 Aug 1946 - To War Assets Corporation for disposal				

<b>9885</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT
<b>TOS:</b> 26 May 1942 - Taken on strength by No. 1 TC				
Delivered to long term storage. To No. 2 TC on 30 Sep 1942. To workshop reserve at No. 8 RD on 9 May 1943. To storage with No. 2 TC on 15 Sep 1943, issued from storage on 5 Oct 1943. To storage again on 17 May 1944, issued from storage on 7 Nov 1944. To No. 2 AC on 1 Dec 1944. To storage on 2 Feb 1945. Pending disposal from 13 Oct 1945. Stored at MacDonald, MB, where it was noted with 575:50 airframe hours, never overhauled.				
<b>SOS:</b> 15 May 1946 - To War Assets Corporation for disposal				
<b>9886</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT
<b>TOS:</b> 1 Jun 1942 - Taken on strength by No. 1 TC				
Delivered to long term storage. Issued from storage on 19 Dec 1942. Cat "B" crash at Mountain View at 10:40 on 2 Mar 1943. To Central A/C at Crumlin, ON for repairs, 9 Mar to 29 Sep 1943. To storage with No. 1 TC when completed. Issued from storage on 1 Feb 1944, to No. 2 TC for use by No. 3 B&GS at MacDonald, MB. To No. 2 AC on 1 Dec 1944. To storage on 10 Feb 1945. Pending disposal from 12 Oct 1945. Stored at MacDonald, where it was noted with 463:05 airframe hours, 311:15 since overhaul.				
<b>SOS:</b> 15 May 1946 - To War Assets Corporation for disposal				
<b>9887</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT
<b>TOS:</b> 1 Jun 1942 - Taken on strength by No. 1 TC				
Fitted with dual controls. Delivered to long term storage. To No. 2 TC on 30 Sep 1942. To No. 2 AC on 1 Dec 1944. To storage on 12 Feb 1945. Pending disposal from 13 Oct 1945. Stored at MacDonald, MB, where it was noted with 952:30 airframe hours, never overhauled.				
<b>SOS:</b> 15 May 1946 - To War Assets Corporation for disposal				
<b>9888</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT
<b>TOS:</b> 3 Jun 1942 - Taken on strength by No. 1 TC				
Delivered to long term storage. To No. 2 TC on 30 Sep 1942. Fitted with dual controls by 3 May 1943. With No. 5 B&GS at Dafoe, SK when it suffered a <b>Cat "A"</b> crash at 15:40 hrs on 5 Apr 1944. The lone occupant, an RCAF pilot, F/O E. Toler, on a training flight, abandoned the a/c after being unable to recover from an inverted spin after practicing single-engine flying on his first solo. To No. 8 RD for scrapping on 17 Apr 1944.				
<b>SOS:</b> 27 Apr 1944 - <b>Cat "A"</b> write-off				
<b>9889</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT
<b>TOS:</b> 3 Jun 1942 - Taken on strength by No. 1 TC				
To No. 2 TC on 30 Sep 1942. Dual controls installed by 3 May 1943. To stored reserve in Winnipeg, MB as of 17 Jul 1943. To No. 2 TC on 28 Jul 1944. To No. 2 AC on 1 Dec 1945. By 2 Feb 1945 to stored reserve with No. 2 AC. Awaiting disposal as of 13 Oct 1945. Noted with 854:10 airframe hours, never overhauled, while in storage.				
<b>SOS:</b> 10 May 1946 - To War Assets Corporation for disposal and later sold				
<b>9890</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT
<b>TOS:</b> 4 Jun 1942 - Taken on strength by No. 1 TC and assigned to long term storage				
Transferred to No. 2 TC on 30 Sep 1942 and assigned to 7 B&G School, Paulson, MB. On 26 Feb 1944, #9890 collided in air with Lysander #2392. Both crews were killed, WO2 S. Gaunce, Sgt R. Pickard, and LACs (RAF) J. Kinloch and T. Reid in #9890, and P/O W. Wiggins and LAC R. Pickering in #2392.				
<b>SOS:</b> 4 Mar 1944 - <b>Cat "A"</b> write-off; for reduction to spares and produce				

<b>9891</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT
<p><b>TOS:</b> 4 Jun 1942 - Taken in strength by No. 1 TC and assigned to long term storage</p> <p>Transferred to No. 4 TC on 13 Jul 1942 and assigned to 8 B&amp;GS, in Lethbridge, AB on 1 Jul 1943. Assigned to Aircraft Repair on 16 Feb 1944. Returned to No. 2 TC stored reserve on 17 Sep 1944. Issued to No. 2 TC on 7 Nov 1944. Formally transferred to No. 2 AC on 1 Dec 1944. To No. 2 AC stored reserve as of 14 Feb 1944. Awaiting disposal instructions as of 12 Oct 1945 and noted with 337:20 airframe hours</p> <p><b>SOS:</b> 21 Aug 1946 - To War Assets Corporation for disposal and later sold</p>				
<b>9892</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT
<p><b>TOS:</b> 5 Jun 1942 - Taken in strength by No. 1 TC and assigned to long term storage</p> <p>Transferred to No. 4 TC on 13 Jul 1942 and assigned to 2 B&amp;GS on 1 Jul 1943. Suffered "B" Cat crash on 2 Feb 1943 1 mi NW of the control tower at No. 2 B&amp;GS at 17:35 hrs local. Initially assigned to Aircraft Repairs for assessment but later dismantled and shipped to Cdn Pacific Airlines in Vancouver, BC for repairs. Placed in WAC stored reserve as of 15 Sep 1945. Awaiting disposal instructions stored at Patricia Bay, BC as of 1 May 1946 and noted with 176:30 airframe hours with only 2:25 hours since overhaul. In September 1945 it was sold as war surplus to Mr George A. Maude. Maude moved the Bolingbroke to his property on Salt Spring Island, BC. In 1962, he agreed to donate the aircraft to the RCAF. A Calgary company disassembled and trucked it to Alberta for restoration in May 1963. It was finished in the markings of an aircraft of No. 8 Sqn, which had used Bolingbroke IVs operationally on both coasts from 1941 to 1943. The a/c was then transported to Rockcliffe airport and officially handed over to the RCAF by Maude in an Air Force Day ceremony on June 6, 1964. The a/c was later transferred to the Canada Aviation &amp; Space Museum where it is currently preserved.</p> <p><b>SOS:</b> 16 Sep 1946 - To War Assets Corporation for disposal and later sold</p>				
<b>9893</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT
<p><b>TOS:</b> 6 Jun 1942 - Taken in strength by No. 1 TC and assigned to long term storage</p> <p>Transferred to No. 4 TC on 13 Jul 1942 and assigned to 8 B&amp;GS, in Lethbridge, AB. "C" Cat crash on 20 Dec 1942 12 mil SW of Lethbridge, AB. Assigned to No. 4 TC stored reserve as of 4 Apr 1944. Formally transferred to No. 2 AC as of 1 Dec 1944. Awaiting disposal instructions as of 13 Oct 1945. Stored post-war at MacDonald, MB and noted with 693:00 airframe hours.</p> <p><b>SOS:</b> 13 May 1946 - To War Assets Corporation for disposal and later sold</p>				
<b>9894</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT
<p><b>TOS:</b> 8 Jun 1942 - Taken in strength by No. 1 TC and assigned to long term storage</p> <p>Equipped with dual controls. Transferred to No. 4 TC on 13 Jul 1942 and assigned to an unknown unit. Assigned to No. 4 TC stored reserve as of 24 Apr 1944. Formally transferred to No. 2 AC as of 1 Dec 1944. Awaiting disposal instructions as of 13 Oct 1945. Stored post-war at MacDonald, MB and noted with 626:00 airframe hours.</p> <p><b>SOS:</b> 15 May 1946 - To War Assets Corporation for disposal and later sold</p>				
<b>9895</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT
<p><b>TOS:</b> 9 Jun 1942 - Taken in strength by No. 1 TC and assigned to long term storage</p> <p>Transferred to No. 4 TC on 13 Jul 1942 and assigned to an unknown unit. Assigned to No. 4 TC stored reserve as of 24 Apr 1944. Formally transferred to No. 2 AC as of 1 Dec 1944. Awaiting disposal instructions as of 13 Oct 1945. Stored post-war at MacDonald, MB and noted with 626:00 airframe hours.</p> <p><b>SOS:</b> 15 May 1946 - To War Assets Corporation for disposal and later sold</p>				

<b>9896</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT
<p><b>TOS:</b> 10 Jun 1942 - Taken in strength by No. 1 TC and assigned to long term storage</p> <p>Transferred to No. 4 TC on 13 Jul 1942 and assigned to No. 8 B&amp;GS in Lethbridge, AB. Assigned to No. 4 TC stored reserve as of 24 Apr 1944. Formally transferred to No. 2 AC as of 1 Dec 1944.</p> <p><b>SOS:</b> 2 Aug 1946 - To War Assets Corporation for disposal and later sold</p>				
<b>9897</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT
<p><b>TOS:</b> 11 Jun 1942 - Taken in strength by No. 1 TC and assigned to long term storage</p> <p>Transferred to No. 4 TC on 13 Jul 1942 and assigned to No. 8 B&amp;GS in Lethbridge, AB. Assigned to No. 4 TC stored reserve as of 4 Apr 1944. Formally transferred to No. 2 AC as of 1 Dec 1944. Awaiting disposal instructions as of 23 Mar 1945. Stored post-war at No. 10 RD.</p> <p><b>SOS:</b> 21 Feb 1947 - To War Assets Corporation for disposal and later sold</p>				
<b>9898</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT
<p><b>TOS:</b> 12 Jun 1942 - Taken in strength by No. 1 TC and assigned to long term storage</p> <p>Transferred to No. 4 TC on 13 Jul 1942 and assigned to 8 B&amp;GS, Lethbridge, AB. On 20 Dec 1942, the a/c caught fire in the air, and then struck ground level at high speed and was destroyed. The crew, F/Sgt N. Dalgleish, P/O G. Brazier, LAC E. Bohush and LAC (RAAF) S. Palmer, were all killed.</p> <p><b>SOS:</b> 1942 - Cat "A" write-off; reduced to spares and produce</p>				
<b>9899</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT
<p><b>TOS:</b> 13 Jun 1942 - Taken in strength by No. 1 TC and assigned to long term storage</p> <p>Equipped with dual controls. Transferred to No. 4 TC on 13 Jul 1942 and assigned to an unknown unit. Assigned to No. 1 TC as of 1 Nov 1944. Formally transferred to No. 1 AC as of 15 Jan 1945. Awaiting disposal instructions as of 3 Dec 1945. Stored post-war at Jarvis and noted with 739:25 airframe hours.</p> <p><b>SOS:</b> 10 Dec 1946 - To War Assets Corporation for disposal and later sold</p>				
<b>9900</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT
<p><b>TOS:</b> 15 Jun 1942 - Taken in strength by No. 1 TC and assigned to long term storage</p> <p>Transferred to No. 4 TC on 13 Jul 1942 and assigned to No. 8 B&amp;GS in Lethbridge, AB. Cat "C" crash at Lethbridge on 1 Feb 1943. Formally transferred to No. 2 AC as of 23 Dec 1944. Assigned to No. 2 AC stored reserve as of 23 Dec 1944. Awaiting disposal instructions as of 13 Oct 1945. Stored post-war at MacDonald and noted with 924:10 airframe hours.</p> <p><b>SOS:</b> 15 May 1946 - To War Assets Corporation for disposal and later sold</p>				
<b>9901</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT
<p><b>TOS:</b> 17 Jun 1942 - Taken in strength by No. 1 TC</p> <p>Transferred to No. 4 TC on 13 Jul 1942 and assigned to an unknown unit. Assigned to No. 4 TC stored reserve as of 24 Nov 1944. Formally transferred to No. 2 AC stored reserve as of 1 Dec 1944. Awaiting disposal instructions as of 13 Oct 1945. Stored post-war at MacDonald, MB and noted with 371:55 airframe hours.</p> <p><b>SOS:</b> 15 May 1946 - To War Assets Corporation for disposal and later sold</p>				
<b>9902</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT
<p><b>TOS:</b> 18 Jun 1942 - Taken in strength by No. 1 TC</p> <p>Transferred to No. 4 TC on 13 Jul 1942 and assigned to No.8 B&amp;GS in Lethbridge, AB. "B" Cat crash while there on 5 Sep 1942. Allotted to No. 8 B&amp;GS war reserve as of 1 Jun 1943. Assigned to Aircraft Repair as of 16 Feb 1944. Formally transferred to No. 2 AC as of 1 Dec 1944. Awaiting disposal instructions as of 12 Oct 1945. Stored post-war at Paulson, MB and noted with 1,210:45 airframe hours, 104:00 hrs since overhaul.</p>				

**SOS:** 21 Aug 1946 - To War Assets Corporation for disposal and later sold

**9903** Bristol 142M Fairchild Aircraft Ltd Bolingbroke Mk. IVT

**TOS:** 19 Jun 1942 - Taken in strength by No. 1 TC

Transferred to No. 4 TC on 13 Jul 1942 and assigned to No. 8 B&GS in Lethbridge, AB. Cat "C" accident there on 2 Feb 1943. Assigned to No. 4 TC stored reserve as of 24 Apr 1944. Formally transferred to No. 2 AC stored reserve as of 1 Dec 1944. Awaiting disposal instructions as of 23 Mar 1945. Stored post-war at No. 10 RD.

**SOS:** 21 Feb 1947 - To War Assets Corporation for disposal and later sold

**9904** Bristol 142M Fairchild Aircraft Ltd Bolingbroke Mk. IVT

**TOS:** 20 Jun 1942 - Taken in strength by No. 1 TC

Transferred to No. 4 TC on 13 Jul 1942 and assigned to an unknown unit. Assigned to No. 4 TC stored reserve as of 20 Jul 1943. Formally transferred to No. 2 AC stored reserve as of 23 Dec 1944. Awaiting disposal instructions as of 13 Oct 1945. Stored post-war at MacDonald, MB and noted with 593:50 airframe hours.

**SOS:** 15 May 1946 - To War Assets Corporation for disposal and later sold

**9905** Bristol 142M Fairchild Aircraft Ltd Bolingbroke Mk. IVT

**TOS:** 22 Jun 1942 - Taken in strength by No. 1 TC

Transferred to No. 4 TC on 13 Jul 1942 and assigned to an unknown unit. Formally transferred to No. 2 AC stored reserve as of 23 Dec 1944. Awaiting disposal instructions as of 13 Oct 1945. Stored post-war at MacDonald, MB and noted with 879:00 airframe hours.

**SOS:** 15 May 1946 - To War Assets Corporation for disposal and later sold

**9906** Bristol 142M Fairchild Aircraft Ltd Bolingbroke Mk. IVT

**TOS:** 23 Jun 1942 - Taken in strength by No. 1 TC

Transferred to No. 4 TC on 13 Jul 1942 and assigned to 8 B&GS in Lethbridge, AB. On 18 Jul 1943, a Cat "A" crash resulted when control lost (believed after engine cut out), and the a/c spun into ground and was destroyed by fire. The crew, F/O J. Heacock, Cpl W. Newell, LAC C. Wise, and AC1 H. Pattison, were all killed.

**SOS:** 14 Aug 1943 - Cat "A" write-off; reduced to spares and produce

**9907** Bristol 142M Fairchild Aircraft Ltd Bolingbroke Mk. IVT TT

**TOS:** 23 Jun 1942 - Taken in strength by No. 1 TC

Transferred to No. 4 TC on 13 Jul 1942 and assigned to No. 8 B&GS in Lethbridge, AB. Assigned to No. 4 TC stored reserve as of 24 Apr 1944. Converted to target tower configuration at No. 8 RD in Winnipeg, MB as of 22 Aug 1944. Assigned to WAC. Awaiting disposal instructions as of 20 Sep 1945 with Mercury XX (Star) engines. Stored post-war at Patricia Bay, BC and noted with 907:20 airframe hours.

**SOS:** 6 Sep 1946 - To War Assets Corporation for disposal and later sold

**9908** Bristol 142M Fairchild Aircraft Ltd Bolingbroke Mk. IVT

**TOS:** 25 Jun 1942 - Taken in strength by No. 1 TC

Transferred to No. 4 TC on 13 Jul 1942 and assigned to No. 8 B&GS, Lethbridge, AB. Equipped with dual controls. On 18 May 1943, a tire burst on landing, the a/c swung off the runway and the u/c collapsed. The a/c was damaged beyond repair. The crew, WO2 A. Crichton, F/Sgt A. Frederick, and two LAC (RAF) trainees, R. Stainback and R. Taylor, all escaped uninjured.

**SOS:** 15 Jul 1943 - Cat "A" write-off; reduced to spares and produce

<b>9909</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT
<b>TOS:</b> 26 Jun 1942 - Taken in strength by No. 1 TC				
Transferred to No. 4 TC on 13 Jul 1942 and assigned to No. 8 B&GS in Lethbridge, AB. Cat "C" accident while there on 10 Dec 1942. Formally transferred to No. 2 AC stored reserve as of 23 Dec 1944. Awaiting disposal instructions as of 13 Oct 1945. Stored post-war at MacDonald, MB and noted with 1,019:05 airframe hours.				
<b>SOS:</b> 15 May 1946 - To War Assets Corporation for disposal and later sold				
<b>9910</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT
<b>TOS:</b> 27 Jun 1942 - Taken in strength by No. 1 TC				
Transferred to No. 4 TC on 13 Jul 1942 and assigned to No. 2 B&GS in Mossbank, SK. Cat "B" accident while there on 1 Oct 1942. First to Aircraft Repair Ltd and then to Canadian Pacific Airlines in 16 Nov 1943 for repairs. Transferred to WAC stored reserve as of 12 Jun 1944. Awaiting disposal instructions as of 15 Sep 1945. Stored post-war at Patricia Bay, BC and noted with only 49:05 airframe hours; 7:00 hours since overhaul.				
<b>SOS:</b> 6 Sep 1946 - To War Assets Corporation for disposal and later sold				
<b>9911</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT
<b>TOS:</b> 29 Jun 1942 - Taken in strength by No. 1 TC				
Transferred to No. 4 TC on 13 Jul 1942 and assigned to an unknown unit. Awaiting disposal instructions with No. 4 TC as of 21 Nov 1944. Formally transferred to No. 2 AC stored reserve as of 1 Dec 1944. Stored post-war at No. 13 SEHU.				
<b>SOS:</b> 1 Oct 1946 - To War Assets Corporation for disposal and later sold				
<b>9912</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT
<b>TOS:</b> 30 Jun 1942 - Taken in strength by No. 1 TC				
Transferred to No. 4 TC on 13 Jul 1942 and assigned to an unknown unit. Allocated to No. 10 RD as of 3 Jun 1944 for installation of Mercury XX Star engines. Formally transferred to No. 2 AC stored reserve as of 16 Jul 1945. Stored post-war at No. 10 RD and noted with 325:40 airframe hours.				
<b>SOS:</b> 8 Apr 1947 - To War Assets Corporation for disposal and later sold				
<b>9913</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT
<b>TOS:</b> 1 Jul 1942 - Taken in strength by No. 1 TC				
Transferred to No. 4 TC on 13 Jul 1942 and assigned to an unknown unit. Formally transferred to No. 2 AC stored reserve as of 1 Dec 1944. Issued to unknown unit on 4 Jan 1945. Back to stored reserve as of 2 Feb 1945. Awaiting disposal instructions as of 13 Oct 1945. Stored post-war at MacDonald, MB and noted with 888:35 airframe hours.				
<b>SOS:</b> 15 May 1946 - To War Assets Corporation for disposal and later sold				
<b>9914</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT
<b>TOS:</b> 2 Jul 1942 - Taken on strength by No. 1 TC				
Transferred to No. 4 TC on 13 Jul 1942 and assigned to 2 B&GS at Mossbank, SK. On 28 Oct 1944, #9914 struck the water on a gunnery exercise when the a/c 'became unaccountably nose-heavy'. The crew, F/Sgt R. Sinclair, WO2 P. Wenger, and three LAC trainees were rescued with only slight injuries.				
<b>SOS:</b> 1 Feb 1945 - Cat "A" write-off; reduction to spares and produce				

<b>9915</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT
<b>TOS:</b> 3 Jul 1942 - Taken on strength by No. 1 TC				
Transferred to No. 4 TC on 13 Jul 1942 and assigned to 2 B&GS (War Reserve) at Mossbank, SK on 28 Jul 1943. Allocated to Aircraft Repair Ltd as of 16 Feb 1944 for repair work and returned to No. 4 TC stored reserve as of 9 Oct 1944. Formally transferred to No. 2 AC stored reserve as of 1 Dec 1944 and awaiting disposal instructions as of 23 Mar 1945. Stored post-war at No. 10 RD and noted with 183:25 airframe hours; 3:35 since overhaul.				
<b>SOS:</b> 21 Jul 1947 - To War Assets Corporation for disposal and later sold				
<b>9916</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT
<b>TOS:</b> 15 Jul 1942 - Taken on strength by No. 4 TC				
To No. 4 TC on 15 Jul 1942 and assigned to 2 B&GS at Mossbank, SK. Cat "B" accident while there on 25 Nov 1943. First to Aircraft Repair Ltd and then to Canadian Pacific Airlines as of 16 Nov 1943 for repairs. Transferred to WAC stored reserve as of 19 Jun 1944. Awaiting disposal instructions as of 15 Sep 1945. Stored post-war at Patricia Bay, BC and noted with only 48:45 airframe hours.				
<b>SOS:</b> 6 Sep 1946 - To War Assets Corporation for disposal and later sold				
<b>9917</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT
<b>TOS:</b> 15 Jul 1942 - Taken on strength by No. 4 TC				
To No. 4 TC on 15 Jul 1942 and assigned to unknown unit. Suffered a crash in late 1942 or early 1943. First to Aircraft Repair Ltd on 21 Jan 1943 and then to Canadian Pacific Airlines as of 16 Nov 1943 for repairs. Transferred to WAC stored reserve as of 12 May 1944. Awaiting disposal instructions as of 15 Sep 1945. Stored post-war at Patricia Bay, BC and noted with only 44:15 airframe hours; 2:55 hrs since overhauled.				
<b>SOS:</b> 6 Sep 1946 - To War Assets Corporation for disposal and later sold				
<b>9918</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT
<b>TOS:</b> 16 Jul 1942 - Taken on strength by No. 4 TC				
To No. 4 TC on 16 Jul 1942 and assigned to an unknown unit. Formally transferred to No. 2 AC stored reserve as of 1 Dec 1944. Issued to unknown unit on 4 Jan 1945. Back to stored reserve as of 2 Feb 1945. Awaiting disposal instructions as of 13 Oct 1945. Stored post-war at MacDonald, MB and noted with 969:15 airframe hours.				
<b>SOS:</b> 15 May 1946 - To War Assets Corporation for disposal and later sold				
<b>9919</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT
<b>TOS:</b> 16 Jul 1942 - Taken on strength by No. 4 TC				
To No. 4 TC on 16 Jul 1942 and assigned to an unknown unit. Next assigned to No. 10 RD (War Reserve). Formally transferred to No. 2 AC as of 22 Dec 1944. To No. 2 AC stored reserve as of 6 Mar 1945. Awaiting disposal instructions as of 13 Oct 1945. Stored post-war and noted with 329:15 airframe hours.				
<b>SOS:</b> 15 May 1946 - To War Assets Corporation for disposal and later sold				
<b>9920</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT
<b>TOS:</b> 17 Jul 1942 - Taken on strength by No. 4 TC				
To No. 4 TC on 17 Jul 1942 and assigned to 2 B&GS at Mossbank, SK. Cat "B" accident while there on 28 Feb 1943. First to Aircraft Repair Ltd in Edmonton as of 23 Mar 1943 and then to Canadian Pacific Airlines as of 16 Nov 1943 for repairs. Transferred to No. 3 RD workshop reserve in Vancouver as of 11 Mar 1944. Written off.				
<b>SOS:</b> 10 Apr 1944 - Written off; reduced to spares and produce				

<b>9921</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT
<p><b>TOS:</b> 17 Jul 1942 - Taken on strength by No. 4 TC</p> <p>To No. 4 TC on 16 Jul 1942 and assigned to an unknown unit. Next assigned to No. 10 RD (Workshop Reserve) as of 7 Nov 1944. .</p> <p><b>SOS:</b> 16 Apr 1945 - Written-off but annotated to be "retained in whole state"</p>				
<b>9922</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT
<p><b>TOS:</b> 18 Jul 1942 - Taken on strength by No. 4 TC</p> <p>Assigned to No. 4 TC stored reserve as of 5 Aug 1943. Transferred to No. 3 TC and issued to No. 3 B&amp;GS. Formally transferred to No. 2 AC on 1 Dec 1944. To No. 2 AC stored reserve as of 10 Feb 1945. Awaiting disposal instructions as of 13 Oct 1945 and noted with 624:14 airframe hours.</p> <p><b>SOS:</b> 15 May 1946 - To War Assets Corporation for disposal and later sold</p>				
<b>9923</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT
<p><b>TOS:</b> 20 Jul 1942 - Taken on strength by No. 2 TC</p> <p>Assigned to No. 2 TC and allotted to an unknown unit. Formally transferred to No. 2 AC on 1 Dec 1944. To No. 2 AC stored reserve as of 10 Feb 1945. Awaiting disposal instructions as of 13 Oct 1945 and noted with 820:55 airframe hours.</p> <p><b>SOS:</b> 15 May 1946 - To War Assets Corporation for disposal and later sold</p>				
<b>9924</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT
<p><b>TOS:</b> 21 Jul 1942 - Taken on strength by No. 2 TC</p> <p>Assigned to No. 2 TC and allotted to No. 5 B&amp;GS, Dafoe, SK. On 9 Dec 1942, the a/c dove into the ground near Quill Lake Bombing Range SE of No. 1 Bomb Target in bad weather. The entire crew including Sgt J. Phillips (pilot), together with LACs (RAF) R. Morgan and F. Selfe, were killed.</p> <p><b>SOS:</b> 28 Jan 1943 - <b>Cat "A"</b> write-off; reduced to spares and produce</p>				
<b>9925</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT
<p><b>TOS:</b> 21 Jul 1942 - Taken on strength by No. 2 TC</p> <p>Assigned to No. 2 TC and allotted to No. 5 B&amp;GS, Dafoe, SK. On 6 Jan 1943, the a/c became lost, and had to be force-landed but overturned in the process; Sgt R. Mather and three crewmen escaped uninjured but the airframe was heavily damaged</p> <p><b>SOS:</b> 2 Jul 1943 - <b>Cat "A"</b> write-off; reduced to spares and produce</p>				
<b>9926</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT
<p><b>TOS:</b> 22 Jul 1942 - Taken on strength by No. 2 TC</p> <p>Assigned to No. 2 TC stored reserve as of 18 Apr 1944. Issued to an unknown unit in No. 2 TC as of 6 Nov 1944. Formally transferred to No. 2 AC on 1 Dec 1944. To No. 8 RD workshop reserve as of 29 Dec 1944. To No. 2 AC stored reserve as of 20 Feb 1945. Awaiting disposal instructions as of 13 Oct 1945 and noted with 565:05 airframe hours.</p> <p><b>SOS:</b> 15 May 1946 - To War Assets Corporation for disposal and later sold</p>				
<b>9927</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT
<p><b>TOS:</b> 24 Jul 1942 - Taken on strength by No. 2 TC</p> <p>Assigned to No. 2 TC and allotted to No. 5 B&amp;GS, Dafoe, SK. On 10 Apr 1943, both engines on this a/c cut out due to mishandled fuel-cocks when changing from outer (100 octane) to inner (87 octane) tanks; the a/c had to belly-landed and was heavily damaged. The pilot, F/Sgt J. Hersey, and three LAC trainees escaped unhurt. To No. 8 RD in Winnipeg for repairs as of 5 May 1943 and dual controls also installed. Transferred to No. 3 TC and issued to No. 10 B&amp;GS. as of 23 May 1944. <b>Cat "A"</b> accident on 23 Sep 1944; not details available. To No. 4 RD workshop reserve as of 28 Oct 1944.</p>				

**SOS:** 12 Feb 1945 - **Cat "A"** write-off

**9928** Bristol 142M Fairchild Aircraft Ltd Bolingbroke Mk. IVT

**TOS:** 23 Jul 1942 - Taken on strength by No. 2 TC

Assigned to No. 2 TC and allotted to No. 5 B&GS, Dafoe, SK. Placed in No. 2 TC stored reserve as of 18 Apr 1944. Formally transferred to No. 2 AC on 1 Dec 1944. Suffered Cat "B" crash on 16 Feb 1945 while back at No. 5 B&GS. Assigned to No. 10 RD workshop reserve but not repaired and instead written-off.

**SOS:** 12 Feb 1945 - write-off; reduced to spares and produce

**9929** Bristol 142M Fairchild Aircraft Ltd Bolingbroke Mk. IVT

**TOS:** 28 Jul 1942 - Taken on strength by No. 2 TC

Assigned to No. 2 TC and allotted to No. 7 B&GS in Paulson, MB. Formally transferred to No. 2 AC on 1 Dec 1944. To No. 2 AC stored reserve as of 14 Feb 1945. Awaiting disposal instructions as of 12 Oct 1945 and stored post-war at Paulson, MB; noted with 1,000:10 airframe hours.

**SOS:** 21 Aug 1946 - To War Assets Corporation for disposal and later sold

**9930** Bristol 142M Fairchild Aircraft Ltd Bolingbroke Mk. IVT

**TOS:** 28 Jul 1942 - Taken on strength by No. 2 TC

Assigned to No. 7 B&GS in Paulson, MB. On 29 Oct 1942, an engine cut out on take-off, due to the use of 87 octane fuel; the a/c struck a ditch on landing and was damaged beyond repair. The pilot, Sgt E. Beecher, and the rest of the crew were uninjured. The airframe was initially assigned to No. 2 TC stored reserve as of 1 Feb 1943 and then was transferred to No. 8 RD workshop for reduction to spares and produce.

**SOS:** 15 Mar 1943 - **Cat "A"** write-off; reduced to spares and produce

**9931** Bristol 142M Fairchild Aircraft Ltd Bolingbroke Mk. IVT

**TOS:** 27 Jul 1942 - Taken on strength by No. 1 TC

Issued to an unknown unit. Placed in No. 1 TC stored reserve as of 15 May 1944. Re-issued to an unknown unit on 2 Jun 1944. Suffered a **Cat "A"** crash on 3 Oct 1944. Airframe transferred to No. 6 RD as of 3 Nov 1944. Not repaired and written-off for reduction to spares and produce

**SOS:** 11 Dec 1944 - **Cat "A"** write-off; reduced to spares and produce

**9932** Bristol 142M Fairchild Aircraft Ltd Bolingbroke Mk. IVT TT

**TOS:** 29 Jul 1942 - Taken on strength by No. 1 TC

Issued to an unknown unit. Placed in No. 1 TC stored reserve as of 15 May 1944. Transferred to No. 6 RD as of 26 Jun 1944 for conversion to target tower. Placed in No. 1 AC stored reserve as of 9 Feb 1945 and noted with 739:00 airframe hours.

**SOS:** 10 Dec 1946 - To War Assets Corporation for disposal and later sold

**9933** Bristol 142M Fairchild Aircraft Ltd Bolingbroke Mk. IVT TT

**TOS:** 31 Jul 1942 - Taken on strength by No. 1 TC

Issued to an unknown unit. Placed in No. 1 TC stored reserve as of 15 May 1944. Transferred to No. 6 RD as of 26 Jun 1944 for conversion to target tower. Placed in No. 1 AC stored reserve as of 5 Feb 1945. Stored post-war at REMS Jarvis and noted with 656:10: airframe hours.

**SOS:** 10 Dec 1946 - To War Assets Corporation for disposal and later sold

<b>9934</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT
<b>TOS:</b> 1 Aug 1942 - Taken on strength by No. 1 TC				
Fitted with dual controls. Issued to an unknown unit. The airframe was formally transferred to No. 1 AC on 15 Jan 1945. According to the a/c record card awaiting disposal as of 4 Jan 1946 at No. 6 RD with 876:30 airframe hours.				
<b>SOS:</b> 15 May 1946 - To War Assets Corporation for disposal and later sold				
<b>9935</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT
<b>TOS:</b> 3 Aug 1942 - Taken on strength by No. 2 TC				
Assigned to No. 5 B&GS, Dafoe, SK. On 29 Mar 1943, an engine caught fire in air and the a/c subsequently crashed. Most of the crew, Sgt (RAF) E. Walsh (pilot), and trainees LAC C. McKenzie and LAC R. MacFarlane were killed but LAC R. Montador baled out safely. Unfortunately, the crashing a/c struck a hay-cart, severely burning the driver, a farmer by the name of Mr A. Fahl, and killing his both horses.				
<b>SOS:</b> 11 May 1943 - <b>Cat "A" write-off</b> ; reduced to spares and produce				
<b>9936</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT
<b>TOS:</b> 4 Aug 1942 - Taken on strength by No. 2 TC				
Fitted with dual controls. Issued to No. 5 B&GS in Dafoe. The airframe was transferred to No. 2 TC stored reserve on 9 Jan 1943. Back to No. 2 TC on 8 Mar 1943. Formally transferred to No. 2 AC on 1 Dec 1944. Awaiting disposal as of 12 Oct 1945 at Paulson, MB with 619:10 airframe hours.				
<b>SOS:</b> 21 Aug 1946 - To War Assets Corporation for disposal and later sold				
<b>9937</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT
<b>TOS:</b> 5 Aug 1942 - Taken on strength by No. 2 TC				
Issued to No. 5 B&GS in Dafoe. Formally transferred to No. 2 AC on 1 Dec 1944. To No. 2 AC stored reserve as of 2 Feb 1945. Awaiting disposal as of 13 Oct 1945 at MacDonald, MB with 987:40 airframe hours.				
<b>SOS:</b> 15 May 1946 - To War Assets Corporation for disposal and later sold				
<b>9938</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT
<b>TOS:</b> 6 Aug 1942 - Taken on strength by No. 2 TC				
Issued to an unknown unit. Formally transferred to No. 2 AC on 1 Dec 1944. To No. 2 AC stored reserve as of 2 Feb 1945. Awaiting disposal as of 12 Oct 1945 at MacDonald, MB with 917:05 airframe hours.				
<b>SOS:</b> 15 May 1946 - To War Assets Corporation for disposal and later sold				
<b>9939</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT
<b>TOS:</b> 7 Aug 1942 - Taken on strength by No. 2 TC				
Issued to an unknown unit. Involved in a "B" Cat crash; no details available. Assigned to No 8 RD workshop reserve as of 1 May 1944. Not repaired and written off as of 13 Oct 1944 with the annotation on the record card "to be retained in whole state".				
<b>SOS:</b> 13 Oct 1944 - written-off				
<b>9940</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT TT
<b>TOS:</b> 8 Aug 1942 - Taken on strength by No. 2 TC				
Issued to No. 5 B&GS in Dafoe. "B" Cat accident at Dafoe on 21 Feb 1943 when the port engine burst into flames. The airframe was transferred to No. 2 TC stored reserve on 18 Apr 1944 and was then converted to target towing configuration as of 7 Jun 1944. Back to No. 2 TC on 13 Jul 1944. Formally transferred to No. 2 AC on 1 Dec 1944. Awaiting disposal as of 12 Oct 1945 at Paulson, MB with 486:00 airframe hours.				

**SOS:** 21 Aug 1946 - To War Assets Corporation for disposal and later sold

<b>9941</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT
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**TOS:** 10 Aug 1942 - Taken on strength by No. 2 TC

Issued to an unknown unit. Formally transferred to No. 2 AC on 1 Dec 1944. To No. 2 AC stored reserve as of 14 Feb 1945. Awaiting disposal as of 12 Oct 1945 at Paulson, MB with 1,117:35 airframe hours.

**SOS:** 21 Aug 1946 - To War Assets Corporation for disposal and later sold

<b>9942</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT TT
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**TOS:** 11 Aug 1942 - Taken on strength by No. 2 TC

Issued to an unknown unit. Transferred to No. 8 RD workshop reserve as of 12 Jun 1943. To No. 2 TC stored reserve as of 20 May 1944. Transferred to No. 8 RD as of 7 Jun 1944 for conversion to target tower. Formally transferred to No. 2 AC on 1 Dec 1944. To No. 2 AC stored reserve as of 14 Feb 1945. Awaiting disposal as of 12 Oct 1945 at Paulson, MB with 501:25 airframe hours.

**SOS:** 21 Aug 1946 - To War Assets Corporation for disposal and later sold

<b>9943</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT
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**TOS:** 12 Aug 1942 - Taken on strength by No. 2 TC

Assigned to No. 7 B&GS, in Paulson, MB. On 15 Dec 1943, an engine cut out at 400 ft while on a 'splash' gunnery exercise. The a/c then hit trees in an attempted force-landing resulting in **Cat "A"** damage. The crew, P/O W. McFadden, P/O G. Jamieson (AG Instructor) and three trainee AGs, were uninjured.

**SOS:** 29 Dec 1943 - **Cat "A"** write-off; reduced to spares and produce

<b>9944</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT
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**TOS:** 13 Aug 1942 - Taken on strength by No. 2 TC

Assigned to 7 B&G School, Paulson, MB. On 27 Jul 1943, the a/c dived vertically into the ground from a steep turn; possibly as the Pilot and Bombing Instructor (a 'washed out' trainee pilot) were changing places in air; the crew, WO2 R. Mathers (Pilot), P/O R. Esselmont (BI), and trainees, LAC P Trudel and LAC (RNZAF) N. Glenday were all killed.

**SOS:** 20 Aug 1943 - **Cat "A"** write-off; reduced to spares and produce

<b>9945</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT
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**TOS:** 15 Aug 1942 - Taken on strength by No. 2 TC

Issued to an unknown unit. To No. 2 TC stored reserve as of 2 May 1944. Re-issued to an unknown unit as of 28 Sep 1944. Formally transferred to No. 2 AC on 1 Dec 1944. To No. 2 AC stored reserve as of 10 Feb 1945. Awaiting disposal as of 12 Oct 1945 at MacDonald with 900:25 airframe hours.

**SOS:** 15 May 1946 - To War Assets Corporation for disposal and later sold

<b>9946</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT
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**TOS:** 14 Sep 1942 - Taken on strength by No. 4 TC

Fitted with dual controls. Likely issued to No. 2 B&GS in Mossbank, SK. **Cat "C"** crash there on 7 Oct 1943. To No. 4 TC stored reserve as of 4 Apr 1944. Re-issued to an unknown unit on 17 Jun 1944. Formally transferred to No. 2 AC on 1 Dec 1944. To No. 2 AC stored reserve as of 23 Dec 1944. Awaiting disposal as of 12 Oct 1945 at Paulson, MB with 961:40 airframe hours and also fitted with Mercury XX (Star) engines

**SOS:** 21 Aug 1946 - To War Assets Corporation for disposal and later sold

<b>9947</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT
<b>TOS:</b> 17 Aug 1942 - Taken on strength by No. 1 TC				
Transferred to No. 2 TC on 22 Jan 1944 and assigned to No. 3 B&GS. Formally transferred to No. 2 AC on 1 Dec 1944. To No. 2 AC stored reserve as of 10 Feb 1945. Awaiting disposal as of 12 Oct 1945 at MacDonald with 1,116:05 airframe hours.				
<b>SOS:</b> 15 May 1946 - To War Assets Corporation for disposal and later sold				
<b>9948</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT TT
<b>TOS:</b> 17 Aug 1942 - Taken on strength by No. 1 TC				
Issued to an unknown unit. To No. 1 TC stored reserve as of 1 Apr 1944. To No. 6 RD Workshop Reserve on 26 Jun 1944 for conversion to target tower but only completed as of 5 Feb 1945. To No. 1 AC stored reserve as of 5 Feb 1945. To EAC stored reserve as of 23 Apr 1945. Awaiting disposal at Jarvis with 650:40 airframe hours.				
<b>SOS:</b> 10 Dec 1946 - To War Assets Corporation for disposal and later sold				
<b>9949</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT
<b>TOS:</b> 19 Aug 1942 - Taken on strength by No. 1 TC				
Cat "B" accident at No. 1 B&GS in Jarvis, ON on 9 Sep 1942. Transferred to No. 2 TC on 22 Jan 1944 and assigned to 3 B&GS at MacDonald, MB. To No. 2 TC stored reserve as of 27 Apr 1944. Formally transferred to No. 2 AC stored reserve as of 1 Dec 1944 and awaiting disposal instructions as of 12 Oct 1945. Stored post-war at MacDonald and noted with 724:50 airframe hours.				
<b>SOS:</b> 15 May 1946 - To War Assets Corporation for disposal and later sold				
<b>9950</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT
<b>TOS:</b> 20 Aug 1942 - Taken on strength by No. 1 TC				
Assigned to an unknown unit. Transferred to No. 2 TC on 7 Feb 1944 and assigned to 3 B&GS at MacDonald, MB. Formally transferred to No. 2 AC stored reserve as of 1 Dec 1944 and awaiting disposal instructions as of 12 Oct 1945. Stored post-war at MacDonald with 840:25 airframe hours.				
<b>SOS:</b> 15 May 1946 - To War Assets Corporation for disposal and later sold				
<b>9951</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT
<b>TOS:</b> 20 Aug 1942 - Taken on strength by No. 1 TC				
Issued to an unknown unit. Fitted with dual controls as of 7 May 1943. To No. 6 RD Workshop Reserve on 2 Nov 1944 fitment of Mercury XX (Star) engines. Awaiting disposal instructions with No. 1 AC as of 4 Sep 1945. Awaiting disposal at No. 6 RD with 1,000:25 airframe hours.				
<b>SOS:</b> 16 May 1946 - To War Assets Corporation for disposal and later sold				
<b>9952</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT
<b>TOS:</b> 21 Aug 1942 - Taken on strength by No. 1 TC				
Dual controls fitted as of 7 Mar 1943. Transferred to No. 3 TC on 1 Sep 1943 and assigned to No. 10 B&GS in Mount Pleasant, PEI. On 2 Apr 1944, the a/c crashed and was destroyed by fire, when an engine cut out in circuit, killing the pilot, F/O S. Coffin, during his first solo on type.				
<b>SOS:</b> 7 Jun 1944 - <b>Cat "A"</b> write-off				
<b>9953</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT TT
<b>TOS:</b> 21 Aug 1942 - Taken on strength by No. 1 TC				
Issued to an unknown unit. To No. 1 TC stored reserve as of 18 Mar 1944. To No. 6 RD Workshop Reserve on 17 Jun 1944 for conversion to target tower. Awaiting disposal at Jarvis as 3 Nov 1945 with 597:20 airframe hours.				
<b>SOS:</b> 10 Dec 1946 - To War Assets Corporation for disposal and later sold				

<b>9954</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT TT
<b>TOS:</b> 24 Aug 1942 - Taken on strength by No. 1 TC				
Issued to an unknown unit. To No. 1 TC stored reserve as of 18 Mar 1944. To No. 6 RD Workshop Reserve on 17 Jun 1944 for conversion to target tower. To No. 1 AC stored reserve as of 6 Feb 1945. Awaiting disposal at Jarvis, ON with 732:00 airframe hours.				
<b>SOS:</b> 10 Dec 1946 - To War Assets Corporation for disposal and later sold				
<b>9955</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT
<b>TOS:</b> 25 Aug 1942 - Taken on strength by No. 1 TC				
Issued to an unknown unit. Dual controls fitted as of 3 May 1943. Crashed and then allotted to No. 6 RD Workshop Reserve on 23 Feb 1944 and then on to Central Aircraft in Crumlin, ON. Dual controls removed as 19 Jun 1944 and transferred to No. 3 TC stored reserve. To No. 9 RD workshop reserve as of 5 Oct 1944 for "Bolingbroke Reconditioning Program". To No. 1 TC stored reserve as of 8 Dec 1944. To No. 1 AC stored reserve as of 15 Jan 1945. Awaiting disposal at Jarvis, ON with 302:55 airframe hours.				
<b>SOS:</b> 10 Dec 1946 - To War Assets Corporation for disposal and later sold				
<b>9956</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT
<b>TOS:</b> 31 Aug 1942 - Taken on strength by No. 1 TC				
Issued to No. 6 B&GS in Mountain View, ON. "B" Cat crash while there on 7 Jan 1943. Transferred to No. 6 RD in Trenton on 16 Feb 1943 for fly-in repair. To No. 1 TC stored reserve as of 20 Oct 1943. Re-issued to unknown No. 1 TC unit on 25 Oct 1943. Transferred to No. 3 TC and assigned to No. 10 B&GS in Mount Pleasant, PEI as of 15 May 1944. Formally transferred to No. 1 AC as of 15 Jan 1945. To EAC stored reserve as of 20 Jun 1945. Awaiting disposal instructions with EAC as of 24 Oct 1945. Stored post-war at Mount Pleasant.				
<b>SOS:</b> 6 Jan 1947 - To War Assets Corporation for disposal and later sold				
<b>9957</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT
<b>TOS:</b> 26 Aug 1942 - Taken on strength by No. 1 TC				
Transferred to No. 2 TC on 22 Jan 1944 and assigned to No. 3 B&GS. To No. 2 TC stored reserve as of 17 May 1944. Formally transferred to No. 2 AC on 1 Dec 1944. To No. 2 AC stored reserve as of 14 Feb 1945. Assigned to No. 8 RD workshop reserve as of 16 Feb 1945. Written-off.				
<b>SOS:</b> 14 Mar 1945 - written-off with the annotation "Retained in whole state"				
<b>9958</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT
<b>TOS:</b> 27 Aug 1942 - Taken on strength by No. 1 TC				
Issued to No. 6 B&GS in Mountain View, ON. "B" Cat crash while there on 20 Nov 1942. To No. 6 RD Workshop Reserve on 1 Dec 1942. Back to an unknown unit in No. 1 TC as if 15 May 1944. To No. 1 AC as of 15 Jan 1945. Awaiting disposal at Mountain View, ON as of 1 Mar 1946 with 528:00 airframe hours.				
<b>SOS:</b> 2 Jan 1947 - To War Assets Corporation for disposal and later sold				
<b>9959</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT
<b>TOS:</b> 3 Sep 1942 - Taken on strength by No. 1 TC				
Issued to No. 1 B&GS in Jarvis, ON. "B" Cat crash while there on 22 Jan 1943. To No. 6 RD Workshop Reserve. To Central Aircraft in Crumlin as of 22 Jul 1943. Transferred to No. 2 TC and issued to No. 3 B&GS in MacDonald. To No. 2 TC stored reserve as of 22 Jun 1944. Formally transferred to No. 2 AC as of 17 Jan 1945. Awaiting disposal at MacDonald as of 12 Oct 1945 with 1,210:45 airframe hours; 382:05 hrs since overhaul.				
<b>SOS:</b> 16 May 1946 - To War Assets Corporation for disposal and later sold				

<b>9960</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT TT
<p><b>TOS:</b> 4 Sep 1942 - Taken on strength by No. 1 TC</p> <p>Issued to No. 1 B&amp;GS in Jarvis, ON. To No. 1 TC stored reserve on 1 Apr 1944. To No. 6 RD Workshop Reserve as of 2 Jun 1944. Converted to target towing configuration by No. 6 RD as of 9 Feb 1945 Formally transferred to No. 1 AC as of 9 Feb 1945. Awaiting disposal at Jarvis as of 3 Nov 1945 with 1,210:45 airframe hours; 602:15 hrs since overhaul.</p> <p><b>SOS:</b> 10 Dec 1946 - To War Assets Corporation for disposal and later sold</p>				
<b>9961</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT
<p><b>TOS:</b> 5 Sep 1942 - Taken on strength by No. 1 TC</p> <p>Issued to No. 1 B&amp;GS in Jarvis, ON. Cat "C" crash while there on 20 Nov 1942. Fitted with dual controls as of 13 May 1943. Formally transferred to No. 1 AC as of 15 Jan 1945. Awaiting disposal at Jarvis as of 3 Dec 1945 with 929:30 airframe hours; 602:15 hrs since overhaul.</p> <p><b>SOS:</b> 10 Dec 1946 - To War Assets Corporation for disposal and later sold</p>				
<b>9962</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT
<p><b>TOS:</b> 7 Sep 1942 - Taken on strength by No. 1 TC</p> <p>Issued to an unknown unit. Transferred to No. 2 TC and issued to No. 3 B&amp;GS in MacDonald. To No. 2 TC stored reserve as of 12 May 1944. Formally transferred to No. 2 AC as of 1 Dec 1945. Awaiting disposal at MacDonald as of 12 Oct 1945 with 146:45 airframe hours.</p> <p><b>SOS:</b> 16 May 1946 - To War Assets Corporation for disposal and later sold</p>				
<b>9963</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT TT
<p><b>TOS:</b> 8 Sep 1942 - Taken on strength by No. 1 TC</p> <p>Assigned to No. 4 B&amp;GS in Fingal, ON. Transferred to Central Aircraft in Crumlin on 16 Oct 1942. Re-issued to No. 1 TC as of 1 Mar 1943. To No. 1 TC stored reserve as of 18 Mar 1944. To No 6 RD workshop reserve as of 17 Jun 1944 and converted to target towing as of 26 Sep 1944. To No. 1 TC stored reserve. Formally transferred to No. 1 AC as of 15 Jan 1945. Airframe to No. 6 RD workshop reserve for write off on 25 Jan 1945 for reduction to spares and produce.</p> <p><b>SOS:</b> 27 Mar 1945 - write-off; reduced to spares and produce</p>				
<b>9964</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT
<p><b>TOS:</b> 9 Sep 1942 - Taken on strength by No. 1 TC</p> <p>Assigned to No. 1 B&amp;GS in Jarvis, ON. On 3 Jan 1943, an engine cut out on take-off at Jarvis due to 87 octane fuel; the a/c stalled and spun in while the pilot attempted to change the fuel-cocks over to tanks with 100 octane. In the crew, F/Sgt C. Troutbeck (pilot) later died of his injuries, Cpl W. Dean had been killed outright, but AC1 L. McLean and AC1 G. Sibley survived their injuries.</p> <p><b>SOS:</b> 8 Apr 1943 - Cat "A" write-off; reduced to spares and produce at No. 6 RD</p>				
<b>9965</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT TT
<p><b>TOS:</b> 10 Sep 1942 - Taken on strength by No. 1 TC</p> <p>Assigned to No. 6 B&amp;GS in Mountain View, ON. To No. 1 TC stored reserve as of 18 Mar 1944. To No 6 RD workshop reserve as of 26 Jun 1944 and converted to target towing as of 27 Jan 1945. To No. 1 AC stored reserve. Awaiting disposal instructions at Jarvis, ON as of 3 Nov 1945 with 611:50 airframe hours.</p> <p><b>SOS:</b> 10 Dec 1946 - To War Assets Corporation for disposal and later sold</p>				
<b>9966</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT
<p><b>TOS:</b> 11 Sep 1942 - Taken on strength by No. 1 TC</p> <p>Assigned to No. 6 B&amp;GS in Mountain View, ON. Fitted with dual controls. To No. 1 AC as of 15 Jan 1945. Awaiting disposal instructions at No. 6 RD as of 4 Jan 1946 with 964:05 airframe hours.</p>				

**SOS:** 15 May 1946 - To War Assets Corporation for disposal

<b>9967</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT
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**TOS:** 12 Sep 1942 - Taken on strength by No. 1 TC

Assigned to No. 6 B&GS in Mountain View, ON. Transferred to No. 3 TC and assigned to No. 10 B&GS in Mount Pleasant, PEI. Formally transferred to No. 1 AC as of 15 Jan 1945. To EAC stored reserve as of 20 Jan 1945. Awaiting disposal instructions at Mount Pleasant as of 24 Oct 1945.

**SOS:** 6 Jan 1947 - To War Assets Corporation for disposal and later sold

<b>9968</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT
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**TOS:** 15 Sep 1942 - Taken on strength by No. 1 TC

Assigned to No. 31 B&GS in Picton, ON. Transferred to No. 2 TC and to an unknown unit as of 16 Jan 1943. Back to No. 1 TC as of 3 Jun 1943. Back to No. 2 TC and assigned to No. 3 B&GS as of 22 Jan 1944. Formally transferred to No. 2 AC as of 1 Dec 1944. To No. 2 AC stored reserve as of 28 Feb 1945 and awaiting disposal instructions as of 12 Oct 1945 at MacDonald, MB with 908:45 airframe hours.

**SOS:** 15 May 1946 - To War Assets Corporation for disposal and later sold

<b>9969</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT
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**TOS:** 16 Sep 1942 - Taken on strength by No. 1 TC

Assigned to No. 31 B&GS in Picton, ON. Transferred to No. 2 TC and to an unknown unit as of 16 Feb 1943. Back to No. 1 TC as of 3 Jun 1943. Back to No. 2 TC and assigned to No. 3 B&GS as of 22 Jan 1944. Formally transferred to No. 2 AC as of 1 Dec 1944. To No. 2 AC stored reserve as of 28 Feb 1945 and awaiting disposal instructions as of 12 Oct 1945 at MacDonald, MB with 1,193:35 airframe hours.

**SOS:** 15 May 1946 - To War Assets Corporation for disposal and later sold

<b>9970</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT TT
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**TOS:** 17 Sep 1942 - Taken on strength by No. 1 TC

Assigned to No. 31 B&GS in Picton, ON. To No. 1 TC stored reserve as of 18 Mar 1944. To No 6 RD workshop reserve as of 26 Jun 1944 and converted to target towing as of 5 Feb 1945. To No. 1 AC stored reserve as of 5 Feb 1945. Awaiting disposal instructions at Jarvis, ON with 483:00 airframe hours.

**SOS:** 15 Aug 1946 - To War Assets Corporation for disposal

<b>9971</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT
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**TOS:** 18 Sep 1942 - Taken on strength by No. 1 TC

Assigned to unknown unit. To No. 1 TC stored reserve as of 1 Apr 1944. To No 6 RD workshop reserve as of 20 Jul 1944. To No. 1 AC stored reserve as of 5 Feb 1945. Awaiting disposal instructions at Jarvis, ON with 64:30 airframe hours.

**SOS:** 10 Dec 1946 - To War Assets Corporation for disposal and later sold

<b>9972</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT TT
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**TOS:** 18 Sep 1942 - Taken on strength by No. 1 TC

Assigned to unknown unit. To No. 1 TC stored reserve as of 1 Apr 1944. To No 6 RD workshop reserve as of 26 Jun 1944. Converted to target towing configuration while at No. 6 RD. To No. 1 AC stored reserve as of 29 Jan 1945. Awaiting disposal instructions at Jarvis, ON with 667:25 airframe hours.

**SOS:** 10 Dec 1946 - To War Assets Corporation for disposal and later sold

<b>9973</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT
<b>TOS:</b> 18 Sep 1942 - Taken on strength by No. 1 TC				
Assigned to unknown unit. Transferred to No. 1 AC as of 15 Jan 1945. To No. 1 AC stored reserve as of 27 Feb 1945. Awaiting disposal instructions at Jarvis, ON with 864:00 airframe hours.				
<b>SOS:</b> 10 Dec 1946 - To War Assets Corporation for disposal and later sold				
<b>9974</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT
<b>TOS:</b> 20 Sep 1942 - Taken on strength by No. 4 TC				
Cat "B" accident at No. 8 B&GS in Lethbridge, AB on 18 Feb 1943. To Air Repair Ltd in Edmonton on 24 Feb 1943. Diverted to Cdn Pacific Airlines for repairs in Vancouver, BC on 16 Nov 1943. To WAC stored reserve as of 22 Apr 1944. Awaiting disposal in WAC at Patricia Bay, BC as of 15 Sep 1945. Noted with only 80:15 airframe hours; 2:00 hrs since overhaul.				
<b>SOS:</b> 6 Sep 1946 - To War Assets Corporation for disposal and later sold				
<b>9975</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT
<b>TOS:</b> 21 Sep 1942 - Taken on strength by No. 4 TC				
Assigned to unknown unit. To No.10 RD Workshop Reserve in Calgary, AB for repairs as of 23 Nov 1944. Formally transferred to No. 2 AC and awaiting disposal at No. 10 RD as of 2 May 1945 with only 79:20 airframe hours.				
<b>SOS:</b> 11 Jul 1947 - To War Assets Corporation for disposal and later sold				
<b>9976</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT
<b>TOS:</b> 23 Sep 1942 - Taken on strength by No. 4 TC				
Assigned to unknown unit. To No.4 TC stored reserve as of 24 Apr 1944. Formally transferred to No. 2 AC as of 1 Dec 1944 and awaiting disposal at No. 10 RD as of 23 Mar 1945 with 578:05 airframe hours.				
<b>SOS:</b> 21 Jul 1947 - To War Assets Corporation for disposal and later sold				
<b>9977</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT
<b>TOS:</b> 24 Sep 1942 - Taken on strength by No. 4 TC				
Cat "C" accident at No. 8 B&GS in Lethbridge, AB on 5 Oct 1944. Formally transferred to No. 2 AC as of 1 Dec 1944 and awaiting disposal.				
<b>SOS:</b> 1 Oct 1946 - To War Assets Corporation for disposal and later sold				
<b>9978</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT
<b>TOS:</b> 25 Sep 1942 - Taken on strength by No. 4 TC				
Assigned to unknown unit. To No.4 TC stored reserve as of 4 Apr 1944. Formally transferred to No. 2 AC as of 1 Dec 1944 and awaiting disposal at No. 10 RD as of 23 Mar 1945 with 537:00 airframe hours.				
<b>SOS:</b> 14 May 1947 - To War Assets Corporation for disposal and later sold				
<b>9979</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT
<b>TOS:</b> 27 Sep 1942 - Taken on strength by No. 4 TC				
Assigned to unknown unit. To No.4 TC stored reserve as of 4 Apr 1944. Formally transferred to No. 2 AC as of 1 Dec 1944 and awaiting disposal at No. 10 RD as of 23 Mar 1945 with 559:00 airframe hours.				
<b>SOS:</b> 21 Jul 1947 - To War Assets Corporation for disposal and later sold				

<b>9980</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT
<b>TOS:</b> 18 Mar 1943 - Taken on strength by No. 3 TC				
Initially allotted to No. 4 TC as of 28 Sep 1942. Next entry however reads "18 Mar 1943 - unserviceable a/c at Rockcliffe, allotted to No. 3 TC for salvage or repair action." To No. 4 TC stored reserve as of 10 Apr 1943. Formally transferred to No. 2 AC as of 1 Dec 1944 and awaiting disposal at No. 10 RD as of 23 Mar 1945 with only 18:30 airframe hours.				
<b>SOS:</b> 21 Jul 1947 - To War Assets Corporation for disposal and later sold				
<b>9981</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT
<b>TOS:</b> 29 Sep 1942 - Taken on strength by No. 4 TC				
Assigned to unknown unit. To No.4 TC stored reserve as of 4 Apr 1944. Formally transferred to No. 2 AC as of 1 Dec 1944 and awaiting disposal at MacDonald as of 12 Oct 1945 with 603:40 airframe hours.				
<b>SOS:</b> 15 May 1946 - To War Assets Corporation for disposal and later sold				
<b>9982</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT
<b>TOS:</b> 30 Sep 1942 - Taken on strength by No. 4 TC				
Assigned to unknown unit. Formally transferred to No. 2 AC as of 1 Dec 1944 and placed in stored reserve. Briefly issued to an unknown unit on 9 Jan 1945 and back to stored reserve as of 2 Feb 1945. Awaiting disposal at MacDonald as of 12 Oct 1945 with 888:45 airframe hours.				
<b>SOS:</b> 15 May 1946 - To War Assets Corporation for disposal and later sold				
<b>9983</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT TT
<b>TOS:</b> 1 Oct 1942 - Taken on strength by No. 4 TC				
Assigned to unknown unit. To Air Repair Ltd in Edmonton on 30 Mar 1943. Diverted to Cdn Pacific Airlines for repairs in Vancouver, BC on 16 Nov 1943. To No. 8 RD workshop reserve on 17 May 1944 for conversion to target tower. Assigned to No. 5 B&GS as of 17 Jun 1944. Formally transferred to No. 2 AC as of 1 Dec 1944 and then into No. 2 AC stored reserve as of 14 Feb 1945. Awaiting disposal at Paulson, MB as of 12 Oct 1945 with 343:05 airframe hours.				
<b>SOS:</b> 21 Aug 1946 - To War Assets Corporation for disposal and later sold				
<b>9984</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT
<b>TOS:</b> 2 Oct 1942 - Taken on strength by No. 4 TC				
Assigned to No. 2 B&GS in Mossbank, SK. On 14 Dec 1942, the a/c crashed into a hillside during an air-test; all six on board killed; these included WO2 E. North (pilot) together with five ground-crew passengers: LACs R. Habkirk, H. Lightle, R. Shults and J. Campbell, along with AC1 H. Pratt.				
<b>SOS:</b> 7 Apr 1943 - <b>Cat "A"</b> write-off; reduced to spares and produce				
<b>9985</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT
<b>TOS:</b> 2 Oct 1942 - Taken on strength by No. 4 TC				
Assigned to unknown unit. Formally transferred to No. 2 AC as of 1 Dec 1944 and placed in stored reserve. Briefly issued to an unknown unit on 4 Jan 1945 and back to stored reserve as of 2 Feb 1945. Awaiting disposal at MacDonald as of 12 Oct 1945 with 819:10 airframe hours.				
<b>SOS:</b> 15 May 1946 - To War Assets Corporation for disposal and later sold				
<b>9986</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT
<b>TOS:</b> 5 Oct 1942 - Taken on strength by No. 2 TC				
Cat "C" accident at No. 5 B&GS in Dafoe, SK on 19 Feb 1943. Formally transferred to No. 2 AC as of 1 Dec 1944 and minor repairs carried out by No. 8 RD as of 29 Dec 1944. To No. 2 AC stored reserve as of 16 Feb 1945. Awaiting disposal at MacDonald as of 12 Oct 1945 with 700:15 airframe hours.				
<b>SOS:</b> 15 May 1946 - To War Assets Corporation for disposal and later sold				

<b>9987</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT
<b>TOS:</b> 10 Nov 1942 - Taken on strength by No. 1 TC for salvage action				
While being ferried by No. 124 Ferry Sqn, on 28 Oct 1942, both engines cut out on approach to Kapuskasing, ON, the a/c crash-landed, and was heavily damaged. The crew consisted of P/O B. Wickham, who was slightly injured, and Cpl W. Hersey, who was safe. The crash was initially assessed as Cat "A" but the a/c was sent to Central Aircraft in Crumlin, ON for repairs. The a/c was then placed in No. 1 TC stored reserve as of 10 Aug 1943. Transferred to No. 2 TC stored reserve as of 18 Feb 1944 and then to No. 8 RD on 7 Jun 1944 for conversion to target tower. To No. 2 TC as of 13 Jul 1944. Formally transferred to No. 2 AC as of 1 Dec 1944 and then into No. 2 AC stored reserve as of 14 Feb 1945. Awaiting disposal at Paulson, MB as of 12 Oct 1945 with 200:45 airframe hours.				
<b>SOS:</b> 21 Aug 1946 - To War Assets Corporation for disposal and later sold				
<b>9988</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT
<b>TOS:</b> 7 Oct 1942 - Taken on strength by No. 2 TC				
Initially allocated to an unknown unit. Formally transferred to No. 2 AC on 1 Dec 1944. To No. 8 RD workshop reserve on 29 Dec 1944 for minor repairs. To No. 2 AC stored reserve on 20 Feb 1945. Awaiting disposal as of 7 May 1945; stored post-war at MacDonald, MB.				
<b>SOS:</b> 15 May 1946 - Struck off, to War Assets Corporation for sale and later sold				
<b>9989</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT
<b>TOS:</b> 8 Oct 1942 - Taken on strength by No. 2 TC				
Initially allocated to an unknown unit. To No. 2 TC stored reserve as of 18 Apr 1944. Back to an No. 2 TC unit on 6 Nov 1944. Formally transferred to No. 2 AC on 1 Dec 1944. To No. 2 AC stored reserve on 2 Feb 1945. Awaiting disposal as of 12 Oct 1945; stored post-war at MacDonald with 672:40 airframe hours.				
<b>SOS:</b> 15 May 1946 - Struck off, to War Assets Corporation for sale and later sold				
<b>9990</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT
<b>TOS:</b> 9 Oct 1942 - Taken on strength by No. 2 TC				
Initially allocated to an unknown unit. Formally transferred to No. 2 AC on 1 Dec 1944. To No. 2 AC stored reserve on 14 Feb 1945. Awaiting disposal as of 12 Oct 1945; stored post-war at Paulson with 1,941:35 airframe hours.				
<b>SOS:</b> 21 Aug 1946 - To War Assets Corporation for disposal and later sold				
<b>9991</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT TT
<b>TOS:</b> 10 Oct 1942 - Initially planned to be taken on strength by No. 2 TC				
On 30 Oct 1942, this a/c was involved in a "B" Cat crash at Kapuskasing, ON while enroute to No. 2 TC. Assigned after this to No. 6 RD workshop reserve and then onto Central Aircraft in Crumlin, ON as of 30 Nov 42. To No. 1 TC stored reserve as of 23 Jun 1943. Transferred to No. 2 stored reserve as of 11 Feb 1944. Assigned to No. 8 RD on 7 Jun 1944 and converted to target tower. To No. 2 TC and unknown unit as of 14 Jul 44. Formally transferred to No. 2 AC on 1 Dec 1944. To No. 2 AC stored reserve on 2 Feb 1945. Awaiting disposal as of 13 Oct 1945; stored post-war at MacDonald with 205:05 airframe hours.				
<b>SOS:</b> 15 May 1946 - Struck off, to War Assets Corporation for sale and later sold				
<b>9992</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT
<b>TOS:</b> 11 Oct 1942 - Taken on strength by No. 2 TC				
Initially allocated to an unknown unit. Transferred to No. 2 TC stored reserve on 1 Feb 1943. To No. 8 RD on 9 Feb 1944 for inspection. Written-off and reduced to spares and produce.				
<b>SOS:</b> 24 Feb 1944 - Struck off, reduced to spares and produce				

<b>9993</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT
<b>TOS:</b> 12 Oct 1942 - Taken on strength by No. 2 TC				
Assigned to No. 5 B&GS, in Dafoe. On 8 Feb 1944, the starboard engine cowling detached, damaging the main-plane which resulted in a crash-landing with <b>Cat "A"</b> damage. WO2 G. Smith and two of three RAF LAC trainees, K. Holmes and T. Hyslop, were uninjured, while the third, J. Harlow, was injured.				
<b>SOS:</b> 9 Mar 1944 - <b>Cat "A"</b> write-off; reduced to spares and produce				
<b>9994</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT
<b>TOS:</b> 13 Oct 1942 - Taken on strength by No. 2 TC				
Initially allocated to an unknown unit. Formally transferred to No. 2 AC on 1 Dec 1944. To No. 2 AC stored reserve on 2 Feb 1945. Awaiting disposal as of 12 Oct 1945; stored post-war at MacDonald with 1,014:50 airframe hours.				
<b>SOS:</b> 15 May 1946 - Struck off, to War Assets Corporation for sale and later sold				
<b>9995</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT TT
<b>TOS:</b> 14 Oct 1942 - Taken on strength by No. 2 TC				
Initially allocated to an unknown unit. To No. 2 TC stored reserve as of 9 Jan 1943. Back to a No. 2 TC unit as of 8 Mar 1943. Back to No. 2 TC stored reserve on 12 May 1944. To No. 8 RD on 7 Jun 1944 for conversion to target tower. Returned to No. 2 TC on 23 Jun 1944. Formally transferred to No. 2 AC on 1 Dec 1944. To No. 2 AC stored reserve on 14 Feb 1945. Awaiting disposal as of 12 Oct 1945; stored post-war at Paulson with 579:15 airframe hours.				
<b>SOS:</b> 21 Aug 1946 - To War Assets Corporation for disposal and later sold				
<b>9996</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT
<b>TOS:</b> 15 Oct 1942 - Taken on strength by No. 2 TC				
Assigned to No. 7 B&GS, in Paulson, MB. On 29 Oct 1942, an engine cut out on take-off, due to the use of 87 octane fuel; the a/c stuck trees, crashed, and was destroyed by fire. The solo pilot, Sgt (RAF) W. Burnett, escaped safely.				
<b>SOS:</b> 11 Dec 1942 - <b>Cat "A"</b> write-off; reduced to spares and produce.				
<b>9997</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT
<b>TOS:</b> 27 Oct 1942 - Taken on strength by No. 2 TC				
Assigned to No. 5 B&GS, in Dafoe, SK. On 28 Apr 1943, when an engine cut out in the circuit, the a/c was cut off from a single-engine approach by another aircraft, and this a/c had to be belly-landed causing <b>Cat "B"</b> damage. The crew, F/Sgt T. Blackburn and LAC F. Fitzsimmons, escaped unhurt. Assigned to No. 8 RD on 19 May 1943. Placed in No. 2 TC stored reserve as of 8 Jul 1944. Returned to No. 2 TC as of 7 Nov 1944. Formally transferred to No. 2 AC on 1 Dec 1944. To No. 2 AC stored reserve on 7 Feb 1945. Awaiting disposal as of 12 Oct 1945; stored post-war with 295:15 airframe hours.				
<b>SOS:</b> 21 Aug 1946 - To War Assets Corporation for disposal and later sold				
<b>9998</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT
<b>TOS:</b> 31 Oct 1942 - Taken on strength by No. 2 TC				
Initially allocated to an unknown unit. Formally transferred to No. 2 AC on 1 Dec 1944. To No. 2 AC stored reserve on 2 Feb 1945. Awaiting disposal as of 12 Oct 1945; stored post-war at MacDonald with 921:00 airframe hours.				
<b>SOS:</b> 15 May 1946 - Struck off, to War Assets Corporation for sale and later sold				

<b>9999</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT
<b>TOS:</b> 18 Oct 1942 - Taken on strength by No. 2 TC				
Initially allocated to an unknown unit; probably No. 5 B&GS. Allotted to No. 8 RD on 9 Jul 1943 for storage pending facilities for repairs. Cat "C" accident at No. 5 B&GS at Dafoe, SK on 3 Dec 1944. To No. 2 TC stored reserve on 27 Sep 1944. Back to No. 2 TC on 6 Nov 1944. Formally transferred to No. 2 AC on 1 Dec 1944. To No. 2 AC stored reserve on 2 Feb 1945. Awaiting disposal as of 12 Oct 1945; stored post-war at MacDonald with 319:25 airframe hours.				
<b>SOS:</b> 15 May 1946 - Struck off, to War Assets Corporation for sale and later sold				
<b>10000</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT
<b>TOS:</b> 19 Oct 1942 - Taken on strength				
Used by No. 2 TC. With No. 5 B&GS at Dafoe, Saskatchewan. <b>Cat "A"</b> crash on 10 Jan 1943. The a/c first rolled and then spun-in while under power for unexplained reasons; The crew, Sgt (RNZAF) T. Sugrue (1st pilot), Sgt (RNZAF) R. Chappell (2nd pilot), Cpl J. McNeilly, and LAC (RNZAF) W. Moislely, were all killed.				
<b>SOS:</b> 20 Apr 1943 - <b>Cat "A"</b> write-off, reduced to spares and produce				
<b>10001</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT
<b>TOS:</b> 20 Oct 1942 - Taken on strength by No. 2 TC				
To stored reserve with No. 2 TC from 18 Apr to 7 Jun 1944. To No. 2 AC 1 Dec 1944. To stored reserve 2 Feb 1945. Available for disposal from 12 Oct 1945, when it had 905:10 airframe hours, and was stored at No. 3 REMU at MacDonald, MB. To the Canadian National Aeronautical Collection post-war, stored in pieces. Traded to RAF Museum in 1969 for a Beaufighter. Stored at RAF Henlow till 1972, then restored at RAF Boscombe Down. Then on display at RAF Museum, in Hendon from Nov 1978, marked as Blenheim Mk. IV L8756, "XD-E" of No. 139 Sqn, RAF.				
<b>SOS:</b> 15 May 1946 - Struck off, to War Assets Corporation for sale				
<b>10002</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT
<b>TOS:</b> 21 Oct 1942 - Taken on strength by No. 2 TC				
Dual controls installed 2 Mar 1943 by working party from Fairchild Aircraft Ltd. Allocated to No. 8 RD on 31 May 1944 for inspection.				
<b>SOS:</b> 13 Oct 1944 - Struck off, retained in whole state				
<b>10003</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT
<b>TOS:</b> 23 Oct 1942 - Taken on strength by No. 1 TC				
With No. 6 B&GS at Mountain View, ON in mid-1943. To No. 1 AC on 15 Jan 1945. Available for disposal at No. 6 RD from 4 Jan 1946, when it had 449:20 airframe hours.				
<b>SOS:</b> 15 May 1946 - Struck off, to War Assets Corporation for sale				
<b>10004</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT
<b>TOS:</b> 24 Oct 1942 - Taken on strength by No. 1 TC				
With No. 6 B&GS at Mountain View, ON in mid 1943. To No. 1 AC on 15 Jan 1945. Available for disposal from 3 Dec 1945 (or 1946?), when it was stored with No. 6 RD at Jarvis, ON.				
<b>SOS:</b> 10 Dec 1946 - Struck off, to War Assets Corporation for sale.				

<b>10005</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT
<b>TOS:</b> 26 Oct 1942 - Taken on strength by No. 1 TC				
To No. 6 RD at RCAF Stn Trenton, ON on 22 July 1943. To Central Aircraft in London, ON for repairs 28 Feb to 1 May 1944. To stored reserve with No. 1 TC when completed. To No. 6 RD for conversion to target tug on 17 Jun 1944, completed on 16 Sep 1944. To No. 122 (K) Sqn at RCAF Stn Patricia Bay, BC on 16 Sep 1944. To Workshop Reserve at Patricia Bay on 20 Oct 1944, when it was reported: "This aircraft needs extensive work on operational equipment installation." Available for disposal with WAC from 1 Oct 1945, when it had 211:15 airframe hours. Stored post war at No. 10 RD, Patricia Bay.				
<b>SOS:</b> 6 Sep 1946 - Struck off, to War Assets Corporation for sale				
<b>10006</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT
<b>TOS:</b> 27 Oct 1942 - Taken on strength by No. 1 TC				
To No. 1 AC on 15 Jan 1945. Available for disposal from 17 Dec 1945, when it was stored at Jarvis, ON, and had 1010:10 airframe hours.				
<b>SOS:</b> 11 Dec 1946 - Struck off, to War Assets Corporation for sale				
<b>10007</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT
<b>TOS:</b> 28 Oct 1942 - Taken on strength by No. 1 TC				
Assigned to No. 1 TC at No. 6 B&GS at Mountain View, ON. On 15 Mar 1943, the pilot returned to base when fumes entered cockpit and managed to land safely, but fire then broke out, and the a/c was heavily damaged by fire. The crew, P/O S. Douglas and trainee LACs W. Brownell, A. Frane, and S. Hamilton all escaped safely. The airframe was scheduled for classification as Instructional Airframe A.299 on 28 Apr 1943, but it was apparently scrapped instead. To No. 6 RD at RCAF Stn Trenton, ON on 20 July 1943? Some confusion on this date; as it may have gone to No. 6 RD on 24 Mar 1943.				
<b>SOS:</b> 29 Apr 1943? - <b>Cat "A"</b> write-off, reduced to spares and produce				
<b>10008</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT
<b>TOS:</b> 29 Oct 1942 - Taken on strength by No. 1 TC				
With No. 6 B&GS at Mountain View, ON in mid 1943. To No. 1 AC on 15 Jan 1945. Available for disposal from 3 Dec 1945, when it was stored at Jarvis, ON.				
<b>SOS:</b> 16 Dec 1946 - Struck off, to War Assets Corporation for sale				
<b>10009</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT
<b>TOS:</b> 30 Oct 1942 - Taken on strength by No. 1 TC				
To Central Aircraft at London, ON for repairs 25 Jan to 16 May 1943, following a Cat "B" crash. To stored reserve with No. 1 TC when completed. To No. 6 RD on 10 May 1944 for conversion to target tug. To No. 3 TC, for use at No. 10 B&GS at Mount Pleasant, PEI on 1 Aug 1944. To stored reserve with EAC on 1 Aug 1945. Available for disposal from 24 Oct 1945. Stored post war at REME Mount Pleasant.				
<b>SOS:</b> 6 Apr 1947 - Struck off, to War Assets Corporation for sale and later sold				
<b>10010</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT
<b>TOS:</b> 31 Oct 1942 - Taken on strength by No. 1 TC				
With No. 6 B&GS at Mountain View, ON in mid 1943. To No. 1 AC on 15 Jan 1945. Available for disposal from 3 Dec 1945, when it was stored at Jarvis, ON.				
<b>SOS:</b> 10 Dec 1946 - Struck off, to War Assets Corporation for sale				

<b>10011</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT
<b>TOS:</b> 2 Nov 1942 - Taken on strength by No. 1 TC				
With No. 6 B&GS at Mountain View, ON in mid 1943. To No. 1 AC on 15 Jan 1945. Available for disposal from 13 Feb 1945, when it had 861:05 airframe hours, and was stored with No. 6 RD..				
<b>SOS:</b> 1 Jun 1946 - Struck off, to War Assets Corporation for sale				
<b>10012</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT
<b>TOS:</b> 3 Nov 1942 - Taken on strength by No. 1 TC				
With No. 6 B&GS at Mountain View, ON in mid 1943. To No. 1 AC on 15 Jan 1945. Available for disposal at No. 6 RD from 4 Jan 1946, when it had 1109:10 airframe hours.				
<b>SOS:</b> 15 May 1946 - Struck off, to War Assets Corporation for sale				
<b>10013</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT
<b>TOS:</b> 4 Nov 1942 - Taken on strength by No. 1 TC				
With No. 6 B&GS at Mountain View, ON in mid 1943. To No. 1 AC on 15 Jan 1945. Available for disposal at No. 6 RD from 4 Jan 1946, when it had 1066:15 airframe hours.				
<b>SOS:</b> 15 May 1946 - Struck off, to War Assets Corporation for sale and later sold				
<b>10014</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT
<b>TOS:</b> 5 Nov 1942 - Taken on strength by No. 1 TC				
Delivered with Mercury XX Star engines. Assigned to No. 6 B&GS in Mountain View, ON. To No. 6 RD on 23 Dec 1943, following a <b>Cat "A"</b> crash. On 14 Dec 1943, the a/c had a red light on approach for being below safety speed. The pilot opened the throttles suddenly, and one engine did not respond. The a/c flicked inverted into ground; P/O A. Curry and LAC trainees R. Jolly, L. Collins, and W. Galloway were all killed.				
<b>SOS:</b> 11 Jan 1944 - <b>Cat "A"</b> write-off; reduced to spares and produce				
<b>10015</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT
<b>TOS:</b> 6 Nov 1942 - Taken on strength by No. 1 TC				
With No. 6 B&GS at Mountain View, ON as of mid-1943. On 7 Oct 1943, this a/c collided as the No 3 with No 2 in the formation, # <b>10084</b> , while practicing formation flying off Nicholson's Island during an aborted gunnery exercise. The crew, F/Sgt L. Prete and LAC trainees J. Lussier, J. Riopel, and L. Smith, were all killed. Allocated to No. 6 RD on 22 Oct 1943 for write off action.				
<b>SOS:</b> 19 Nov 1943 - <b>Cat "A"</b> write-off; reduced to spares and produce				
<b>10016</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT
<b>TOS:</b> 9 Nov 1942 - Taken on strength by No. 1 TC				
Inspected on 22 Mar 1943, when it had 120:00 airframe hours. To stored reserve with No. 1 TC 1 Apr to 2 Nov 1944. To No. 1 AC on 15 Jan 1945. To stored reserve with No. 1 AC on 24 Feb 1945. Available for disposal from 3 Nov 1945, when it was stored at Jarvis, ON and had 615:40 airframe hours.				
<b>SOS:</b> 10 Dec 1946 - Struck off, to War Assets Corporation for sale.				
<b>10017</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT
<b>TOS:</b> 10 Nov 1942 - Taken on strength by No. 1 TC				
Inspected on 22 Mar 1943, when it had 76:35 airframe hours. To No. 1 AC on 15 Jan 1945. Stored post war by No. 6 RD at No. 404 REMU at Jarvis, ON and noted with 957:25 airframe hours.				
<b>SOS:</b> 10 Dec 1946 - Struck off, to War Assets Corporation for sale				

<b>10018</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT
<b>TOS:</b> 11 Nov 1942 - Taken on strength by No. 1 TC				
Serving with No. 4 B&GS at Fingal, ON when it crashed in summer of 1943. On 3 Jun 1943, the wing struck the ground on landing due to aileron control failure, the a/c swung, and the u/c collapsed. The airframe was destroyed by an ensuing fire. Among the crew, the pilot, F/Sgt J. Johnston, was unhurt but the trainee LACs W. Stephens, J. Morley, and L. Higgins, were slightly injured.				
<b>SOS:</b> 5 July 1943 - <b>Cat "A"</b> write-off; reduced to spares and produce				
<b>10019</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT
<b>TOS:</b> 12 Nov 1942 - Taken on strength by No. 1 TC				
Transferred to No. 1 AC on 15 Jan 1945. Assigned to No. 4 B&GS, Fingal, ON. On 20 Jan 1945, this a/c collided in mid-air with #10213 and crashed while flying in formation for a gunnery exercise; The crew, F/O J. Allan and trainee AG LACs L. Watt and W. Neville (both RAAF) were killed. #10213 landed safely, and WO2 R. Eaton and two student AGs were unhurt. This was the fifth such collision involving RCAF Bolingbroke.				
<b>SOS:</b> 28 Feb 1945 - <b>Cat "A"</b> write-off; reduced to spares and produce by No. 6 RD				
<b>10020</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT
<b>TOS:</b> 13 Nov 1942 - Taken on strength by No. 1 TC				
Transferred to No. 1 AC on 15 Jan 1945. Available for disposal from 3 Dec 1945, when it was stored by No. 6 RD at Jarvis, ON.				
<b>SOS:</b> 10 Dec 1946 - Struck off, to War Assets Corporation for sale				
<b>10021</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT
<b>TOS:</b> 14 Nov 1942 - Taken on strength by No. 1 TC				
Transferred to No. 2 TC from 16 Feb to 27 May 1943, then back to No. 1 TC. With No. 1 B&GS at Jarvis, ON in late 1943. To No. 6 RD for inspection on 25 July 1944, probably following a crash.				
<b>SOS:</b> 30 Sep 1944 - Struck off, reduced to spares and produce by No. 6 RD				
<b>10022</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT
<b>TOS:</b> 15 Nov 1942 - Taken on strength by No. 1 TC				
Transferred to No. 2 TC 16 Feb to 27 May 1943, then back to No. 1 TC. To stored reserve on 1 Apr 1944. To No. 6 RD for conversion to target tug on 17 Jun 1944. From there to stored reserve with No. 1 AC on 29 Jan 1945. Stored post war by No. 6 RD at Jarvis, ON. Had 627:05 airframe hours when struck off.				
<b>SOS:</b> 10 Dec 1946 - Struck off, to War Assets Corporation for sale				
<b>10023</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT
<b>TOS:</b> 17 Nov 1942 - Taken on strength by No. 1 TC				
Inspected on 22 Mar 1943, when it had 103:40 airframe hours. Transferred to No. 1 AC on 15 Jan 1945. To stored reserve on 24 Feb 1945. Stored post war by No. 6 RD at No. 404 REMU at Jarvis, ON. Had 969:25 airframe hours when struck off.				
<b>SOS:</b> 10 Dec 1946 - Struck off, to War Assets Corporation for sale				
<b>10024</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT
<b>TOS:</b> 18 Nov 1942 - Taken on strength by No. 1 TC				
To stored reserve with No. 1 TC from 11 July(?) to 2 Nov 1944. To No. 1 AC on 15 Jan 1945. To stored reserve with No. 1 AC on 24 Feb 1945. Stored at Jarvis, ON by 27 Nov 1945. Available for disposal there from 4 Mar 1946. Had 563:05 airframe hours when struck off.				
<b>SOS:</b> 10 Dec 1946 - Struck off, to War Assets Corporation for sale				

<b>10025</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT
<b>TOS:</b> 19 Nov 1942 - Taken on strength by No. 1 TC				
To Central Aircraft in London, ON from 14 Dec 1942 to 10 May 1943, for repairs following a Cat "B" crash. To stored reserve with No. 1 TC when completed. To No. 6 RD at RCAF Stn Trenton, ON on 10 May 1944, for conversion to target tug. To No. 3 TC on 28 July 1944. Transferred to No. 1 AC on 15 Jan 1945. To stored reserve with EAC on 20 Jun 1945. Available for disposal with EAC from 24 Oct 1945. Stored at Mont Joli, QC by 27 Nov 1945. Later stored at Mount Pleasant, PEI.				
<b>SOS:</b> 6 Jan 1947 - Struck off, to War Assets Corporation for sale				
<b>10026</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT
<b>TOS:</b> 20 Nov 1944 - Taken on strength by No. 1 TC				
To stored reserve with No. 1 TC on 18 Mar 1944. To No. 6 RD at RCAF Stn Trenton, ON for conversion to target tug on 17 Jun 1944. To stored reserve with No. 1 AC on 5 Feb 1945. Stored post war at Jarvis, ON. Had 522:45 airframe hours when struck off.				
<b>SOS:</b> 10 Dec 1946 - Struck off, to War Assets Corporation for sale and later sold				
<b>10027</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT
<b>TOS:</b> 21 Nov 1942 - Taken on strength by No. 1 TC				
Delivered with Mercury XX Star engines. To Central Aircraft at London, ON from 7 Jun 1943 to 26 Feb 1944, for repairs following a Cat "B" crash. To stored reserve with No. 2 TC when finished. To No. 8 RD for conversion to target tug on 7 Jun 1944. Back to No. 2 TC on 21 Jun 1944. To No. 2 AC in Dec 1944. To stored reserve with No. 2 AC on 2 Feb 1945. Stored post war at MacDonald, MB. Had 440:05 airframe hours when struck off.				
<b>SOS:</b> 15 May 1946 - Struck off, to War Assets Corporation for sale				
<b>10028</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT
<b>TOS:</b> 23 Nov 1942 - Taken on strength by No. 1 TC				
Delivered new to No. 4 B&GS, Fingal, ON. Still with this unit when it crashed in winter of 1944/1945. No accident details available. To No. 6 RD for write off on 30 Jan 1945.				
<b>SOS:</b> 12 Mar 1945 - <b>Cat "A"</b> write-off; reduced to spares and produce				
<b>10029</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT
<b>TOS:</b> 24 Nov 1942 - Taken on charge by No. 1 TC				
Assigned to No. 4 B&GS in Fingal, ON. Transferred to No. 1 AC on 15 Jan 1945. On the 25 Jan 1945, the a/c swung off the runway into snow and overturned. Among the crew F/O R. Langdon and LAC (RAAF) H. Sarah were seriously injured, and Sgt J. Leicester and LACs (RAAF) R. Allen and A. McDonald were slightly injured. Airframe to No. 6 RD for write off on 21 Feb 1945.				
<b>SOS:</b> 12 Apr 1945 - <b>Cat "A"</b> write-off; reduced to spares and produce				
<b>10030</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT
<b>TOS:</b> 2 Dec 1942 - Taken on charge by No. 1 TC				
To stored reserve with No. 1 TC on 18 Mar 1944. To No. 6 RD at RCAF Stn Trenton, ON on 10 May 1944 for conversion to target tug. To No. 3 TC on 7 Aug 1944. To No. 1 AC on 15 Jan 1945. To stored reserve with EAC on 20 Jun 1945. Later stored at Mont Joli, QC and at Mt. Pleasant, PEI. Available for disposal with EAC from 24 Oct 1945.				
<b>SOS:</b> 6 Jan 1947 - Struck off, to War Assets Corporation for sale				

<b>10031</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT
<b>TOS:</b> 2 Dec 1942 - Taken on charge by No. 1 TC				
To stored reserve with No. 1 TC on 18 Mar 1944. To No. 6 RD on 28 Apr 1944 for inspection and overhaul. Available for disposal with No. 1 AC from 29 Jun 1945. Had 564:25 airframe hours when struck off.				
<b>SOS:</b> 6 May 1946 - Struck off, to War Assets Corporation for sale				
<b>10032</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT
<b>TOS:</b> 2 Dec 1942 - Taken on charge by No. 1 TC				
With No. 4 B&GS at Fingal, ON. On 15 Mar 1943, the a/c had to be belly-landed near Fingal Aerodrome after an incorrect approach; the airframe was damaged beyond repair but F/O H. Kelmen (solo pilot) escaped unhurt. The wreckage was sent to No. 6 RD at RCAF Stn Trenton, ON on 26 Mar 1943 for write off.				
<b>SOS:</b> 29 Apr 1943 - Cat "A" write-off; reduced to spares and produce				
<b>10033</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT
<b>TOS:</b> 2 Dec 1942 - Taken on charge by No. 1 TC				
To stored reserve with No. 1 TC on 18 Mar 1944. To No. 6 RD on 17 Jun 1944 for conversion to target tug. To stored reserve with No. 1 AC on 6 Feb 1945. Stored post war at Jarvis, ON. Had 604:25 airframe hours when struck off.				
<b>SOS:</b> 10 Dec 1946 - Struck off, to War Assets for sale				
<b>10034</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT
<b>TOS:</b> 2 Dec 1942 - Taken on charge by No. 1 TC				
To Central Aircraft at London, ON from 15 Jan to 26 May 1944, for repairs following a Cat "B" crash. To stored reserve with No. 1 TC when completed. Issued to operating unit on 25 July 1944. To No. 1 AC on 14 Jan 1945. To stored reserve with No. 1 AC on 21 Jun 1945. Stored post war at Jarvis, ON. Had 750:50 airframe hours when struck off.				
<b>SOS:</b> 10 Dec 1946 - Struck off, to War Assets Corporation for sale				
<b>10035</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT
<b>TOS:</b> 3 Dec 1942 - Taken on charge by No. 1 TC				
To No. 1 AC on 15 Jan 1945. Stored post war at Jarvis, ON. Had 879:40 airframe hours when struck off.				
<b>SOS:</b> 10 Dec 1946 - Struck off, to War Assets Corporation for sale				
<b>10036</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT
<b>TOS:</b> 4 Dec 1942 - Taken on charge by No. 1 TC				
Allocated to Central Aircraft on 24 Feb 1943 following a Cat "B" crash, but not repaired and returned to No. 6 RD on 14 Jan 1944 for write off.				
<b>SOS:</b> 25 Feb 1944 - Struck off, reduced to spares and produce				
<b>10037</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT
<b>TOS:</b> 5 Dec 1942 - Taken on charge by No. 1 TC				
To No. 1 AC on 15 Jan 1945. Stored post war at Jarvis, ON. Had 842:15 airframe hours when struck off.				
<b>SOS:</b> 10 Dec 1946 - Struck off, to War Assets Corporation for sale				

<b>10038</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT
<b>TOS:</b> 6 Dec 1942 - Taken on charge by No. 1 TC				
Delivered with Mercury XX Star engines. Inspected on 22 Mar 1943, when it had 111:30 airframe hours. To No. 2 TC for No. 3 B&GS at RCAF Stn MacDonald, MB on 22 Jan 1944. To stored reserve with No. 2 TC from 24 Apr to 7 Nov 1944. To No. 2 AC on 1 Dec 1944. To stored reserve with No. 2 AC on 7 Feb 1945. Available for disposal from 12 Oct 1945, when it had 489:35 airframe hours. Stored post war at No. 3 REMU at MacDonald. Stored out doors on MB farm for many years. Purchased by Wes Agnew of Hartney, MB in 1969. Some parts sold, used for restoration of Bolingbroke #9895. To O. Haydon-Baillie of Vancouver in 1974. Shipped to Duxford, UK, to British Aerial Museum at Buxford in 1979. Restored using parts from 9893, first flight on 22 May 1987, registered as G-MKIV, marked as V6028 "GB-D" of No. 105 Sqn, RAF. Crashed at Denham, UK on 21 Jun 1987. Being rebuilt using parts from #10201, for eventual display at Imperial War Museum.				
<b>SOS:</b> 15 May 1946 - Struck off, to War Assets Corporation for sale				
<b>10039</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT
<b>TOS:</b> 7 Dec 1942 - Taken on charge by No. 1 TC				
Inspected on 22 Mar 1943, when it had 77:40 airframe hours. Available for disposal from 18 Dec 1944. To No. 1 AC on 15 Jan 1945, still pending disposal. Stored post war by No. 6 RD. Had 734:25 airframe hours when struck off.				
<b>SOS:</b> 1 Jan 1946 - Struck off, to War Assets for disposal				
<b>10040</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT
<b>TOS:</b> 10 Dec 1942 - Taken on charge by No. 1 TC				
To No. 2 TC from 16 Feb to 3 Jun 1943, then back to No. 1 TC. To No. 2 TC again on 22 Jan 1944, for use at No. 3 B&GS at RCAF Stn MacDonald, MB. To No. 2 AC on 1 Dec 1944. To stored reserve on 10 Feb 1945. Available for disposal from 12 Oct 1945, when it had 838:50 airframe hours. Stored post war by No. 10 RD at MacDonald. Stored outdoors on MB farm for several years. Acquired by Western Canada Aviation Museum of Winnipeg in 1976. To Canadian Warplane Heritage Museum in Hamilton, ON by 1983. One of several airframes being used to restore/replicate Mk. IVW 9023.				
<b>SOS:</b> 15 May 1946 - Struck off, to War Assets Corporation for sale				
<b>10041</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT
<b>TOS:</b> 8 Jan 1943 - Taken on strength at Central Aircraft				
Intended for No. 2 TC, but delivered to Central Aircraft in London, ON, there until 13 Feb 1943. Also recorded as delivered from Longueuil to No. 1 TC on 11 Dec 1942. To stored reserve with No. 1 TC when complete. No. 6 B&GS at Mountain View, ON from 13 Mar 1943. Available for disposal from 9 Jan 1945. To No. 1 AC on 15 Jan 1945, still stored pending disposal. Stored post war at No. 402 REMU at Mount Hope, ON. Had 800:45 airframe hours when struck off.				
<b>SOS:</b> 1 Jun 1946 - Struck off, to War Assets Corporation for sale				
<b>10042</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT
<b>TOS:</b> 12 Dec 1942 - Taken on strength by No. 1 TC				
To No. 1 AC on 15 Jan 1945. Stored post war at No. 404 Reserve Equipment Maintenance Storage Unit. Had 836:30 airframe hours when struck off.				
<b>SOS:</b> 10 Dec 1946 - Struck off, to War Assets Corporation for sale				
<b>10043</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT
<b>TOS:</b> 14 Dec 1942 - Taken on strength by No. 1 TC				
To No. 1 AC on 15 Jan 1945. Stored post war at Jarvis, ON. Had 906:05 airframe hours when struck off.				
<b>SOS:</b> 10 Dec 1946 - Struck off, to War Assets Corporation for sale				

<b>10044</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT
<b>TOS:</b> 14 Dec 1942 - Taken on strength by No. 1 TC				
To No. 1 AC on 15 Jan 1945. Available for disposal from 4 Jan 1946, at No. 6 RD. Had 940:25 airframe hours when struck off.				
<b>SOS:</b> 15 May 1946 - Struck off, to War Assets Corporation for sale				
<b>10045</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT
<b>TOS:</b> 15 Dec 1942 - Taken on strength by No. 1 TC				
To stored reserve with No. 1 TC on 16 Mar 1944. To No. 6 RD at RCAF Stn Trenton, ON on 10 May 1944, for conversion to target tug. To No. 3 TC on 7 Aug 1944. To No. 1 AC on 15 Jan 1945. To EAC stored reserve on 20 Jun 1945. Available for disposal with EAC from 24 Oct 1945. Stored post war at Mont Joli, QC and Mt. Pleasant, PEI.				
<b>SOS:</b> 6 Jan 1947 - Struck off, to War Assets Corporation for sale				
<b>10046</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT
<b>TOS:</b> 16 Dec 1942 - Taken on strength by No. 1 TC				
To Central Aircraft at London, ON from 20 Dec 1943 to 9 Apr 1944 for repairs, following a Cat "B" crash. To stored reserve with No. 1 TC when completed. To No. 6 RD at RCAF Stn Trenton, ON on 17 Jun 1944 for conversion to target tug. To stored reserve with No. 1 TC on 30 Aug 1944, issued to a unit on 7 Nov 1944. To No. 1 AC on 15 Jan 1945. Available for disposal from 3 Dec 1945, when it was stored at Jarvis, ON and had 536:45 airframe hours.				
<b>SOS:</b> 10 Dec 1946 - Struck off, to War Assets Corporation for sale				
<b>10047</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT
<b>TOS:</b> 17 Dec 1942 - Taken on strength by No. 1 TC				
To stored reserve with No. 1 TC on 16 Mar 1944. To No. 6 RD at RCAF Stn Trenton, ON for conversion to a target tug on 17 Jun 1944. To stored reserve with No. 1 AC on 9 Feb 1945. Stored post war by No. 6 RD. Had 384:15 airframe hours when struck off.				
<b>SOS:</b> 10 Dec 1946 - Struck off, to War Assets Corporation for sale and later sold				
<b>10048</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT
<b>TOS:</b> 18 Dec 1942 - Taken on strength by No. 1 TC				
To stored reserve with No. 1 TC on 16 Mar 1944. To No. 6 RD at RCAF Stn Trenton, ON for conversion to a target tug on 17 Jun 1944. Back to No. 1 TC on 26 Sep 1944, issued to a unit on 7 Nov 1944. To No. 1 AC on 15 Jan 1945. Available for disposal from 3 Dec 1945, when it was stored at Jarvis, ON, and had 506:25 airframe hours.				
<b>SOS:</b> 10 Dec 1946 - Struck off, to War Assets for disposal				
<b>10049</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT
<b>TOS:</b> 19 Dec 1942 - Taken on strength by No. 1 TC				
To Central Aircraft at London, ON from 7 Jun to 17 Aug 1943, to stored reserve with No. 1 TC when completed. To stored reserve with No. 2 TC on 11 Feb 1944, issued to a No. 2 TC unit on 3 Mar 1944. To No. 2 AC on 1 Dec 1944. To stored reserve with No. 2 AC on 7 Feb 1945. Available for disposal from 12 Oct 1945, when it was stored at Paulson, MB and had 436:00 airframe hours.				
<b>SOS:</b> 21 Aug 1946 - Struck off, to War Assets Corporation for sale				
<b>10050</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT

<b>10050</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT
<b>TOS:</b> 21 Dec 1942 - Taken on strength by No. 1 TC				
To stored reserve with No. 1 TC on 4 Mar 1944. To Central Aircraft in London, ON from 26 May to 17 July 1944. To stored reserve with No. 1 TC when completed, issued to a unit on 2 Nov 1944. To No. 1 AC on 15 Jan 1945. Available for disposal from 1 Oct 1945, when it had 518:10 airframe hours. Stored post war at Jarvis, ON.				
<b>SOS:</b> 10 Dec 1946 - Struck off, to War Assets Corporation for sale				
<b>10051</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT
<b>TOS:</b> 22 Dec 1942 - Taken on strength by No. 1 TC				
Inspected on 22 Mar 1943, when it had 85:50 airframe hours. To No. 1 AC on 15 Jan 1945. To stored reserve 24 Feb 1945. Stored post war at No. 404 REMU at Jarvis, ON. Had 914:35 airframe hours when struck off.				
<b>SOS:</b> 10 Dec 1946 - Struck off, to War Assets Corporation for disposal				
<b>10052</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT
<b>TOS:</b> 23 Dec 1942 - Taken on strength by No. 1 TC				
Inspected on 22 Mar 1943, when it had 58:55 airframe hours. To No. 1 AC on 15 Jan 1945. To No. 5 RD on 25 Jan 1945 for write off.				
<b>SOS:</b> 21 Mar 1945 - Struck off, reduced to spares and produce				
<b>10053</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT
<b>TOS:</b> 24 Dec 1942 - Taken on strength by No. 1 TC				
Delivered new to No. 1 B&GS at Jarvis, ON. Inspected on 22 Mar 1943, when it had 50:20 airframe hours. To No. 1 AC on 15 Jan 1945. On 29 Jan 1945, the a/c had one wheel that would not lock down, and upon landing the a/c swung off the runway, and was damaged beyond repair. P/O A. Harris (solo pilot) was unhurt. Wreckage to No. 6 RD on 7 Feb 1945 for write off.				
<b>SOS:</b> 26 Mar 1945 - <b>Cat "A"</b> write-off; reduced to spares and produce				
<b>10054</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT
<b>TOS:</b> 26 Dec 1942 - Taken on strength by No. 1 TC				
Inspected on 23 Mar 1943, when it had 99:50 airframe hours. Assigned to Central Aircraft of London, ON on 13 Mar 1944, following a crash. To No. 6 RD at RCAF Stn Trenton, ON for conversion to a target tug on 26 Jun 1944. To WAC on 14 Sep 1944. Noted on 20 Oct 1944 as "requires extensive work on installation of operational equipment." To workshop reserve at RCAF Stn Patricia Bay, BC from 26 Oct 1944 to 25 Jun 1945. <b>Cat "A"</b> crash while with WAC, date unknown.				
<b>SOS:</b> 1 Nov 1946 - <b>Cat "A"</b> write-off				
<b>10055</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT
<b>TOS:</b> 22 Dec 1942 - Taken on strength by No. 1 TC				
To No. 2 TC on 16 Jan 1943. At No. 8 RD from 19 May 1943 to 7 Feb 1944. To No. 2 TC when completed. <b>Cat "A"</b> crash on 19 Aug 1944, while with No. 3 B&GS at RCAF Stn MacDonald, MB. An engine cut out after take-off, and the a/c stalled and crashed while attempting landing. The airframe was destroyed by the post-crash fire. The crew consisting of F/O (RAAF) C. Howard and three LAC trainees, F. Seagrim, E. Shelling, and R. Sims, with another passenger AC1 D. Lockwood, were all killed. fire. Wreckage assigned to No. 8 RD for write off on 21 Aug 1944.				
<b>SOS:</b> 13 Sep 1944 - <b>Cat "A"</b> write-off				

<b>10056</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT
<b>TOS:</b> 23 Dec 1942 - Taken on strength by No. 1 TC				
Inspected on 22 Mar 1943, when it had 48:40 airframe hours. To No. 1 AC on 15 Jan 1945. To stored reserve on 24 Feb 1945. Stored post war by No. 6 RD at Jarvis, ON. Had 902:15 airframe hours when struck off.				
<b>SOS:</b> 10 Dec 1946 - Struck off, to War Assets Corporation for disposal				
<b>10057</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT
<b>TOS:</b> 24 Dec 1942 - Taken on strength				
Accepted by No.1 TC, for use at No. 1 B&GS at Jarvis, ON. Inspected on 22 Mar 1943, when it had 86:20 airframe hours. To Central Aircraft at London, ON for repairs 30 Jun 1943 to 10 Apr 1944, for repairs following a Cat "B" crash. To No. 3 TC when complete, reported at No. 10 B&GS at Mount Pleasant, PEI on 16 May 1944. Reported as fitted with dual controls on 17 May 1944. To No. 1 AC on 15 Jan 1945. To stored reserve with EAC on 20 Jun 1945. Available for disposal from 24 Oct 1945. Stored at Mont Joli, QC by 27 Nov 1945.				
<b>SOS:</b> 6 Jan 1947 - Struck off, to War Assets Corporation for sale				
<b>10058 A335</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT
<b>TOS:</b> 26 Dec 1942 - Taken on strength				
Accepted by No.1 TC, for use at No. 1 B&GS at Jarvis, ON. Inspected on 22 Mar 1943 with 82:05 airframe hours. On 5 Aug 1943, the a/c lost power immediately after take-off, and had to be force-landed, causing severe damage. The crew, WO2 N. Patterson and three trainees were all uninjured. Airframe remains to No. 6 RD on 12 Aug 1943 for write off. The fuselage became instructional aid A335 on 3 Nov 1943 after aircraft was broken up. Used by No. 1 TC. Fuselage disposed of 8 July 1948.				
<b>SOS:</b> 3 Sep 1943 - Cat "A" write-off; reduced to spares and produce				
<b>10059</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT
<b>TOS:</b> 28 Dec 1942 - Taken on strength				
Delivered to stored reserve with No. 4 TC. Issued to school on 4 Feb 1943. Stored reserve from 5 Aug 1943 to 1 Mar 1944. Loaned to W.H.O. from this date to 24 July 1944, then back to stored reserve with No. 4 TC. To No. 2 AC, still in storage, on 1 Dec 1944. Available for disposal from 23 Mar 1945. Had 279:05 airframe hours when struck off. Stored post war by No. 10 RD.				
<b>SOS:</b> 21 July 1947 - Struck off				
<b>10060</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT
<b>TOS:</b> 27 Jan 1943 - Taken on strength				
Accepted by No. 8 RD at Winnipeg. To No. 2 TC on 6 Mar 1943, to stored reserve. Issued to school on 17 Apr 1943. To No. 2 AC on 1 Dec 1944. To stored reserve 2 Feb 1945, available for disposal from 12 Oct 1945. Stored post war at MacDonald, MB, under charge of No. 10 RD with 899:55 airframe hours when struck off.				
<b>SOS:</b> 15 May 1946 - Struck off, to War Assets Corporation for sale				
<b>10061</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT
<b>TOS:</b> 30 Dec 1942 - Taken on strength				
Taken on strength by No. 2 TC. To No. 8 RD on 7 Jun 1944 for conversion to target tug, completed 21 July 1944. To No. 2 TC when completed, then to No. 2 AC on 1 Dec 1944. To stored reserve on 2 Feb 1945. Available for disposal from 13 Oct 1945. Stored post war at MacDonald, MB with 645:30 airframe hours when struck off.				
<b>SOS:</b> 15 May 1946 - Struck off, to War Assets Corporation for sale				

<b>10062</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT
<b>TOS:</b> 31 Dec 1942 - Taken on strength				
Taken on strength by No. 2 TC. To stored reserve from 27 Apr to 8 Jun 1944. To No. 2 AC on 1 Dec 1944. To stored reserve on 14 Feb 1945. Available for disposal from 12 Oct 1945. Stored post war at Paulson, MB with 900:45 airframe hours when struck off.				
<b>SOS:</b> 21 Aug 1946 - Struck off, to War Assets Corporation for sale				
<b>10063</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT
<b>TOS:</b> 1 Jan 1943 - Taken on strength				
Taken on strength by No. 2 TC. To stored reserve 14 Jun 1943. To No. 3 B&GS at MacDonald, MB on 4 Jan 1944. To No. 8 RD at Winnipeg on 7 Jun 1944 for conversion to target tug, completed on 24 July 1944. Back to No. 2 TC when completed, to No. 2 AC on 1 Dec 1944. To stored reserve on 2 Feb 1945. Available for disposal from 13 Oct 1945. Stored post war at MacDonald, under charge of No. 10 RD with 499:55 airframe hours when struck off.				
<b>SOS:</b> 15 May 1946 - Struck off, to War Assets Corporation for sale				
<b>10064</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT
<b>TOS:</b> 2 Jan 1943 - Taken on strength				
Taken on strength by No. 2 TC. To stored reserve 14 Jun 1943. To No. 3 B&GS at MacDonald, MB on 4 Jan 1944. To No. 8 RD at Winnipeg on 9 Jun 1944 for conversion to target tug, completed on 24 July 1944. Back to No. 2 TC when completed, to No. 2 AC on 1 Dec 1944. To stored reserve on 2 Feb 1945. Available for disposal from 13 Oct 1945. Stored post war with No. 3 REMU at MacDonald, under charge of No. 10 RD with 343:20 airframe hours when struck off.				
<b>SOS:</b> 15 May 1946 - Struck off, to War Assets Corporation for sale				
<b>10065</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT
<b>TOS:</b> 11 Feb 1943 - Taken on strength				
Taken on strength by No. 4 TC. With No. 2 AC from 1 Dec 1944. To stored reserve on that day. Available for disposal from 12 (or 13?) Oct 1945. Stored post war at MacDonald, MB with 973:20 airframe hours when struck off.				
<b>SOS:</b> 15 May 1946 - Struck off, to War Assets Corporation for sale				
<b>10066</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT
<b>TOS:</b> 8 Feb 1943 - Taken on strength				
Taken on strength by No. 3 TC, after a Cat "C" crash en route to No. 4 TC on 8 Feb 1943. To No. 4 TC on 5 Mar 1943. <b>Cat "A"</b> crash on 15 Nov 1943, while with No. 4 TC at No. 2 B&GS in Mossbank, SK. The a/c caught fire in mid-air from a fuel leak. The a/c had to be crash-landed on the airfield, and was destroyed by fire. The crew, WO2 F. Brennan and LAC trainees V. Burke, R. Champaign, and J. Castle all evacuated the aircraft without injury.				
<b>SOS:</b> 8 Apr 1944 - <b>Cat "A"</b> write-off; reduced to spares and produce				
<b>10067</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT
<b>TOS:</b> 9 Jan 1943 - Taken on strength				
Delivered to stored reserve with No. 2 TC. Issued to No. 5 B&GS in Dafoe on 17 Feb 1943. On 3 Mar 1944, the a/c attempted an overshoot on a second single-engine approach, but crash-landed straight ahead and was damaged beyond repair. The crew including, WO2 J. Taylor, LAC trainees G. Gibson, M. Finkelstein, and J. Driscoll, and AC1 D. Hughes (a passenger), all escaped uninjured. Wreckage to No. 8 RD for write off on 10 Mar 1944.				
<b>SOS:</b> 14 Apr 1944 - <b>Cat "A"</b> write-off; reduced to spares and produce				

<b>10068</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT
<b>TOS:</b> 11 Jan 1943 - Taken on strength				
Delivered to stored reserve with No. 2 TC. Issued to a unit on 8 Mar 1943. To No. 8 RD for storage on 30 Aug 1943. Converted to target tug, back to No. 2 TC on 12 Jun 1944. To No. 2 AC on 1 Dec 1944. To stored reserve on 7 Feb 1945. Available for disposal from 12 Oct 1945. Stored post war at Paulson, MB. Had 277:50 airframe hours when struck off.				
<b>SOS:</b> 21 Aug 1946 - Struck off, to War Assets Corporation for sale				
<b>10069</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT
<b>TOS:</b> 11 Jan 1943 - Taken on strength				
Delivered new to long term storage with No. 2 TC. Issued on 9 Mar 1943. To No. 8 RD for write off on 30 Nov 1944.				
<b>SOS:</b> 11 Dec 1944 - Struck off after a crash, retained in whole state				
<b>10070</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT
<b>TOS:</b> 20 Jan 1943 - Taken on strength				
Delivered new to long term storage with No. 2 TC. Issued on 9 Mar 1943. To No. 2 AC on 1 Dec 1944. To stored reserve on 13 Jan 1945. Available for disposal from 12 Oct 1945. Stored post war at MacDonald, MB. Had 815:15 airframe hours when struck off. Pieces owned post war by W. Agnew of Hartley, MB. Sold to J. Coussens of Springfield, MO in 1988. Stored in pieces at Springfield, together with some pieces of Bolingbroke #9991 and #10223.				
<b>SOS:</b> 15 May 1946 - Struck off, to War Assets Corporation for sale and later sold.				
<b>10071</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT
<b>TOS:</b> 20 Jan 1943 - Taken on strength				
Delivered new to stored reserve with No. 2 TC. Issued on 17 Feb 1943. Completely destroyed in <b>Cat "A"</b> crash on 15 Apr 1944, while with No. 7 B&GS in Paulson, MB. An engine cut out immediately after take-off, the aircraft yawed, stalled, struck the ground and was destroyed by fire. WO2 W. Steenson and LAC D. Black were both killed; LAC (RNZAF) W. Wagener was injured. Wreckage to No. 8 RD for write off on 18 Apr 1944.				
<b>SOS:</b> 14 May 1944 - <b>Cat "A"</b> write-off; reduced to produce				
<b>10072</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT
<b>TOS:</b> 21 Jan 1943 - Taken on strength				
Delivered new to stored reserve with No. 2 TC. Issued on 1 Mar 1943. With No. 2 TC when it crashed and was completely destroyed. To No. 8 RD on 7 Aug 1943 for write off.				
<b>SOS:</b> 11 Oct 1943 - <b>Cat "A"</b> write-off; reduced to spares and produce				
<b>10073</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT
<b>TOS:</b> 21 Jan 1943 - Taken on strength				
Delivered new to stored reserve with No. 2 TC. Issued on 17 Feb 1943. To stored reserve from 14 Jun to 16 Aug 1943. Transferred to No. 2 AC in Dec 1944. To storage on 7 Feb 1945, at RCAF Stn Paulson, MB. Had 643:10 airframe hours when struck off, and had never been overhauled. Sold to local farmer, stored outdoors for many years. Sold to D. Tallichat of Chino, California 1972, delivered to Ontario, California by rail. Stored outdoors, with wings attached, 1987 to 2001. To General Patton Army Airfield Group at Chiriaco, California in 2001. With Bristol Heritage Collection, Nashville, TN in 2005, awaiting restoration.				
<b>SOS:</b> 21 Aug 1946 - Struck off, to War Assets for sale				

<b>10074</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT	49306-63
<b>TOS:</b> 22 Jan 1943					
Delivered new to stored reserve with No. 2 TC. Issued on 9 Mar 1943. To stored reserve 14 Jun to 16 Aug 1943. Back to stored reserve on 17 May 1944. Served with No. 3 B&GS at MacDonald, MB from 1 Aug 1944. To No. 2 AC on 1 Dec 1944. Available for disposal from 18 Jan 1945. Had 709:00 airframe hours when struck off. Sold to local farmer, A. Beauman. To J. Spinks of Lethbridge, AB in 1991. Stored as hulk. Reported stored near Nanton, AB in 1999.					
<b>SOS:</b> 1 Oct 1946 - Struck off, to War Assets Corporation for sale					
<b>10075</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT	
<b>TOS:</b> 23 Jan 1943					
Built with Mercury XX Star engines. Delivered new to stored reserve with No. 4 TC. Issued on 20 Feb 1943. To stored reserve on 17 Apr 1944. To No. 2 AC on 1 Dec 1944, still in storage. Available for disposal from 12 Oct 1945. Stored post war at No. 3 REMU at MacDonald, MB. Had 480:15 airframe hours when struck off.					
<b>SOS:</b> 15 May 1946 - Struck off, to War Assets Corporation for sale and later sold					
<b>10076</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT	
<b>TOS:</b> 25 Jan 1943					
Built with Mercury XX Star engines. Delivered to stored reserve at No. 4 TC in western Canada, first assigned to a school on 18 Mar 1943. Sent for repairs in early 1944, no details. Allocated to No. 8 RD on 2 Jun 1944 for conversion to target tug, completed on 11 Aug 1944. Assigned to No. 2 TC, also in western Canada. To No. 2 AC on 1 Dec 1944. In storage from 14 Feb 1945, at RCAF Stn Paulson, MB. Available for disposal from 12 Oct 1945. Had 494:20 airframe hours when struck off, had never been overhauled. Sold to local farmer. To David Tallichet in 1972, in storage at Chino, California by 1987. Sold to G. Kilsby and the Bristol Heritage Collection in 1999. With Bristol Heritage Collection, Nashville, TN in 2005, awaiting restoration.					
<b>SOS:</b> 21 Aug 1946 - Struck off, to War Assets for sale and later sold.					
<b>10077</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT	
<b>TOS:</b> 11 Feb 1943 - Taken on strength					
Taken on strength by No. 4 TC. Cat "B" crash on 17 Aug 1944, while with No. 8 B&GS at Lethbridge, AB. To Aircraft Repair Co. on 21 Aug 1944. To No. 10 RD on 13 Oct 1944. Not clear if repairs finished before aircraft was struck off. Application for write off dated 29 Nov 1944.					
<b>SOS:</b> 22 Feb 1945 - Struck off, retained in whole state					
<b>10078</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT	
<b>TOS:</b> 11 Feb 1943 - Taken on strength					
Taken on strength by No. 4 TC. With No. 8 B&GS at Lethbridge, AB from 1 Jun 1943. To workshop reserve at this school on 1 Jun 1943 following a crash, and pending allocation for repairs. Scheduled for Canadian Pacific Airlines at Vancouver from 4 Jan 1944, but re-allocated to Aircraft Repair Co. on 16 Feb 1944. Back to No. 4 TC, stored reserve, on 2 Nov 1944. To No. 2 AC on 1 Dec 1944, still in storage. Available for disposal from 12 Oct 1945. Stored post war at MacDonald, MB. Had 184:10 airframe hours when struck off. Remains purchased by W. Agnew of Hartney, MB by 1975. To V. O'Conner of Uxbridge, ON in 1988. Pieces stored outdoors as late as 2000, with original yellow paint still visible.					
<b>SOS:</b> 15 May 1946 - Struck off, to War Assets Corporation for sale and later sold					
<b>10079</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT	
<b>TOS:</b> 28 Jan 1943 - Taken on strength					
Delivered to stored reserve at Calgary, AB with No. 4 TC. First issued on 18 Mar 1943. With No. 2 AC from 1 Dec 1944. To stored reserve on 24 Jan 1945. Available for disposal from 12 Oct 1945. Stored post war at Paulson, MB. Had 1078:05 airframe hours when struck off.					

**SOS:** 21 Aug 1946 - Struck off, to War Assets Corporation for sale

<b>10080</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT
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**TOS:** 2 Feb 1943 - Taken on strength

Delivered new to No. 31 B&GS at Picton, ON. To stored reserve on 9 Mar 1944. To No. 6 RD at RCAF Stn Trenton, ON for repairs on 27 Apr 1944. To stored reserve with No. 1 AC on 19 Apr 1945. In storage at Jarvis, ON from 27 Nov 1945. Available for disposal there from 2 Mar 1946. Had 431:30 airframe hours when struck off.

**SOS:** 10 Dec 1946 - Struck off, to War Assets Corporation for sale

<b>10081</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT
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**TOS:** 2 Feb 1943 - Taken on strength

Delivered to long term storage, then to No. 31 B&GS at Picton, ON. To stored reserve with No. 1 TC on 9 Mar 1944. To Central Aircraft at Crumlin (London), ON on 26 May 1944, back to stored reserve on 7 Aug 1944. Issued to school on 2 Nov 1944. To No. 1 AC on 15 Jan 1945. To stored reserve on 6 Mar 1945. Stored post war at No. 404 REMU. Had 457:20 airframe hours when struck off.

**SOS:** 10 Dec 1946 - Struck off, to War Assets Corporation for sale

<b>10082</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT
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**TOS:** 2 Feb 1943 - Taken on strength

Delivered to stored reserve with No. 1 TC, issued on 13 Mar 1943. With No. 6 B&GS at Mountain View, ON in mid 1943. To No. 1 AC on 15 Jan 1945. Available for disposal as of 3 Dec 1945, when it was stored at Jarvis, ON.

**SOS:** 10 Dec 1946 - Struck off, to War Assets Corporation for sale

<b>10083</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT
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**TOS:** 2 Feb 1943 - Taken on strength

Delivered to stored reserve with No. 1 TC, issued on 13 Mar 1943. With No. 6 B&GS at Mountain View, ON in mid 1943. To No. 1 AC on 15 Jan 1945. Available for disposal from 3 Dec 1945, when it was stored at Jarvis, ON.

**SOS:** 10 Dec 1946 - Struck off, to War Assets Corporation for sale

<b>10084</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT
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**TOS:** 2 Feb 1943 - Taken on strength

Delivered to stored reserve with No. 1 TC, issued on 25 Mar 1943. With No. 6 B&GS at RCAF Stn Mountain View, ON in mid-1943. **Cat "A"** crash at Mountain View. On 7 Oct 1943, the a/c collided when flying as No 2 with No 3, #10015, flying in formation off Nicholson's Island, having misunderstood a signal from the leader in No 1 to abort the gunnery exercise. The crew, P/O D. Porter and LAC trainees L. Shields, J. Gagnon, and J. Paquin all perished. Wreckage to No. 6 RD at Trenton on 22 Oct 1943, for write off.

**SOS:** 19 Nov 1943 - **Cat "A"** write-off; reduced to spares and produce

<b>10085</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT
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**TOS:** 9 Mar 1943 - Taken on strength

Taken on strength at No. 4 RD, Scoudouc, NB. Converted to target tug while there. Issued to No. 34 OTU at Pennfield Ridge, NB on 21 Aug 1943. To No. 10 B&GS at Mount Pleasant, PEI on 3 May 1944. To No. 4 RD for write off on 16 Nov 1944, after **Cat "A"** crash at Petpeswick, NS (20 miles east of Dartmouth). Disposed of on site.

**SOS:** 5 Jan 1945 - **Cat "A"** write-off

<b>10086</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT
<b>TOS:</b> 9 Mar 1943 - Taken on strength				
Taken on strength at No. 4 RD, Scoudouc, NB. Converted to target tug while there. Issued to EAC on 27 May 1943. Used as target tug by No. 121 (K) Sqn, RCAF Stn Dartmouth, NS, c.1943 to 1944. To stored reserve on 8 Aug 1945. Available for disposal from 5 Jan 1946, when it was stored at No. 6 REMU.				
<b>SOS:</b> 25 Nov 1946 - Struck off, to War Assets Corporation for sale				
<b>10087</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT
<b>TOS:</b> 9 Mar 1943 - Taken on strength				
Taken on strength at No. 4 RD, Scoudouc, NB. Converted to target tug while there. Issued to EAC on 27 May 1943. Used as target tug by No. 121 (K) Sqn, RCAF Stn Dartmouth, NS, c.1943 to 1944. To No. 9 RD on 24 Oct 1944. Reassigned to No. 6 RD at Trenton on 2 Jan 1945, for re-doping. To stored reserve with No. 1 AC on 29 Mar 1945. In storage at Jarvis, ON by 27 Nov 1945. Available for disposal at this location from 5 Mar 1946. Had 249:50 airframe hours when struck off.				
<b>SOS:</b> 10 Dec 1946 - Struck off, to War Assets Corporation for sale				
<b>10088</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT
<b>TOS:</b> 9 Mar 1943 - Taken on strength				
Taken on strength at No. 4 RD, Scoudouc, NB. Converted to target tug while there. Issued to No. 3 TC on 20 Oct 1943, for use at No. 10 B&GS at Mount Pleasant, PEI. To No. 1 AC on 15 Jan 1945. To stored reserve with EAC on 20 Jun 1945. Available for disposal from 27 Nov 1945, when it was stored at Mont Joli, QC. Later stored at Mount Pleasant, PEI.				
<b>SOS:</b> 6 Jan 1947 - Struck off, to War Assets Corporation for sale and later sold				
<b>10089</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT
<b>TOS:</b> 9 Mar 1943 - Taken on strength				
Taken on strength at No. 4 RD, Scoudouc, NB. Converted to target tug while there. Issued to No. 3 TC on 20 Oct 1943, for use at No. 10 B&GS at Mount Pleasant, PEI. To No. 4 RD on 3 Mar 1944 for salvage, probably following a crash. To No. 9 RD on 9 Oct 1944. Available for disposal from 8 Jan 1945, still at No. 9 RD. Had 98:45 airframe hours when struck off.				
<b>SOS:</b> 30 Jun 1947 - Struck off, to War Assets Corporation for sale.				
<b>10090</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT
<b>TOS:</b> 9 Mar 1943 - Taken on strength				
Taken on strength at No. 4 RD, Scoudouc, NB. Converted to target tug while there. Issued to No. 3 TC on 20 Oct 1943, for use at No. 10 B&GS at Mount Pleasant, PEI. Still with No. 10 B&GS when it suffered a <b>Cat "A"</b> crash on 16 Aug 1944 when an engine failed on a delayed take-off; the a/c overran the runway into ditch, and was heavily damage by the post-crash fire. P/O A. Stebraski, and three LAC Trainee AGs escaped uninjured. Wreckage to No. 4 RD on 22 Aug 1944 for write off.				
<b>SOS:</b> 15 Sep 1944 - <b>Cat "A"</b> write-off				
<b>10091</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT
<b>TOS:</b> 9 Mar 1943 - Taken on strength				
Taken on strength at No. 4 RD, Scoudouc, NB. Converted to target tug while there. Issued to No. 3 TC on 20 Oct 1943, for use at No. 10 B&GS at Mount Pleasant, PEI. Cat "B" crash on 6 Mar 1944. The a/c had to be force-landed when it became lost and an engine cutout; WO2 H. Newman, WO2 W. Brislan, and AC2 Trainees G. Cook, G. Halleran, and A. Little were uninjured. The airframe was repaired at the school by a work party from Fairchild Aircraft, from 17 Jun 1944 to 5 Feb 1945. To No. 1 AC on 5 Feb 1945. To stored reserve with EAC on 20 Jun 1945. Stored post war at Mt. Pleasant, PEI. Had 176:40 airframe hours when struck off.				
<b>SOS:</b> 8 Jan 1947 - Struck off, to War Assets Corporation for sale				

<b>10092</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT
<b>TOS:</b> 9 Mar 1943 - Taken on strength				
Taken on strength at No. 4 RD, Scoudouc, NB. Converted to target tug while there. Issued to No. 3 TC on 20 Oct 1943, for use at No. 10 B&GS at Mount Pleasant, PEI. To stored reserve with EAC on 20 Jun 1945. Available for disposal from 24 Oct 1945. Stored post war at Mont Joli, QC and Mt. Pleasant, PEI.				
<b>SOS:</b> 6 Jan 1947 - Struck off, to War Assets Corporation for sale				
<b>10093</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT
<b>TOS:</b> 9 Mar 1943 - Taken on strength				
Taken on strength by No. 4 RD, Scoudouc, NB. Converted to target tug while there. To No. 3 TC on 20 Oct 1943. Back to No. 4 RD on 2 Dec 1943, following a Cat "B" crash at No. 10 B&GS in Mount Pleasant on 20 Nov 1943. The a/c attempted a night landing by lights of two parked trucks at leeward end of runway as flare-path not set out, but landed downwind, but the a/c struck one of trucks; F/O E. Jones, Sgt J. Patterson, Cpl J. Kedwell, and AC1 L. Dostie were uninjured. To No. 9 RD on 16 Oct 1944. To stored reserve with No. 1 TC on 2 Jan 1945. To No. 1 AC, still in storage, on 15 Jan 1945. Available for disposal at Jarvis, ON from 8 Apr 1946. Reported as equipped with Mercury XX Star engines at that time. Noted on 24 Apr 1946 as "to be retained in the RCAF for purposes of public display", but not actioned and struck off.				
<b>SOS:</b> 10 Dec 1946 - Struck off, to War Assets Corporation for sale and later sold				
<b>10094</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT
<b>TOS:</b> 9 Mar 1943 - Taken on strength				
Taken on strength at No. 4 RD, Scoudouc, NB. Converted to target tug while there. Issued to No. 3 TC on 20 Oct 1943, for use at No. 10 B&GS at Mount Pleasant, PEI. <b>Cat "A"</b> crash on 9 Nov 1944; the a/c's dinghy and cover became detached after a violent manoeuvre, and the a/c then dived into the ground. The solo pilot, F/O J. Cummings, was killed. The wreckage was disposed of on site. Ownership to No. 4 RD for write off on 16 Nov 1944. Had one Mercury XX Star and one Mercury XX engine when struck off.				
<b>SOS:</b> 9 Jan 1945 - <b>Cat "A"</b> write-off				
<b>10095</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT
<b>TOS:</b> 15 Feb 1943 - Taken on strength				
Taken on strength at No. 4 RD, Scoudouc, NB. Converted to target tug while there. Issued to No. 3 TC on 20 Oct 1943. To No. 1 AC on 15 Jan 1945. To stored reserve with EAC on 20 Jun 1945. Available for disposal from 24 Oct 1945. Stored at No. 6 REMU at Mont Joli, QC on 27 Nov 1945. Later at Mt. Pleasant, PEI.				
<b>SOS:</b> 6 Jan 1947 - Struck off, to War Assets Corporation for disposal				
<b>10096</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT
<b>TOS:</b> 15 Feb 1943 - Taken on strength				
Delivered to stored reserve with EAC, issued on 2 Sep 1943. Used for maintenance training, pending delivery of target tug aircraft to EAC. To No. 9 RD at St Johns on 18 Apr 1944. To stored reserve with No. 2 TC on 2 Nov 1944. To No. 2 AC, still in storage, on 1 Dec 1944. Available for disposal from 12 Oct 1945. Stored post war at No. 3 REMU at MacDonald, MB. Had 97:30 airframe hours when struck off.				
<b>SOS:</b> 15 May 1946 - Struck off, to War Assets Corporation for disposal				

<b>10097</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT
<b>TOS:</b> 15 Feb 1943 - Taken on strength				
Delivered to stored reserve with EAC, issued on 24 Sep 1943. Used for maintenance training, pending delivery of target tug aircraft to EAC. To No. 9 RD at St Johns on 18 Aug 1944. To No. 1 TC on 9 Dec 1944, to stored reserve. To No. 1 AC on 15 Jan 1945, still in storage. Stored at Jarvis, ON from 27 Apr 1945. Available for disposal there from 5 Mar 1946. Had 36:05 airframe hours when struck off.				
<b>SOS:</b> 10 Dec 1946 - Struck off, to War Assets Corporation for sale				
<b>10098</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT
<b>TOS:</b> 15 Feb 1943 - Taken on strength				
Delivered to stored reserve with EAC, equipped with Mercury XV engines. Issued to No. 3 TC on 20 Oct 1943, for use at No. 10 B&GS at Mount Pleasant, PEI. To No. 1 AC on 15 Jan 1945. Cat "A" crash at 15:45 hrs on 2 May 1945, at Enmore, PEI, still with No. 10 B&GS. The a/c was returning from a gunnery exercise when an engine cut out; the a/c then stalled, crashed and caught fire, 4 mi SW of the aerodrome near Enmore. F/L C.W. Anderson, Sgts J.D. Spears, S.A. Williams and LAC R.F. Jones were all killed. The a/c was equipped with Mercury XX Star engines when struck off.				
<b>SOS:</b> 22 Jun 1945 - Cat "A" write-off				
<b>10099</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT
<b>TOS:</b> 15 Feb 1943 - Taken on strength				
Taken on strength by EAC, placed in stored reserve. To No. 3 TC on 20 Oct 1943, for use at No. 10 B&GS at Mount Pleasant, PEI. Crashed mid-1944, repaired on site at the School from 5 to 8 July 1944. To No. 1 AC on 15 Jan 1945. To stored reserve with EAC on 20 Jun 1945. Available for disposal from 24 Oct 1945. Stored post war at Mont Joli, QC and Mt. Pleasant, PEI.				
<b>SOS:</b> 6 Jan 1947 - Struck off, to War Assets Corporation for sale				
<b>10100</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT
<b>TOS:</b> 22 Feb 1943 - Taken on strength				
Taken on strength by EAC, placed in stored reserve. To No. 3 TC on 20 Oct 1943. To No. 1 AC on 15 Jan 1945. To stored reserve with EAC on 20 Jun 1945. Available for disposal from 24 Oct 1945. Stored post war at Mont Joli, QC and Mt. Pleasant, PEI.				
<b>SOS:</b> 6 Jan 1947 - Struck off, to War Assets Corporation for disposal				
<b>10101</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT
<b>TOS:</b> 22 Feb 1943 - Taken on strength				
Taken on strength by EAC, placed in stored reserve. To No. 3 TC on 20 Oct 1943. To No. 1 AC on 15 Jan 1945. To stored reserve with EAC on 20 Jun 1945. Available for disposal from 24 Oct 1945. Stored post war at Mont Joli, QC and Mt. Pleasant, PEI.				
<b>SOS:</b> 6 Jan 1947 - Struck off				
<b>10102</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT
<b>TOS:</b> 22 Feb 1943 - Taken on strength				
Taken on strength by EAC, placed in stored reserve. To No. 3 TC on 20 Oct 1943. To No. 1 AC on 15 Jan 1945. To stored reserve with EAC on 20 Jun 1945. Available for disposal from 24 Oct 1945. Stored post war at Mont Joli, QC from 27 Nov 1945, and later at Mt. Pleasant, PEI.				
<b>SOS:</b> 6 Jan 1947 - Struck off, to War Assets Corporation for sale				

<b>10103</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT
<b>TOS:</b> 22 Feb 1943 - Taken on strength				
Taken on strength by EAC, placed in stored reserve. To No. 3 TC on 20 Oct 1943. To No. 1 AC on 15 Jan 1945. To stored reserve with EAC on 20 Jun 1945. Available for disposal from 24 Oct 1945. Stored post war at Mont Joli, QC and Mt. Pleasant, PEI.				
<b>SOS:</b> 6 Jan 1947 - Struck off, to War Assets Corporation for sale				
<b>10104</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT
<b>TOS:</b> 22 Feb 1943 - Taken on strength				
Taken on strength by EAC, placed in stored reserve. To No. 3 TC on 20 Oct 1943. To No. 1 AC on 15 Jan 1945. To stored reserve with EAC on 20 Jun 1945. Available for disposal from 24 Oct 1945. Stored post war at Mont Joli, QC and Mt. Pleasant, PEI.				
<b>SOS:</b> 6 Jan 1947 - Struck off, to War Assets Corporation for sale				
<b>10105</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT
<b>TOS:</b> 22 Feb 1943 - Taken on strength				
Taken on strength by EAC, placed in stored reserve. To No. 3 TC on 20 Oct 1943. To No. 1 AC on 15 Jan 1945. To stored reserve with EAC on 20 Jun 1945. Available for disposal from 24 Oct 1945. Stored post war at Mont Joli, QC from 27 Nov 1945, and later at Mt. Pleasant, PEI.				
<b>SOS:</b> 6 Jan 1947 - Struck off, to War Assets Corporation for sale				
<b>10106</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT
<b>TOS:</b> 27 Feb 1943 - Taken on strength				
Delivered to stored reserve with No. 4 TC, issued on 18 Mar 1943. To No. 2 AC on 1 Dec 1944. To stored reserve on 24 Jan 1945. Stored post war at No. 3 REMU, MacDonald, MB. Had 1116:30 airframe hours when struck off.				
<b>SOS:</b> 15 May 1946 - Struck off, to War Assets Corporation for sale				
<b>10107</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT
<b>TOS:</b> 27 Feb 1943 - Taken on strength				
Delivered to long term storage with No. 4 TC, issued from storage on 18 Mar 1943. To No. 2 AC on 1 Dec 1944. To storage on 24 Jan 1945. Pending disposal from 12 Oct 1945, when it was stored at Paulson, MB and had 1122:55 airframe hours. Reported as sold to local farmer. At the Commonwealth Air Training Plan Museum in Brandon, MB from 1988.				
<b>SOS:</b> 21 Aug 1946 - Struck off, to War Assets Corporation for sale and later sold.				
<b>10108</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT
<b>TOS:</b> 27 Feb 1943 - Taken on strength				
Delivered to long term storage with No. 4 TC, issued from storage on 12 May 1943. Allocated to No. 8 RD at Winnipeg, MB on 2 Jun 1944 for conversion to target tug. To stored reserve with No. 2 TC on 7 Aug 1944, issued from storage on 6 Nov 1944. To No. 2 AC on 1 Dec 1944. To stored reserve on 2 Feb 1945. Pending disposal from 12 Oct 1945, when it was stored at MacDonald, MB and had 348:15 airframe hours.				
<b>SOS:</b> 12 May 1946 - Struck off, to War Assets Corporation for sale				
<b>10109</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT
<b>TOS:</b> 27 Feb 1943 - Taken on strength				
Delivered to long term storage with No. 4 TC, issued from storage on 18 Mar 1943. To stored reserve on 17 Apr 1944. To No. 2 AC on 1 Dec 1944, still in storage. Pending disposal from 12 Oct 1945. Stored post war at MacDonald, MB. Had 567:40 airframe hours when struck off.				

**SOS:** 15 May 1946 - Struck off, to War Assets Corporation for sale

<b>10110</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT
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**TOS:** 27 Feb 1943 - Taken on strength

Delivered to long term storage with No. 4 TC, issued from storage on 5 Mar 1943. Cat "C" crash on 5 Oct 1944, while with No. 8 B&GS at Lethbridge, AB. To No. 10 RD at Calgary, AB on 14 Nov 1944 for repairs. Pending disposal from 27 Apr 1945, owned by No. 2 AC by then but still stored at No. 10 RD. Had 770:55 airframe hours when struck off.

**SOS:** 19 Sep 1947 - Struck off

10111	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT
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**TOS:** 27 Feb 1943 - Taken on strength

Delivered to long term storage with No. 4 TC, issued from storage on 18 Mar 1943. **Cat "A"** crash on 13 Mar 1944, at No. 2 B&GS at Mossbank, SK. The pilot lost control while flying in overcast, and the a/c spun into the ground. The crew consisting of WO1 V. Inderbitzin, Sgt H. Reed, and LAC trainees J. Tierney, D. McKenzie (RAAF), and K. McPherson (RAAF) were all killed.

**SOS:** 22 Jun 1944 - **Cat "A"** write-off; reduced to spares and produce

<b>10112</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT
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**TOS:** 3 Mar 1943 - Taken on strength

Fitted with dual controls. Delivered to stored reserve with No. 2 TC. Issued to No. 3 B&GS at MacDonald, MB on 4 Jan 1944. To No. 8 RD at Winnipeg, MB for conversion to target tug from 7 Jun to 21 July 1944. To No. 2 TC when complete. To No. 2 AC on 1 Dec 1944. To stored reserve on 2 Feb 1945. Pending disposal from 13 Dec 1945. Stored post war at MacDonald. Had 294:05 airframe hours when struck off.

**SOS:** 13 May 1946? - Struck off, to War Assets Corporation for sale

<b>10113</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT
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**TOS:** 3 Mar 1943 - Taken on strength

Delivered to stored reserve with No. 2 TC. Issued to No. 3 B&GS at MacDonald, MB on 4 Jan 1944. To No. 8 RD at Winnipeg, MB from 7 Jun to 18 July 1944, for conversion to target tug. To No. 2 AC on 1 Dec 1944. To stored reserve on 2 Feb 1945. Stored post war at MacDonald. Had 282:20 airframe hours when struck off.

**SOS:** 13 May 1946 - Struck off, to War Assets Corporation for sale

<b>10114</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT
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**TOS:** 3 Mar 1943 - Taken on strength

Delivered to stored reserve with No. 2 TC. Issued to No. 3 B&GS at MacDonald, MB on 4 Jan 1944. To No. 2 AC on 1 Dec 1944. To stored reserve on 28 Feb 1945. Pending disposal from 13 Oct 1945. Stored post war at MacDonald. Had 460:20 airframe hours when struck off.

**SOS:** 15 May 1946 - Struck off, to War Assets Corporation for sale

<b>10115</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT
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**TOS:** 3 Mar 1943 - Taken on strength

Delivered to stored reserve with No. 2 TC. Issued to No. 3 B&GS at MacDonald, MB on 4 Jan 1944. To No. 8 RD at Winnipeg, MB from 7 Jun to 13 July 1944, for conversion to target tug. To No. 2 AC on 1 Dec 1944. To stored reserve on 7 Feb 1945. Pending disposal from 12 Oct 1945. Stored post war at Paulson, MB. Had 192:55 airframe hours when struck off.

**SOS:** 21 Aug 1946 - Struck off, to War Assets corporation for sale

<b>10116</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT
<b>TOS:</b> 4 Mar 1943 - Taken on strength				
Delivered to stored reserve with No. 2 TC. Issued to No. 3 B&GS at MacDonald, MB on 4 Jan 1944. Allocated to No. 8 RD on 1 Jun 1944 for scrapping, following a <b>Cat "A"</b> crash. On 30 May 1944, a failed crankshaft caused an engine failure and the a/c had to be force-landed in poor visibility causing heavy damage. Fortunately, F/L A. Batty and three LAC trainees escaped uninjured.				
<b>SOS:</b> 15 Jun 1944 - <b>Cat "A"</b> write-off; reduced to spares and produce				
<b>10117</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT
<b>TOS:</b> 4 Mar 1943 - Taken on strength				
Delivered to stored reserve with No. 2 TC. Issued to No. 3 B&GS at MacDonald, MB on 4 Jan 1944. To No. 2 AC on 1 Dec 1944. To stored reserve on 10 Feb 1945. Pending disposal from 12 Oct 1945. Stored post war at MacDonald. Had 442:10 airframe hours when struck off. Sold to local farmer. To B. Bourne of Winnipeg, MB in 1976, as hulk. Sold in 1979, details not available. At Canadian Warplane Heritage Museum in Hamilton, ON by 1988, under restoration.				
<b>SOS:</b> 15 May 1946 - Struck off, to War Assets Corporation for sale and later sold				
<b>10118</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT
<b>TOS:</b> 5 Mar 1943 - Taken on strength by No. 4 TC				
<b>Cat "A"</b> crash while with No. 8 B&GS at Lethbridge, AB on 5 May 1943. The a/c stalled and crashed during an attempted overshoot. Among the crew, Sgt A. Harradence was slightly injured, and P/O S. McDougall, LAC S. Smith, and LAC N. Rounce were unhurt. Airframe scrapped at No. 10 RD.				
<b>SOS:</b> 17 Jun 1943 - <b>Cat "A"</b> write-off; reduced to spares and produce				
<b>10119</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT
<b>TOS:</b> 5 Mar 1943 - Taken on strength				
Delivered to stored reserve with No. 4 TC. Issued to No. 3 B&GS at MacDonald, MB on 11 Feb 1944. To No. 2 AC on 1 Dec 1944. To stored reserve on 10 Feb 1945. Pending disposal from 12 Oct 1945. Stored post war at MacDonald.				
<b>SOS:</b> 12 May 1946 - Struck off, to War Assets corporation for sale				
<b>10120</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT
<b>TOS:</b> 8 Mar 1943 - Taken on strength				
Delivered to stored reserve with No. 4 TC. Issued to No. 2 B&GS at Mossbank, Saskatchewan on 19 May 1943. Allocated to Canadian Pacific Airlines at New Westminster, BC for repairs on 3 Jan 1944, but this was cancelled. To Aircraft Repair Company from 16 Feb to 7 Jun 1944 for repairs, to stored reserve with No. 4 TC when completed. To No. 2 AC on 1 Dec 1944, still in storage. Pending disposal from 23 Mar 1945. Stored post war at No. 10 RD. Had 47:20 airframe hours when struck off. To Reynolds Aviation Museum in Wetaskiwin, AB by 1988, stored outdoors for many years. On display inside there by 2002.				
<b>SOS:</b> 1947 - Struck off, to War Assets Corporation for sale				
<b>10121</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT
<b>TOS:</b> 8 Mar 1943 - Taken on strength				
Delivered to stored reserve with No. 4 TC, issued from storage on 20 May 1943. To No. 2 AC on 1 Dec 1944. To stored reserve on 24 Jan 1945. Pending disposal from 13 Oct 1945. Stored post war at Paulson, MB. Had 987:05 airframe hours when struck off. Sold to local farmer, stored outdoors. To T. Kucher of Dauphin, MB in 1970. To Canadian Museum of Flight and Transportation at Vancouver, BC in 1982. Partially restored, displayed marked as RCAF 9120 (which see). To QC Air & Space Museum at St. Hubert, QC in 1995, for further restoration.				
<b>SOS:</b> 21 Aug 1946 - Struck off, to War Assets Corporation for sale				

<b>10122</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT
<b>TOS:</b> 9 Mar 1943 - Taken on strength				
Delivered to stored reserve with No. 4 TC, issued from storage on 5 Jun 1943. To No. 2 AC on 1 Dec 1944. Pending disposal from 13 Jan 1945. Stored post war at Swift Current, SK. Had 711:30 airframe hours when struck off. Sold to G. Schook of Assiniboia, SK. Stored on his farm, 1946 to 1992. Sold then to F. Thompson of Readlyn, SK. Restoration intended, no further information.				
<b>SOS:</b> 1 Oct 1946 - Struck off, to War Assets Corporation for sale				
<b>10123</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT
<b>TOS:</b> 9 Mar 1943 - Taken on strength				
Delivered to stored reserve with No. 4 TC, issued from storage on 5 Jun 1943. To No. 2 AC on 1 Dec 1944. To stored reserve on 23 Dec 1944. Pending disposal from 12 Oct 1945. Stored post war at Paulson, MB. Fitted with Mercury XX Star engines when struck off.				
<b>SOS:</b> 15 May 1946 - Struck off, to War Assets Corporation for sale				
<b>10124</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT
<b>TOS:</b> 9 Mar 1943 - Taken on strength				
Delivered to stored reserve with No. 1 TC. To No. 6 RD at RCAF Stn Trenton, ON for conversion to target tug, 2 Jun to 12 Aug 1944. To No. 3 TC when completed. To No. 1 AC on 15 Jan 1945. To stored reserve shortly after. Pending disposal from 4 Jan 1946. Had 198:25 airframe hours when struck off.				
<b>SOS:</b> 9 July 1946 - Struck off, to War Assets Corporation for disposal				
<b>10125</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT
<b>TOS:</b> 9 Mar 1943 - Taken on strength				
Delivered to long term storage with No. 1 TC. To No. 6 RD at RCAF Stn Trenton, ON for conversion to target tug, 2 Jun to 6 Sep 1944. To WAC when completed. To workshop reserve at RCAF Stn Patricia Bay, BC on 29 Sep 1944, for dinghy installation and other modifications. Issued back to WAC on 25 Jun 1945. Pending disposal at Patricia Bay from 3 Dec 1945. Ownership to No. 10 RD on 1 May 1946, still stored at Patricia Bay. Had 53:45 airframe hours when struck off.				
<b>SOS:</b> 7 Sep 1946 - Struck off, to War Assets Corporation for disposal				
<b>10126</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT
<b>TOS:</b> 10 Mar 1943 - Taken on strength				
Delivered to long term storage with No. 1 TC. To No. 6 RD at RCAF Stn Trenton, ON for conversion to target tug, 2 Jun to 30 Aug 1944. To No. 1 TC when completed. To No. 1 AC on 15 Jan 1945. Pending disposal at Jarvis, ON from 9 Nov 1945. Allocated for display purposes on 6 Jun 1946, but this was apparently cancelled. Had 147:15 airframe hours when struck off.				
<b>SOS:</b> 3 July 1947 - Struck off, to War Assets Corporation when struck off				
<b>10127</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT
<b>TOS:</b> 10 Mar 1943 - Taken on strength				
Delivered to long term storage with No. 1 TC. To No. 6 RD at RCAF Stn Trenton, ON for conversion to target tug, 2 Jun to 30 Aug 1944. To No. 1 TC when completed. To No. 1 AC on 15 Jan 1945. Pending disposal at Jarvis, ON from 9 Nov 1945. Had 168:40 airframe hours when struck off.				
<b>SOS:</b> 10 Dec 1946 - Struck off, to War Assets Corporation for resale				

<b>10128</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT
<b>TOS:</b> 11 Mar 1943 - Taken on strength				
Delivered to long term storage with No. 1 TC. To No. 6 RD at RCAF Stn Trenton, ON for conversion to target tug, 2 Jun to 22 Aug 1944. To No. 1 TC when completed. To No. 1 AC on 15 Jan 1945. Pending disposal at Mountain View, ON from 1 Mar 1946. Had 141:40 airframe hours when struck off. Fitted with Mercury XX STAR engines when struck off.				
<b>SOS:</b> 2 Jan 1947 - Struck off, to War Assets Corporation for sale				
<b>10129</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT
<b>TOS:</b> 11 Mar 1943 - Taken on strength				
Delivered to long term storage with No. 1 TC. To No. 6 RD at RCAF Stn Trenton, ON for conversion to target tug, 2 Jun to 22 Aug 1944. To No. 1 TC when completed. To No. 1 AC on 15 Jan 1945. Pending disposal at Mountain View, ON from 5 Mar 1946. Had 225:00 airframe hours when struck off. Fitted with Mercury XX STAR engines when struck off.				
<b>SOS:</b> - Struck off				
<b>10130</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT
<b>TOS:</b> 12 Mar 1943 - Taken on strength				
Delivered to long term storage with No. 1 TC. To No. 6 RD at RCAF Stn Trenton, ON for conversion to target tug, 2 Jun to 3 Aug 1944. To No. 3 TC when completed. To No. 1 AC on 15 Jan 1945. To stored reserve with EAC on 20 Jun 1945. Pending disposal from 24 Oct 1945. Stored post war at No. 6 REMU at Mont Joli, QC from 27 Nov 1945, and later at Mount Pleasant, PEI.				
<b>SOS:</b> 6 Jan 1947 - Struck off, to War Assets Corporation for sale				
<b>10131</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT
<b>TOS:</b> 12 Mar 1943 - Taken on strength				
Delivered to long term storage with No. 1 TC. To No. 6 RD at RCAF Stn Trenton, ON for conversion to target tug, 2 Jun to 22 Aug 1944. To No. 1 TC when complete, for use at No. 4 B&GS at Fingal, ON. To No. 1 AC on 15 Jan 1945. Pending disposal at Mountain View, ON from 1 Mar 1946. Had 161:35 airframe hours when struck off.				
<b>SOS:</b> 2 Jan 1947 - Struck off, to War Assets Corporation for sale				
<b>10132</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT
<b>TOS:</b> 15 Mar 1943 - Taken on strength				
Delivered to long term storage with No. 1 TC. To No. 6 RD at RCAF Stn Trenton, ON for conversion to target tug, 2 Jun to 30 Aug 1944. To No. 1 TC when complete. To No. 1 AC on 15 Jan 1945. Pending disposal at Mountain View, ON from 1 Mar 1946. Had 160:55 airframe hours when struck off.				
<b>SOS:</b> 2 Jan 1947 - Struck off, to War Assets Corporation for sale				
<b>10133</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT
<b>TOS:</b> 15 Mar 1943 - Taken on strength				
Delivered to long term storage with No. 1 TC. To No. 6 RD at RCAF Stn Trenton, ON for conversion to target tug, 2 Jun to 21 Sep 1944. To EAC when complete. Authority for Independent Order of the Daughters of the Empire (IODE) crest to be painted on this aircraft issued 9 Jan 1945. To No. 4 RD on 10 Mar 1945 for repairs. To EAC when completed, on 3 Apr 1945. Pending disposal at Mount Pleasant, PEI from 20 Nov 1945.				
<b>SOS:</b> 8 Jan 1947 - Struck off, to War Assets Corporation for sale				

<b>10134</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT
<b>TOS:</b> 17 Mar 1943 - Taken on strength				
Delivered to long term storage with No. 1 TC. To No. 3 TC on 7 Dec 1943, for use by No. 10 B&GS at Mount Pleasant, PEI. Repaired on site by Fairchild Aircraft working party from 25 May to 7 Sep 1944. To No. 1 AC on 15 Jan 1945. To stored reserve with EAC on 20 Jun 1945. Pending disposal from 24 Oct 1945. Stored at Mont Joli, QC from 27 Nov 1945, later stored at Mount Pleasant, PEI.				
<b>SOS:</b> 6 Jan 1947 - Struck off, to War Assets Corporation for sale				
<b>10135</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT
<b>TOS:</b> 17 Mar 1943 - Taken on strength				
Delivered to long term storage with No. 1 TC. To No. 6 RD at RCAF Stn Trenton, ON on 17 Jun 1944 for conversion to target tug. To WAC on 5 Sep 1944. To workshop reserve at RCAF Stn Patricia Bay, BC from 29 Sep to 27 Oct 1944 for dinghy installation and other modifications. To No. 22 Sub RD at RCAF Stn Sea Island, BC on 7 Mar 1945, for repairs following a Cat "C" crash. Scrapped there, without repairs being completed.				
<b>SOS:</b> 29 Oct 1945 - Struck off, reduced to spares and produce				
<b>10136</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT
<b>TOS:</b> 18 Mar 1943 - Taken on strength				
Delivered to long term storage with No. 1 TC. To No. 6 RD at RCAF Stn Trenton, ON for conversion to target tug, 17 Jun to 22 Aug 1944. To No. 1 TC when complete, for use by No. 4 B&GS at Fingal, ON. To No. 1 AC on 15 Jan 1945. Pending disposal at Mountain View, ON from 1 Mar 1946. Had 149:55 airframe hours when struck off. Fitted with Mercury XX STAR engines when struck off.				
<b>SOS:</b> 2 Jan 1947 - Struck off, to War Assets corporation for sale				
<b>10137</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT
<b>TOS:</b> 18 Mar 1943 - Taken on strength				
Delivered to long term storage with No. 1 TC. To No. 6 RD at RCAF Stn Trenton, ON for conversion to target tug, 17 Jun to 18 Aug 1944. To stored reserve with No. 3 TC when complete. To No. 1 AC on 15 Jan 1945. To stored reserve with EAC on 30 Jun 1945. Pending disposal at Mount Pleasant, PEI from 21 Nov 1945. Fitted with Mercury XX STAR engines when struck off.				
<b>SOS:</b> 8 Jan 1947 - Struck off, to War Assets Corporation for sale				
<b>10138</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT
<b>TOS:</b> 19 Mar 1943 - Taken on strength				
Delivered to long term storage with No. 1 TC. To No. 6 RD at RCAF Stn Trenton, ON for conversion to target tug, 17 Jun to 26 Sep 1944. To WAC when completed. Noted by WAC on 20 Oct 1944 as "requires extensive work of installation of operational equipment". To workshop reserve at RCAF Stn Patricia Bay, BC from that date to 25 Jun 1945. Pending disposal at Patricia Bay from 3 Dec 1945.				
<b>SOS:</b> 7 Sep 1946 - Struck off, to War Assets Corporation for sale				
<b>10139</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT
<b>TOS:</b> 19 Mar 1943 - Taken on strength				
Delivered to long term storage with No. 1 TC. To No. 6 RD at RCAF Stn Trenton, ON on 17 Jun 1944 for conversion to target tug. To WAC on 5 Sep 1944. To workshop reserve at RCAF Stn Patricia Bay, BC from 29 Sep 1944 to 25 Jun 1945 for dinghy installation and other modifications. Pending disposal at Patricia Bay from 3 Dec 1945. Had 50:55 airframe hours when struck off.				
<b>SOS:</b> 7 Sep 1946 - Struck off, to War Assets Corporation for sale				

<b>10140</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT
<b>TOS:</b> 20 Mar 1943 - Taken on strength				
Delivered to long term storage with No. 1 TC. To No. 6 RD at RCAF Stn Trenton, ON on 17 Jun 1944 for conversion to target tug. To WAC on 5 Sep 1944. Pending disposal at Patricia Bay from 3 Dec 1945. Had 216:15 airframe hours when struck off.				
<b>SOS:</b> 7 Sep 1946 - Struck off, to War Assets Corporation for sale				
<b>10141</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT
<b>TOS:</b> 20 Mar 1943 - Taken on strength				
Delivered to long term storage with No. 1 TC. To No. 6 RD at RCAF Stn Trenton, ON for conversion to target tug, 17 Jun to 21 Sep 1944. To stored reserve with No. 1 TC when completed. To No. 1 AC on 15 Jan 1945, still in storage. To EAC on 24 Feb 1945. To stored reserve with EAC on 12 July 1945. Pending disposal from 21 Nov 1945, when it was stored at Mount Pleasant, PEI.				
<b>SOS:</b> 8 Jan 1947 - Struck off, to War Assets Corporation for sale				
<b>10142</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT
<b>TOS:</b> 22 Mar 1943 - Taken on strength				
Delivered to long term storage with No. 1 TC. To No. 2 AC on 28 Jan 1944, for use at No. 3 B&GS at MacDonald, MB. To No. 2 AC on 1 Dec 1944. To stored reserve on 12 Feb 1945. Stored post war by No. 10 RD. Had 441:10 airframe hours when struck off.				
<b>SOS:</b> ? - Struck off, to War Assets Corporation for sale				
<b>10143</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT
<b>TOS:</b> 22 Mar 1943 - Taken on strength				
Delivered to long term storage with No. 1 TC. To No. 3 TC on 16 Dec 1943, for use at No. 10 B&GS at Mount Pleasant, PEI. To workshop reserve at No. 10 B&GS from 16 May to 8 Aug 1944, for repairs. Repaired by Fairchild Aircraft working party at Mount Pleasant. Back to No. 10 B&GS when completed. To No. 1 AC on 15 Jan 1945. To stored reserve with EAC on 30 Jun 1945. Stored post war at Mount Pleasant, where it was pending disposal from 21 Nov 1945.				
<b>SOS:</b> 8 Jan 1947 - Struck off, to War Assets Corporation for sale				
<b>10144</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT
<b>TOS:</b> 31 Mar 1943 - Taken on strength				
Delivered to long term storage with No. 1 TC at Toronto, ON. Issued from storage on 9 Apr 1943. To No. 2 TC on 8 Jan 1944, for use at No. 3 B&GS at MacDonald, MB. On 6 Apr 1944, an engine failed on take-off, and the a/c had to be force-landed on the airfield causing heavy damage. F/Sgt (RAAF) O. Brinkman and three LAC trainees were unhurt. Airframe to No. 8 RD on 8 Apr 1944, where it was eventually scrapped.				
<b>SOS:</b> 24 Apr 1944. - <b>Cat "A"</b> write-off, reduced to spares and produce				
<b>10145</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT
<b>TOS:</b> 31 Mar 1943 - Taken on strength				
Delivered to long term storage with No. 1 TC. To No. 6 RD at RCAF Stn Trenton, ON for conversion to target tug, 17 Jun to 15 Nov 1944. To stored reserve with No. 1 TC when completed. To No. 1 AC on 15 Jan 1945, still in storage. Stored post war at Jarvis, ON. Pending disposal there from Mar 1946.				
<b>SOS:</b> 10 Dec 1946 - Struck off, to War Assets Corporation for sale				

<b>10146</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT
<b>TOS:</b> 31 Mar 1943 - Taken on strength				
Delivered to long term storage with No. 1 TC at Toronto, ON. To No. 6 RD at RCAF Stn Trenton, ON for conversion to target tug, 17 Jun to 27 Nov 1944. To stored reserve with No. 1 TC when completed. To No. 1 AC on 15 Jan 1945, still in storage. Stored post war at Jarvis, ON. Pending disposal there from Mar 1946. Had 11:45 airframe hours when struck off.				
<b>SOS:</b> 10 Dec 1946 - Struck off, to War Assets Corporation for sale				
<b>10147</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT
<b>TOS:</b> 31 Mar 1943 - Taken on strength				
Delivered to long term storage with No. 1 TC at Toronto, ON. Issued from storage on 6 Apr 1943. To No. 1 AC on 15 Jan 1945. Pending disposal at No. 6 RD at RCAF Stn Trenton, ON from 4 Jan 1946. Back to No. 1 AC, and allocated for display purposes on 9 July 1946. Pending disposal again from 16 Dec 1947. Had Mercury XX STAR engines installed when struck off. Had 898:00 airframe hours when struck off.				
<b>SOS:</b> 5 Feb 1948 - Struck off, to War Assets Corporation for sale				
<b>10148</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT
<b>TOS:</b> 31 Mar 1943 - Taken on strength				
Delivered to long term storage with No. 1 TC at Toronto, ON. To No. 3 TC on 16 Dec 1943, for use by No. 10 B&GS at Mount Pleasant, PEI. Cat "B" crash at No. 10 B&GS on 9 Aug 1944. Repaired on site by mobile party from Fairchild Aircraft, 22 Aug 1944 to 5 Feb 1945. To No. 1 AC when completed. To stored reserve with EAC on 20 Jun 1945. Pending disposal with EAC from 24 Oct 1945. Stored post war at Mont Joli, QC, and later at Mount Pleasant, PEI.				
<b>SOS:</b> 6 Jan 1947 - Struck off, to War Assets Corporation for sale				
<b>10149</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT
<b>TOS:</b> 10 Apr 1943 - Taken on strength				
Delivered to long term storage with No. 2 AC. Issued from storage on 5 May 1943. To No. 2 AC on 1 Dec 1944. To stored reserve with No. 2 AC on 2 Feb 1945. Pending disposal from 2 Oct 1945. Stored post war at MacDonald, MB.				
<b>SOS:</b> 15 May 1946 - Struck off, to War Assets Corporation for sale				
<b>10150</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT
<b>TOS:</b> 10 Apr 1943 - Taken on strength				
Delivered to long term storage with No. 2 AC. Issued from storage on 4 Jan 1944. To No. 2 AC on 1 Dec 1944. To stored reserve with No. 2 AC on 2 Feb 1945. Pending disposal from 12 Oct 1945. Stored post war at MacDonald, MB. Had 442:35 airframe hours when struck off.				
<b>SOS:</b> 15 May 1946 - Struck off, to War Assets Corporation for sale				
<b>10151</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT
<b>TOS:</b> 10 Apr 1943 - Taken on strength				
Delivered to long term storage with No. 2 TC. Out of storage on 4 Jan 1944, for use at No. 3 B&GS at MacDonald, MB. To No. 2 AC on 1 Dec 1944. To storage on 12 Feb 1945. Pending disposal from Oct (?) 1945, stored at MacDonald. Had 438:50 airframe hours when struck off.				
<b>SOS:</b> 15 May 1946 - Struck off, to War Assets Corporation for disposal				

<b>10152</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT
<b>TOS:</b> 10 Apr 1943 - Taken on strength				
Delivered to long term storage with No. 2 TC. Out of storage on 4 Jan 1944, for use at No. 3 B&GS at MacDonald, MB. To No. 2 AC on 1 Dec 1944. To storage on 2 Feb 1945. Pending disposal from Oct (?) 1945, stored at MacDonald. Had 475:15 airframe hours when struck off.				
<b>SOS:</b> 15 May 1946 - Struck off, to War Assets Corporation for sale				
<b>10153</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT
<b>TOS:</b> 10 Apr 1943 - Taken on strength by No. 2 TC				
Delivered, to storage, issued from storage on 26 Apr 1943. To No. 2 AC on 1 Dec 1944. To storage on 7 Feb 1945. Pending disposal from 12 Oct 1945, stored at Paulson, MB. Had 809:00 airframe hours when struck off.				
<b>SOS:</b> 21 Aug 1946 - Struck off, to War Assets Corporation for sale				
<b>10154</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT
<b>TOS:</b> 7 Apr 1943 - Taken on strength by No. 4 TC				
Delivered to stored reserve with No. 4 TC. To No. 2 AC on 1 Dec 1944, still in storage. Pending disposal from 12 Oct 1945, stored at MacDonald, MB. Had 17:50 airframe hours when struck off.				
<b>SOS:</b> 15 May 1946 - Struck off, to War Assets Corporation for sale				
<b>10155</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT
<b>TOS:</b> 7 Apr 1943 - Taken on strength by No. 4 TC at Calgary, AB				
Delivered to long term storage, issued from storage on 22 Aug 1944. With No. 8 B&GS at Lethbridge, AB. Cat "B" crash while there. To No. 10 RD on 3 Nov 1944.				
<b>SOS:</b> 22 Feb 1945 - Struck off, but retained in whole state				
<b>10156</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT
<b>TOS:</b> 7 Apr 1943 - Taken on strength by No. 4 TC at Calgary, AB				
Delivered to long term storage, issued on 26 Nov 1943. To Aircraft Repair in Edmonton, AB for crash repairs, 26 Apr to 10 Nov 1944. To storage when completed. To No. 2 AC on 1 Dec 1944, still in storage. Pending disposal from Oct 1945, stored at MacDonald, MB. Had 278:40 airframe hours when struck off.				
<b>SOS:</b> 15 May 1946 - Struck off, to War Assets Corporation for sale				
<b>10157</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT
<b>TOS:</b> 7 Apr 1943 - Taken on strength by No. 4 TC				
Delivered to long term storage with No. 4 TC. Out of storage on 27 Jan 1944, for use at No. 3 B&GS at MacDonald, MB. To No. 2 AC on 1 Dec 1944. To storage on 28 Feb 1945. Pending disposal from 12 Oct 1945, stored at MacDonald. Had 392:00 airframe hours when struck off.				
<b>SOS:</b> 15 May 1946 - Struck off, to War Assets Corporation for sale				
<b>10158</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT
<b>TOS:</b> 7 Apr 1943 - Taken on strength by No. 4 TC				
Delivered to long term storage with No. 4 TC. To No. 2 TC on 28 Jan 1944, for use at No. 3 B&GS at MacDonald, MB. To No. 2 AC on 1 Dec 1944. To storage on 12 Feb 1945. Pending disposal from 12 Oct 1945, stored at MacDonald. Had 448:10 airframe hours when struck off.				
<b>SOS:</b> 15 May 1946 - Struck off, to War Assets Command for sale				

<b>10159</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT
<b>TOS:</b> 15 Apr 1943 - Taken on strength by No. 1 TC				
Delivered to long term storage. To No. 6 RD at RCAF Stn Trenton, ON from 17 Jun to 20 Oct 1944, for conversion to target tug. To storage with No. 1 TC when completed. To No. 1 AC on 15 Jan 1945, still in storage. To EAC on 24 Feb 1945. To storage with EAC on 12 July 1945. Pending disposal from 21 Nov 1945, stored at Mt. Pleasant, PEI.				
<b>SOS:</b> 8 Jan 1947 - Struck off, to War Assets Corporation for sale				
<b>10160</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT
<b>TOS:</b> 15 Apr 1943 - Taken on strength by No. 1 TC				
Delivered to long term storage. To No. 6 RD at RCAF Stn Trenton, ON from 2 Jun to 24 Nov 1944, for conversion to target tug. To storage with No. 1 TC when completed. To No. 1 AC on 15 Jan 1945, still in storage. Stored at Jarvis, ON by 27 Nov 1945. Pending disposal from 5 Mar 1946. Had 6:00 airframe hours when struck off.				
<b>SOS:</b> 10 Dec 1946 - Struck off, to War Assets corporation for sale				
<b>10161</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT
<b>TOS:</b> 15 Apr 1943 - Taken on strength by No. 1 TC				
Delivered to long term storage. To No. 6 RD at RCAF Stn Trenton, ON from 2 Jun to 4 Oct 1944, for conversion to target tug. To storage with No. 1 TC when completed. Issued from storage on 7 Nov 1944. To No. 1 AC on 15 Jan 1945. Pending disposal from 1 Mar 1946, stored at Mountain View, ON. Had 130:00 airframe hours when struck off.				
<b>SOS:</b> 2 Jan 1947 - Struck off, to War Assets Corporation for sale				
<b>10162</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT
<b>TOS:</b> 15 Apr 1943 - Taken on strength by No. 1 TC				
Delivered to long term storage. To No. 3 TC on 16 Dec 1943, for use by No. 10 B&GS at Mount Pleasant, PEI. Crashed at Mount Pleasant, date unknown. Repaired on site by mobile party from Fairchild, from 18 to 30 Aug 1944. To No. 1 AC on 15 Jan 1945. To storage with EAC on 20 Jun 1945. Pending disposal from Nov 1945, at Mt. Pleasant.				
<b>SOS:</b> 8 Jan 1947 - Struck off, to War Assets Corporation for sale				
<b>10163</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT
<b>TOS:</b> 15 Apr 1943 - Taken on strength by No. 1 TC				
Delivered to long term storage. To No. 6 RD at RCAF Stn Trenton, ON for conversion to target tug, 2 Jun to 24 Nov 1944. To storage with No. 1 TC when completed. To No. 1 AC on 15 Jan 1945, still in storage. Stored at Jarvis, ON by 27 Nov 1945. Pending disposal there, from 4 Mar 1946. Had 6:10 airframe hours when struck off. Remains with BC Aviation Museum in Sidney, BC by 1988. Parts used in restoration of #9104.				
<b>SOS:</b> 10 Dec 1946 - Struck off, to War Assets Corporation for sale				
<b>10164</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT
<b>TOS:</b> 15 Apr 1943 - Taken on strength by No. 1 TC				
Delivered to long term storage. To No. 6 RD at RCAF Stn Trenton, ON for conversion to target tug, 2 Jun to 15 Nov 1944. To storage with No. 1 TC when completed. To No. 1 AC on 15 Jan 1945, still in storage. To EAC on 24 Feb 1945, for use by No. 1 OTU at RCAF Stn Bagotville, QC. <b>Cat "A"</b> crash at No. 7 OTU Debart on 27 Mar 1945. The a/c landed downwind and overran runway, and crashed; F/O J. Charlerois, F/Lt K. Eyolfson, and F/O D. Armstrong was slightly injured, and LAC G. Moisley was seriously injured. To No. 4 RD for write off on 28 Mar 1945.				
<b>SOS:</b> 18 Apr 1945 - <b>Cat "A"</b> write-off				

<b>10165</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT
<b>TOS:</b> 15 Apr 1943 - Taken on strength by No. 1 TC				
Delivered to stored reserve. To No. 2 TC on 7 Jan 1944, for use by No. 3 B&GS at MacDonald, MB. To No. 2 AC on 1 Dec 1944. To storage on 12 Feb 1945. Pending disposal from 12 Oct 1945, stored at MacDonald. Had 498:10 airframe hours when struck off.				
<b>SOS:</b> 15 May 1946 - Struck off, to War Assets Corporation for sale				
<b>10166</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT
<b>TOS:</b> 19 Apr 1943 - Taken on strength by No. 1 TC				
Delivered to long term storage. To workshop reserve at No. 6 RD, 2 Jun to 1 Dec 1944. To No. 1 AC on 15 Jan 1945, still in storage. Stored at Jarvis, ON by 27 Nov 1945. Pending disposal there from 5 Mar 1946, when it had 6:10 airframe hours.				
<b>SOS:</b> 10 Dec 1946 - Struck off, to War Assets Corporation for sale				
<b>10167</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT
<b>TOS:</b> 19 Apr 1943 - Taken on strength by No. 1 TC				
Delivered to long term storage. To No. 6 RD at RCAF Stn Trenton, ON for conversion to target tug, 2 Jun to 16 Sep 1944. To WAC when completed, for use by No. 122 (K) Sqn at RCAF Stn Patricia Bay, BC. Noted by WAC on 20 Nov 1944: "This aircraft requires extensive work on installation of operational equipment." To workshop reserve at Patricia Bay, 20 Nov 1944 to 15 May 1945. Pending disposal at Patricia Bay from 3 Dec 1945. Had 87:45 airframe hours when struck off.				
<b>SOS:</b> 7 Sep 1946 - Struck off, to War Assets Corporation for sale				
<b>10168</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT
<b>TOS:</b> 20 Apr 1943 - Taken on strength by No. 1 TC				
Delivered to long term storage. To No. 2 TC on 28 Jan 1944, for use by No. 3 B&GS at MacDonald, MB. On 21 May 1944, the a/c collided with #10242 while changing position in formation on a gunnery exercise. Both aircraft landed safely without any crew injuries but #10242 was damaged beyond repair. #10168 was repaired and returned to service. The airframe was formally transferred to No. 2 AC on 1 Dec 1944. To stored reserve on 28 Feb 1945. Pending disposal from 12 Oct 1945, stored at MacDonald. Had 300:40 airframe hours when struck off.				
<b>SOS:</b> 15 May 1946 - Struck off, to War Assets Corporation for sale				
<b>10169</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT
<b>TOS:</b> 20 Apr 1943 - Taken on strength by No. 1 TC				
Delivered to long term storage. To No. 6 RD at RCAF Stn Trenton, ON for conversion to target tug, 2 Jun to 1 Dec 1944. To storage with No. 1 TC when completed. To No. 1 AC on 15 Jan 1945, still in storage. Pending disposal on 8 Apr 1946, stored at Jarvis, ON.				
<b>SOS:</b> 10 Dec 1946 - Struck off, to War Assets Corporation for sale				
<b>10170</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT
<b>TOS:</b> 21 Apr 1943 - Taken on strength by No. 1 TC				
Delivered to long term storage. To No. 6 RD at RCAF Stn Trenton, ON for conversion to target tug, 2 Jun to 1 Dec 1944. To storage with No. 1 TC when completed. To No. 1 AC on 15 Jan 1945, still in storage. Pending disposal on 8 Apr 1946, stored at Jarvis, ON, under control of No. 6 RD.				
<b>SOS:</b> 10 Dec 1946 - Struck off, to War Assets Corporation for sale				

<b>10171</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT
<b>TOS:</b> 21 Apr 1943 - Taken on strength by No. 1 TC				
Delivered to long term storage. To No. 2 TC on 26 Feb 1944, still in storage. To No. 8 RD at Winnipeg for conversion to target tug, 7 Jun to 14 July 1944. To No. 7 B&GS at Paulson, MB. Cat "B" crash at this school on 8 Sep 1944. Back to No. 8 RD on 20 Sep 1944.				
<b>SOS:</b> 20 Oct 1944 - Struck off, retained in whole state				
<b>10172</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT
<b>TOS:</b> 22 Apr 1943 - Taken on strength by No. 1 TC				
Delivered to long term storage. To No. 2 TC on 1 Feb 1944, for use at No. 3 B&GS at Mac Donald, MB. To No. 2 AC on 1 Dec 1944. To stored reserve on 28 Feb 1945. Pending disposal from 12 Oct 1945, stored at MacDonald, MB. Had 431:30 airframe hours when struck off.				
<b>SOS:</b> May 1946 - Struck off, to War Assets Corporation for sale				
<b>10173</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT
<b>TOS:</b> 22 Apr 1943 - Taken on strength by No. 1 TC				
Delivered to long term storage. To No. 3 TC on 12 Nov 1943, for use by No. 10 B&GS at Mt. Pleasant, PEI. To No. 1 AC on 15 Jan 1945. To stored reserve with EAC in Jun 1945. Pending disposal from 24 Oct 1945. Stored at No. 6 REMU at Mont Joli, QC by 27 Nov 1945.				
<b>SOS:</b> 6 Jan 1947 - Struck off, to War Assets corporation for sale				
<b>10174</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT
<b>TOS:</b> Apr 1943 - Taken on strength by No. 1 TC				
Some confusions on dates, recorded as delivered to storage on 24 Apr 1943, but issued from storage on 8 Apr 1943. To No. 1 AC on 15 Jan 1945. Pending disposal from 3 Nov 1945, when it was stored at Jarvis, ON. Had 759:10 airframe hours when struck off.				
<b>SOS:</b> 10 Dec 1946 - Struck off, to War Assets Corporation for sale				
<b>10175</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT
<b>TOS:</b> 24 Apr 1943 - Taken on strength by No. 1 TC				
Delivered to long term storage. To No. 3 TC on 7 Dec 1943, for use by No. 10 B&GS at Mt. Pleasant, PEI. To No. 1 AC on 15 Jan 1945. To stored reserve with EAC on 5 July 1945. Pending disposal from 24 Oct 1945. Stored at No. 6 REMU at Mont Joli, QC by 27 Nov 1945.				
<b>SOS:</b> 6 Jan 1947 - Struck off, to War Assets Corporation for sale				
<b>10176</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT
<b>TOS:</b> 24 Apr 1943 - Taken on strength by No. 1 TC				
Delivered to long term storage. To No. 3 TC on 16 Nov 1943, probably for use by No. 10 B&GS at Mt. Pleasant, PEI. <b>Cat "A"</b> crash at Mt. Pleasant, on 31 Dec 1944 when a wheel caught the edge of snow bank on the runway just after touching down; the a/c then swung, and tipped up causing heavy damage. P/O L. Thompson and three LAC trainee AGs were uninjured.. Wreckage to No. 4 RD on 12 Jan 1945 for write off.				
<b>SOS:</b> 1 Feb 1945 - <b>Cat "A"</b> write-off				
<b>10177</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT
<b>TOS:</b> 25 Apr 1943 - Taken on strength by No. 1 TC				
Delivered to long term storage. To No. 3 TC on 16 Nov 1943. To No. 1 AC on 15 Jan 1945. To stored reserve with EAC on 20 Jun 1945. Pending disposal from 24 Oct 1945. Stored at No. 6 REMU at Mont Joli, QC by 27 Nov 1945.				
<b>SOS:</b> 6 Jan 1947 - Struck off, to War Assets Corporation for sale				

<b>10178</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT
<b>TOS:</b> 26 Apr 1943 - Taken on strength by No. 1 TC				
Delivered to long term storage. To No. 3 TC on 10 Nov 1943, probably for use by No. 10 B&GS at Mt. Pleasant, PEI. Cat "A" crash at Mt. Pleasant on 23 Mar 1944. To No. 4 RD on 12 Apr 1944 for scrapping.				
<b>SOS:</b> 21 July 1944 - Cat "A" write-off; reduced to spares and produce				
<b>10179</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT
<b>TOS:</b> 27 Apr 1943 - Taken on strength by No. 1 TC				
Delivered to long term storage, issued from storage by 19 May 1943. To stored reserve with No. 1 TC on 9 Mar 1944. To No. 6 RD at RCAF Stn Trenton, ON for conversion to target tug, 10 May 1944 to 29 Jan 1945. To storage with No. 1 AC when completed. Stored post war at Jarvis, ON, under control of No. 6 RD. Had 323:30 airframe hours struck off.				
<b>SOS:</b> 10 Dec 1946 - Struck off, to War Assets Corporation for sale				
<b>10180</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT
<b>TOS:</b> 30 Apr 1943 - Taken on strength by No. 4 TC				
Delivered to stored reserve at Calgary, AB. Issued from storage on 27 Jan 1944 to No. 2 TC, for use by No. 3 B&GS at MacDonald, MB. Cat "C" accident at MacDonald on 17 Sep 1944. To No. 8 RD on 21 Sep 1944 for write off.				
<b>SOS:</b> 13 Oct 1944 - Struck off, retained in whole state				
<b>10181</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT
<b>TOS:</b> 30 Apr 1943 - Taken on strength by No. 4 TC				
Delivered to stored reserve at Calgary, AB. Issued from storage on 12 Jun 1943 to No. 8 B&GS in Lethbridge, AB. Cat "A" crash on 18 Dec 1943, when given a red light at 500 ft on approach, the pilot opened the throttles harshly; one engine did not respond, and the a/c stalled and spun into the ground. The crew, P/O W. Parks and LAC trainees T. Carroll, T Cook, and D. Dunlop were all killed.				
<b>SOS:</b> 11 Mar 1944 - Cat "A" write-off, reduced to spares and produce				
<b>10182</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT
<b>TOS:</b> 30 Apr 1943 - Taken on strength by No. 4 TC				
Ferried by No. 124 (Ferry) Sqn from Ottawa to Lethbridge in May 1943. To long term storage. Issued to No. 2 TC on 27 Jan 1944, for use by No. 3 B&GS at MacDonald, MB. To No. 2 AC on 1 Dec 1944. To storage on 28 Feb 1945. Pending disposal from 12 Oct 1945, stored at MacDonald. Had 389:10 airframe hours when struck off.				
<b>SOS:</b> 12 May 1946 - Struck off, to War Assets Corporation for sale				
<b>10183</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT
<b>TOS:</b> 1 May 1943 - Taken on strength by No. 4 TC				
Delivered to long term storage, issued from storage on 20 Aug 1943. to No. 2 AC on 1 Dec 1944, probably for use by No. 3 B&GS at MacDonald, MB. To storage, 1 to 26 Dec 1944. Back to storage on 2 Feb 1945. Pending disposal from 12 Oct 1945, stored at MacDonald. Had 773:55 airframe hours when struck off.				
<b>SOS:</b> 15 May 1946 - Struck off, to War Assets Corporation for sale				
<b>10184</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT
<b>TOS:</b> 1 May 1943 - Taken on strength by No. 4 TC				
Delivered to long term storage, issued from storage on 26 May 1943. To No. 2 AC on 1 Dec 1944. To storage on 5 Dec 1944. Pending disposal from 12 Oct 1945, stored at MacDonald, MB. Had 703:10 airframe hours when struck off.				

**SOS:** 15 May 1946 - Struck off, to War Assets Corporation for sale

**10185** Bristol 142M Fairchild Aircraft Ltd Bolingbroke Mk. IVT

**TOS:** 1 May 1943 - Taken on strength by No. 4 TC

Delivered to stored reserve at Calgary, AB. Issued from storage on 24 Feb 1944 to No. 2 TC, for use by No. 3 B&GS at MacDonald, MB. To No. 2 AC on 1 Dec 1944. To storage on 12 Feb 1945. Pending disposal from 12 Oct 1945, stored by No. 10 RD at MacDonald. Had 518:20 airframe hours when struck off.

**SOS:** 15 May 1946 - Struck off, to War Asset Corporation for sale

**10186** Bristol 142M Fairchild Aircraft Ltd Bolingbroke Mk. IVT

**TOS:** 1 May 1943 - Taken on strength by No. 4 TC

Delivered to long term storage. Issued from storage on 23 Aug 1943, for the HWE. To Canadian Pacific Airlines for crash repairs, 23 Dec 1943 to 18 July 1944. To stored reserve when completed. Pending disposal from 15 Jan(?) 1945. Stored at RCAF Stn Patricia Bay, BC by 1 May 1946. Had 42:25 airframe hours when struck off.

**SOS:** 6 Sep 1946 - Struck off, to War Assets Corporation for sale

**10187** Bristol 142M Fairchild Aircraft Ltd Bolingbroke Mk. IVT

**TOS:** 3 May 1943 - Taken on strength by No. 1 TC

Delivered to long term storage. To No. 3 TC on 24 Dec 1943, for use by No. 10 B&GS at Mt. Pleasant, PEI. **Cat "A"** crash with this school on 23 Jul 1944, when an engine cut on approach 'due to misuse of throttles by the student pilot', The a/c crashed and was destroyed. Among the crew Sgt J. Burgess was killed, and the three LAC trainees, B. Edwards, P. Enright, and P. Blagdon, were seriously injured. Wreckage to No. 4 RD on 31 July 1944 for scrapping.

**SOS:** 16 Aug 1944 - **Cat "A"** write-off; reduced to spares and produce

**10188** Bristol 142M Fairchild Aircraft Ltd Bolingbroke Mk. IVT

**TOS:** 4 May 1943 - Taken on strength by No. 1 TC

Delivered to long term storage. To No. 3 TC on 15 Nov 1943, for use at No. 10 B&GS at Mount Pleasant, PEI. To No. 1 AC on 15 Jan 1945. To storage with EAC on 20 Jun 1945. Pending disposal from 24 Oct 1945. Stored post war at Mont Joli, QC, and Mt. Pleasant, PEI.

**SOS:** 6 Jan 1947 - Struck off, to War Assets Corporation for sale

**10189** Bristol 142M Fairchild Aircraft Ltd Bolingbroke Mk. IVT

**TOS:** 5 May 1943 - Taken on strength by No. 1 TC

Delivered to long term storage, issued to No. 1 TC on 2 Aug 1943. To No. 6 RD on 30 May 1944 following a crash, for inspections and report.

**SOS:** 10 Apr 1945 - Struck off, reduced to spares and produce

**10190** Bristol 142M Fairchild Aircraft Ltd Bolingbroke Mk. IVT

**TOS:** 6 May 1943 - Taken on strength by No. 1 TC

Delivered to long term storage. Issued to No. 1 TC on 26 May 1943. Back to storage 9 Mar to 21 Oct 1944. To No. 1 AC on 15 Jan 1945. Pending disposal from 3 Nov 1945, stored at Jarvis, ON. Had 324:20 airframe hours when struck off.

**SOS:** 10 Dec 1946 - Struck off, to War Assets Corporation for sale

**10191** Bristol 142M Fairchild Aircraft Ltd Bolingbroke Mk. IVT

**TOS:** 7 May 1943 - Taken on strength by No. 1 TC

Delivered to long term storage, issued from storage on 21 July 1943. To No. 6 RD for repairs, 23 Oct 1944. Pending disposal from 29 Jun 1945, when it was with No. 1 AC, stored at No. 6 RD. Had 158:25 airframe hours when struck off.

**SOS:** 6 May 1946 - Struck off, to War Assets Corporation for sale

<b>10192</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT
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**TOS:** 8 May 1943 - Taken on strength by No. 1 TC

Fitted with Mercury XX STAR engines. Delivered to long term storage, issued from storage on 8 July 1943. To No. 1 AC on 15 Jan 1945. Pending disposal from 3 Dec 1945, when it was stored at St. Hubert, QC.

**SOS:** 16 Jan 1947 - Struck off, to War Assets Corporation for sale

<b>10193</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT
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**TOS:** 8 May 1943 - Taken on strength by No. 1 TC

Fitted with Mercury XX STAR engines. Delivered to long term storage, issued from storage on 9 Jun 1943. To storage on 9 Mar 1944. To No. 1 AC on 15 Jan 1945, still in storage. Pending disposal from 3 Nov 1945, stored at Jarvis, ON. Had 299:30 airframe hours when struck off.

**SOS:** 10 Dec 1946 - Struck off, to War Assets Corporation for sale

<b>10194</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT
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**TOS:** 9 May 1943 - Taken on strength by No. 1 TC

Fitted with Mercury XX STAR engines. Delivered to long term storage, issued from storage on 5 Jun 1943. Used by No. 4 B&GS at Fingal, ON. To No. 1 AC on 15 Jan 1945. Stored post war at Jarvis, ON. Had 686:10 airframe hours when struck off.

**SOS:** 10 Dec 1946 - Struck off, to War Assets Corporation for sale

<b>10195</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT
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**TOS:** 12 May 1943 - Taken on strength by No. 2 TC at Winnipeg, MB

Fitted with Mercury XX STAR engines. Delivered to long term storage, issued from storage on 12 July 1943. Assigned to No. 5 B&GS in Dafoe, SK. Completely destroyed by fire, following a **Cat "A"** crash on 8 Feb 1944. when an engine cut out as the throttles were opened for an overshoot; the a/c struck the ground in a vertical bank and was destroyed. Among the crew, F/Sgt D. Wilson (Pilot) was killed, Sgt (RAF) Hemmingway (AG Instructor) was seriously injured, and three RNZAF LAC trainees I. Horsley, R Peterson, and T. Willcox were injured. Wreckage to No. 8 RD on 14 Mar 1944, for write off.

**SOS:** 14 Mar 1944 - **Cat "A"** write-off; reduced to spares and produce

<b>10196</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT
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**TOS:** 13 May 1943 - Taken on strength by No. 2 TC at Winnipeg, MB

Fitted with Mercury XX STAR engines. Delivered to long term storage, issued from storage on 4 Jan 1944. Used by No. 3 B&GS at MacDonald, MB. To No. 2 AC on 1 Dec 1944. To stored reserve on 12 Feb 1945. Pending disposal from 12 Oct 1945, stored at MacDonald. Had 415:55 airframe hours when struck off.

**SOS:** 15 May 1946 - Struck off, to War Assets Corporation for sale

<b>10197</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT
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**TOS:** 14 May 1943 - Taken on strength by No. 2 TC at Winnipeg, MB

Fitted with Mercury XX STAR engines. Delivered to long term storage, issued from storage on 25 May 1943. Probably used by No. 3 B&GS at MacDonald, MB. To No. 2 AC on 1 Dec 1944. To stored reserve on 2 Feb 1945. Pending disposal from 12 Oct 1945, stored at MacDonald. Had 957:05 airframe hours when struck off.

**SOS:** 15 May 1946 - Struck off, to War Assets Corporation for sale

<b>10198</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT
<b>TOS:</b> 14 May 1943 - Taken on strength by No. 2 TC at Winnipeg, MB				
Fitted with Mercury XX STAR engines. Delivered to long term storage, issued from storage on 4 Aug 1943. To stored reserve on 12 May 1944. To No. 8 RD for conversion to target tug, 7 Jun to 23 Jun 1944. Back to No. 2 TC when completed. To No. 2 AC on 1 Dec 1944. To storage on 14 Feb 1945. Pending disposal from 12 Oct 1945, stored at Paulson, MB with 636:40 airframe hours.				
<b>SOS:</b> 21 Aug 1946 - Struck off, to War Assets Corporation for sale				
<b>10199</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT
<b>TOS:</b> 15 May 1943 - Taken on strength by No. 2 TC at Winnipeg, MB				
Fitted with Mercury XX STAR engines. Delivered to long term storage, issued from storage on 25 May 1943. To No. 2 AC on 1 Dec 1944. To storage on 14 Feb 1945. Pending disposal from 12 Oct 1945, stored at Paulson, MB. Had 949:45 airframe hours when struck off.				
<b>SOS:</b> 21 Aug 1946 - Struck off, to War Assets Corporation for sale				
<b>10200</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT
<b>TOS:</b> 17 May 1943 - Taken on strength by No. 2 TC at Winnipeg, MB				
Fitted with Mercury XX STAR engines. Delivered to long term storage, issued from storage on 25 May 1943. To No. 3 B&GS at MacDonald, MB. "Damaged beyond economical repair in a flying accident." on 5 Jan 1944. While being ferried by No. 124 Ferry Sqn, from Winnipeg, an engine failed in the Paulson approach circuit. The a/c then had to force-landed causing heavy damage. P/O C. McInnis (the solo pilot) was slightly injured. Wreckage to No. 8 RD for write off of airframe and inspection of engines.				
<b>SOS:</b> 11 Feb 1944 - Cat "A" write-off; reduced to spares and produce				
<b>10201</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT
<b>TOS:</b> 18 May 1943 - Taken on strength by No. 2 TC				
Delivered with Mercury XX STAR engines. Delivered to stored reserve at Winnipeg, MB. Issued from storage on 4 Jan 1944, to No. 3 B&GS at MacDonald, MB. Still with this school when it transferred to No. 2 AC on 1 Dec 1944. To storage on 28 Feb 1945. Pending disposal from 12 Oct 1945, when it was stored by No. 10 RD at MacDonald. Had 415:00 airframe hours on this date. Belonged to W. Agnew of Hartney, MB in early 1980s. Acquired by Sir W.J.D. Roberts, to the Strathallan Aircraft Collection of Scotland in 1984, restoration begun. To Graham A. Warner on 28 Jan 1988, restoration continued at British Aerial Museum, Duxford. To the Aircraft Restoration Co. at Duxford on 15 Feb 1989. First flight at Duxford on May 18 1993 by the late 'Hoof' Proudfoot, bearing the serial Z5722 and civil registration G-BPIV. On 28 May 1993 Viscount Rothermere, grandson of Lord Rothermere officially named the aircraft "Spirit of Britain First". The aircraft was finished in an all black night intruder scheme of a No 68 Sqn, RAF Blenheim aircraft WM-Z, the personal mount of W/ C Max Atkin. Now based at Duxford, UK and "regularly delights air show audiences". Has since been marked as L8841 "QY*C" and R3821 "UX*N". Still airworthy 2002.				
<b>SOS:</b> 15 May 1946 - Struck off, to War Assets Corporation for sale and later sold				
<b>10202</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT
<b>TOS:</b> 19 May 1943 - Taken on strength by No. 2 TC				
Delivered with Mercury XX STAR engines. Delivered to stored reserve at Winnipeg, MB. Issued from storage on 1 Dec 1943, possibly to No. 7 B&GS at Paulson, MB. To No. 2 AC on 1 Dec 1945. To stored reserve on 7 Feb 1945. Pending disposal from 12 Oct 1945, when it was stored at Paulson and had 637:40 airframe hours logged.				
<b>SOS:</b> 21 Aug 1946 - Struck off, to War Assets Corporation for sale				

<b>10203</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT
<b>TOS:</b> 20 May 1943 - Taken on strength by No. 2 TC				
Delivered with Mercury XX STAR engines. Delivered to stored reserve at Winnipeg, MB. Issued from storage on 1 Dec 1943, possibly to No. 7 B&GS at Paulson, MB. To No. 2 AC on 1 Dec 1945. To stored reserve on 7 Feb 1945. Pending disposal from 12 Oct 1945, when it was stored at Paulson and had 626:00 airframe hours logged.				
<b>SOS:</b> 21 Aug 1946 - Struck off				
<b>10204</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT
<b>TOS:</b> 20 May 1943 - Taken on strength by No. 2 TC				
Delivered with Mercury XX STAR engines. Delivered to stored reserve at Winnipeg, MB. Issued from storage on 4 Jan 1944, to No. 3 B&GS at MacDonald, MB. Still with this school when it transferred to No. 2 AC on 1 Dec 1944. To storage on 28 Feb 1945. Pending disposal from 12 Oct 1945, when it was stored by No. 10 RD at MacDonald. Had 448:45 airframe hours on this date.				
<b>SOS:</b> 15 May 1946 - Struck off, to War Assets Corporation for sale				
<b>10205</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT
<b>TOS:</b> 22 May 1943 - Taken on strength by No. 2 TC				
Delivered with Mercury XX STAR engines. To No. 8 RD at Winnipeg on 19 Jun 1944 for conversion to target tug. Issued from storage on 4 Jan 1944, to No. 3 B&GS at MacDonald, MB. To stored reserve on 17 Apr 1944. To workshop reserve at No. 8 RD on 19 Jun 1944. Back to storage with No. 2 TC on 31 July 1944, issued from storage on 6 Nov 1944. To No. 2 AC on 1 Dec 1944. Pending disposal from 12 Oct 1945, when it was stored by No. 10 RD at MacDonald. Had 119:50 airframe hours on this date.				
<b>SOS:</b> 15 May 1946 - Struck off, to War Assets Corporation for sale				
<b>10206</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT
<b>TOS:</b> 22 May 1943 - Taken on strength by No. 2 TC				
Delivered with Mercury XX STAR engines. Delivered to stored reserve at Winnipeg, MB. Issued from storage on 4 Jan 1944, to No. 3 B&GS at MacDonald, MB. Still with this school when it transferred to No. 2 AC on 1 Dec 1944. To storage on 28 Feb 1945. Pending disposal from 12 Oct 1945, when it was stored by No. 10 RD at MacDonald with 440:05 airframe hours.				
<b>SOS:</b> 15 May 1946 - Struck off, to War Assets Corporation for sale				
<b>10207</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT
<b>TOS:</b> 22 May 1943 - Taken on strength by No. 2 TC				
Delivered with Mercury XX STAR engines. Delivered to stored reserve at Winnipeg, MB, probably arrived there on 1 Jun 1943. Issued from storage on 4 Jan 1944, to No. 3 B&GS at MacDonald, MB. Still with this school when it transferred to No. 2 AC on 1 Dec 1944. To storage on 12 Feb 1945. Pending disposal from 12 Oct 1945, when it was stored by No. 10 RD at MacDonald. Had 486:25 airframe hours on this date.				
<b>SOS:</b> 15 May 1946 - Struck off, to War Assets Corporation for sale				
<b>10208</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT
<b>TOS:</b> 25 May 1943 - Taken on strength by No. 4 TC				
Delivered with Mercury XX STAR engines. Delivered to stored reserve at Winnipeg, MB. Issued from storage on 4 Jan 1944, to No. 3 TC. Back to No. 2 TC on 24 Dec 1943, for use at No. 3 B&GS at MacDonald, MB. Cat C damage with this School on 10 Aug 1944. To No. 8 RD for repairs, 27 Sep to 11 Oct 1944. Back to No. 2 TC when completed. To No. 2 AC on 1 Dec 1944. To storage on 12 Feb 1945. Pending disposal from 12 Oct 1945, when it was stored by No. 10 RD at MacDonald with 349:00 airframe hours.				
<b>SOS:</b> 15 May 1946 - Struck off, to War Assets Corporation for sale				

<b>10209</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT
<b>TOS:</b> 25 May 1943 - Taken on strength by No. 4 TC				
Delivered with Mercury XX STAR engines. Delivered to long term storage with No. 4 TC. To No. 8 RD at Winnipeg, where it was converted to target tug from 2 Jun to 7 Aug 1944. To storage with No. 2 TC when completed. Issued from storage on 6 Nov 1944. To No. 2 AC on 1 Dec 1944. To storage on 2 Feb 1945. Pending disposal from 12 Oct 1945, when it was stored by No. 10 RD at MacDonald. Had 106:05 airframe hours on this date.				
<b>SOS:</b> 15 May 1946 - Struck off, to War Assets Corporation for sale				
<b>10210</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT
<b>TOS:</b> 11 Jun 1943 - Taken on strength by EAC				
Delivered with target towing gear installed, and Mercury XX STAR engines. First used by No. 1 OTU at Bagotville, QC. To storage with EAC on 18 Oct 1944, issued from storage on 22 Feb 1945. Crashed while with No. 8 OTU at RCAF Stn Greenwood, NS, probably in Mar 1945. Originally reported as Cat "B", revised to <b>Cat "A"</b> . Order for scrapping issued to No. 4 RD at Scoudouc, NB on 27 Apr 1945.				
<b>SOS:</b> 27 Apr 1945 - <b>Cat "A"</b> write-off; scrapped				
<b>10211</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT
<b>TOS:</b> 29 May 1943 - Taken on strength by No. 1 TC				
Delivered with Mercury XX STAR engines. Delivered to long term storage with No. 1 TC. With No. 1 B&GS at Jarvis, ON in late 1943. On 25 Nov 1944, the a/c struck the water on a low-level gunnery exercise, after being caught in the slipstream of the preceding a/c. P/O G. Whithead, Sgt (RAF) S. Beveridge, and LAC Trainees J. McEachern, C. McGrattan, and G. Nickerson were all rescued being slightly injured. Wreckage to No. 6 RD, RCAF Stn Trenton, ON for scrapping on 11 Dec 1944.				
<b>SOS:</b> 4 Apr 1945 - <b>Cat "A"</b> write-off; scrapped				
<b>10212</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT
<b>TOS:</b> 31 May 1943 - Taken on strength by No. 1 TC				
Delivered with Mercury XX STAR engines. Delivered to long term storage with No. 1 TC. With No. 1 B&GS at Jarvis, ON in late 1943. Pending disposal from 20 Dec 1944. To No. 1 AC on 15 Jan 1945, still pending disposal, stored at No. 6 RD, and with 826:35 time logged.				
<b>SOS:</b> 1 Jun 1946 - Struck off, to War Assets Corporation for sale				
<b>10213</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT
<b>TOS:</b> 31 May 1943 - Taken on strength by No. 1 TC				
Delivered with Mercury XX STAR engines. Delivered to long term storage with No. 1 TC. Assigned to No. 4 B&GS at Fingal, ON on 4 Jun 1943, arriving there on 25 Jun 1943. On 20 Jan 1945, <b>#10019</b> collided in mid-air with <b>#10213</b> while flying in formation for a gunnery exercise. <b>#10019</b> crashed and F/O J. Allan and trainee AG LACs L. Watt and W. Neville (both RAAF) were killed; <b>#10213</b> landed safely, WO2 R. Eaton and two student AGs were unhurt. This was the fifth such collision involving RCAF Bolingbrokes. The airframe was formally transferred to No. 1 AC on 15 Jan 1945. To No. 6 RD for scrapping on 15 Feb 1945.				
<b>SOS:</b> 26 Feb 1945 - Struck off, reduced to spares and produce				
<b>10214</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT
<b>TOS:</b> 31 May 1943 - Taken on strength by No. 1 TC				
Delivered with Mercury XX STAR engines. Delivered to long term storage with No. 1 TC. Assigned to RCAF Stn Trenton from 5 Jun 1943. Cat "B" crash on 17 July 1944, at No. 1 Composite Flying School at Trenton. To No. 6 RD for inspection and repairs, 25 July 1944. To stored reserve with No. 1 AC on 23 Jan 1945, issued from storage on 5 Dec 1945. Pending disposal from 4 Jan 1946, when it was stored by No. 6 RD and had 388:30 airframe hours logged.				
<b>SOS:</b> 15 May 1946 - Struck off, to War Assets Corporation for sale				

<b>10215</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT
<b>TOS:</b> 31 May 1943 - Taken on strength by No. 1 TC				
Delivered with Mercury XX STAR engines. Delivered to long term storage with No. 1 TC. Assigned to RCAF Stn Trenton from 5 Jun 1943. To No. 1 AC on 15 Jan 1945. To storage on 24 Feb 1945. Pending disposal from early 1946, when it was stored by No. 6 RD at No. 404 REMU at Jarvis, ON, and had 800:25 airframe hours.				
<b>SOS:</b> 10 Dec 1946 - Struck off, to War Assets Corporation for sale				
<b>10216</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT
<b>TOS:</b> 31 May 1943 - Taken on strength by No. 1 TC				
Delivered with Mercury XX STAR engines. Delivered to long term storage with No. 1 TC, may have been issued almost immediately. Entered storage again on 1 Apr 1944, issued from storage on 2 Nov 1944. To No. 1 AC on 15 Jan 1945. To storage on 24 Feb 1945. Pending disposal from early 1946, when it was stored by No. 6 RD at No. 404 REMU at Jarvis, ON with 448:55 airframe hours.				
<b>SOS:</b> 10 Dec 1946 - Struck off, to War Assets Corporation for sale				
<b>10217</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT
<b>TOS:</b> 31 May 1943 - Taken on strength by No. 1 TC				
Delivered with Mercury XX STAR engines. With No. 1 B&GS at Jarvis, ON in late 1943. To No. 1 AC on 15 Jan 1945. To storage 21 Feb 1945. Pending disposal from early 1946, when it was stored by No. 6 RD at No. 404 REMU at Jarvis, ON, and had 788:25 airframe hours.				
<b>SOS:</b> 10 Dec 1946 - Struck off, to War Assets Corporation for sale				
<b>10218</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT
<b>TOS:</b> 31 May 1943 - Taken on strength by No. 1 TC				
Delivered with Mercury XX STAR engines. Delivered to long term storage with No. 1 TC, may have been issued almost immediately. Cat C damage on 22 Sep 1944. To No. 1 AC on 15 Jan 1945. To stored reserve on 24 Feb 1945. Pending disposal from 3 Nov 1945, when it was stored by No. 6 RD at No. 404 REMU at Jarvis, ON, and had 816:40 airframe hours.				
<b>SOS:</b> 10 Dec 1946 - Struck off, to War Assets Corporation for disposal				
<b>10219</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT
<b>TOS:</b> 2 Jun 1943 - Taken on strength by No. 4 TC				
Delivered with Mercury XX STAR engines. Delivered to stored reserve, issued from storage on 9 Sep 1943. To No. 2 AC on 1 Dec 1944. To storage 2 Feb 1945. Pending disposal from 12 Oct 1945, when it was stored by NO. 10 RD at MacDonald, MB. Had 592:35 airframe hours when struck off.				
<b>SOS:</b> 15 May 1946 - Struck off, to War Assets Corporation for sale				
<b>10220</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT
<b>TOS:</b> summer of 1943 - Taken on strength by No. 4 TC				
Delivered with Mercury XX STAR engines. Delivered to stored reserve, issued from storage on 3 Nov 1943. Loaned to HWE from that date, for use at RCAF Detachment Suffield, AB. To No. 2 AC on 1 Dec 1944. Pending disposal from 12 Mar 1946, when it was stored at Suffield.				
<b>SOS:</b> 19 Dec 1946 - Struck off, to War Assets Corporation for sale				

<b>10221</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT
<b>TOS:</b> 2 Jun 1943 - Taken on strength by No. 4 TC				
Delivered with Mercury XX STAR engines. Delivered to stored reserve. To No. 8 RD at Winnipeg, MB from 2 Jun to 7 Aug 1944 for installation of target towing gear. To storage with No. 2 TC when completed, issued from storage on 6 Nov 1944. To No. 2 AC on 1 Dec 1944. to storage on 4 Feb 1945. Pending disposal from 12 Oct 1945, when it had 58:20 airframe hours. Back to No. 2 AC on 16 Apr 1946. Noted on 18 Apr 1946 as "to be retained in the RCAF for purposes of public display. Pending disposal again from 11 Apr 1951. Sold to Ajax Aircraft Parts Ltd.				
<b>SOS:</b> 22 Oct 1953 - Struck off, to Crown Assets Disposal Corporation for sale				
<b>10222</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT
<b>TOS:</b> 2 Jun 1943 - Taken on strength by No. 4 TC				
Delivered with Mercury XX STAR engines. Delivered to stored reserve. To No.2 TC on 27 Jan 1944, for use at No. 3 B&GS at MacDonald, MB. To No. 2 AC on 1 Dec 1944. To stored reserve on 12 Feb 1945. To storage on 12 Feb 1945. Pending disposal from 12 Oct 1945, when it was stored by No. 10 RD at MacDonald. Had 422:05 airframe hours on this date.				
<b>SOS:</b> 15 May 1946 - Struck off, to War Assets Corporation for sale				
<b>10223</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT
<b>TOS:</b> 2 Jun 1943 - Taken on strength by No. 4 TC				
Delivered with Mercury XX STAR engines. Delivered to stored reserve. To No. 2 TC on 28 Jan 1944. To No. 2 AC on 1 Dec 1944. To stored reserve on 28 Feb 1945. To storage on 12 Feb 1945. Pending disposal from 12 Oct 1945, when it was stored by No. 10 RD at MacDonald. Had 461:50 airframe hours on this date. Sold to J. Weibe in 1946, stored on his farm for many years, until approximately 1970. To J. Coussens of Springfield, Montana in 1991. Still in his possession in 2002, disassembled.				
<b>SOS:</b> 15 May 1946 - Struck off, to War Assets Corporation for sale				
<b>10224</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT
<b>TOS:</b> 8 Jun 1943 - Taken on strength by No. 1 TC				
Delivered with Mercury XX STAR engines. Delivered to stored reserve. To No. 3 TC on 15 Nov 1943, for use at No. 10 B&GS at Mount Pleasant, PEI. Crashed at Mount Pleasant, on 3 Mar 1945; the a/c landed in a severe crosswind, and swung into snowbank causing severe damage. The crew Sgt E. Dodd RAF and four LACs, survived uninjured. Recorded on 6 Mar 1945 as "pending disposal after <b>Cat "A"</b> crash." Ownership to No. 4 RD at Scoudouc, NB on that date, for write off.				
<b>SOS:</b> 5 Apr 1945 - <b>Cat "A"</b> write-off				
<b>10225</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT
<b>TOS:</b> 9 Jun 1943 - Taken on strength by No. 1 TC				
Delivered with Mercury XX STAR engines. Delivered to stored reserve. To No. 3 TC on 16 Nov 1943. To No. 1 AC on 15 Jan 1945. Pending disposal from 17 Mar 1945, when it was stored at No. 10 B&GS at Mount Pleasant, PEI, and had 392:20 airframe hours. To EAC on 16 July 1945, still pending disposal. By 27 Nov 1945 stored at Mont Joli, QC.				
<b>SOS:</b> 26 Jun 1947 - Struck off, to War Assets Corporation for sale				
<b>10226</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT
<b>TOS:</b> 9 Jun 1943 - Taken on strength by No. 1 TC				
Delivered with Mercury XX STAR engines. Delivered to stored reserve. Issued from storage on 8 July 1943, to No. 1 B&GS at Jarvis, ON. Officially transferred to No. 1 AC on 15 Jan 1945. On 23 Jan 1945, the a/c swung on take-off into snow bank at edge of runway and was damaged beyond repair. The crew, P/O R. Kildey (RAAF), P/O R. Millar RAF, and two LAC trainees, were all unhurt. Airframe to No. 6 RD for scrapping on 7 Feb 1945, from No. 1 B&GS.				
<b>SOS:</b> 30 Apr 1945 - <b>Cat "A"</b> write-off, reduced to spares and produce				

<b>10227</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT
<b>TOS:</b> 10 Jun 1943 - Taken on strength by No. 1 TC				
Delivered with Mercury XX STAR engines. Delivered to stored reserve. To No. 3 TC on 1 Nov 1943, for use by No. 10 B&GS at Mount Pleasant, PEI. Still with this School when it transferred to No. 1 AC on 15 Jan 1945. <b>Cat "A"</b> crash at Mount Pleasant on 18 Feb 1945; one engine did not respond during an overshoot, and as a result the a/c swung off runway into snowbank. The crew, P/O W. Davison and three trainee AGs, survived uninjured. To No. 4 RD at Scoudouc, NB on 12 Mar 1945, for write off.				
<b>SOS:</b> 5 Apr 1945 - <b>Cat "A"</b> write-off				
<b>10228</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT
<b>TOS:</b> 11 Jun 1943 - Taken on strength by No. 1 TC				
Delivered with Mercury XX STAR engines. Delivered to long term storage with No. 1 TC, may have been issued almost immediately. To storage again on 27 Apr 1944, issued from storage on 2 Nov 1944. To No. 1 AC on 15 Jan 1945. To storage on 24 Feb 1945. Pending disposal from 3 Nov 1945, when it was stored by No. 6 RD at Jarvis, ON, and had 277:35 airframe hours.				
<b>SOS:</b> 10 Dec 1946 - Struck off, to War Assets Corporation for sale				
<b>10229</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT
<b>TOS:</b> 18 Jun 1943 - Taken on strength by No. 1 TC				
Delivered with Mercury XX STAR engines. To stored reserve on 9 Mar 1944. To Central Aircraft in Crumlin, ON from 26 May to 2 Sep 1944. To storage with No. 1 TC when completed. To NO. 1 AC on 15 Jan 1945, still in storage. Pending disposal from 3 Nov 1945, when it was stored by No. 6 RD at Jarvis, ON, and had 407:25 airframe hours.				
<b>SOS:</b> 10 Dec 1946 - Struck off, to War Assets Corporation for sale				
<b>10230</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT
<b>TOS:</b> 18 Jun 1943 - Taken on strength by No. 1 TC				
Delivered with Mercury XX STAR engines. To stored reserve on 16 Mar 1944. To Central Aircraft in Crumlin, ON from 26 May to 11 Oct 1944. To storage with No. 1 TC when completed. To NO. 1 AC on 15 Jan 1945, still in storage. Pending disposal from 4 Jan 1946, when it was stored by No. 6 RD, and had 555:15 airframe hours.				
<b>SOS:</b> 15 May 1946 - Struck off, to War Assets Corporation for sale				
<b>10231</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT
<b>TOS:</b> 18 Jun 1943 - Taken on strength by No. 1 TC				
Delivered with Mercury XX STAR engines. To stored reserve on 16 Mar 1944. To No. 1 AC on 15 Jan 1945, still in storage. Pending disposal from 3 Nov 1945, when it was stored by No. 6 RD at No. 404 REMU at Jarvis, ON, and had 307:30 airframe hours. Delivered via Winnipeg to Portage la Prairie, MB, for storage, Oct 1946.				
<b>SOS:</b> 10 Dec 1946 - Struck off, to War Assets Corporation for sale				
<b>10232</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT
<b>TOS:</b> 18 Jun 1943 - Taken on strength by No. 1 TC				
Delivered with Mercury XX STAR engines. To stored reserve on 16 Mar 1944, issued from storage on 2 Nov 1944. To No. 1 AC on 15 Jan 1945. To storage on 26 Feb 1945. Pending disposal from 3 Nov 1945, when it was stored by No. 6 RD at No. 404 REMU at Jarvis, ON, and had 357:30 airframe hours.				
<b>SOS:</b> 10 Dec 1946 - Struck off, to War Assets Corporation for sale				

<b>10233</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT
<b>TOS:</b> 18 Jun 1943 - Taken on strength by No. 1 TC				
Delivered with Mercury XX STAR engines. Assigned to 31 B&G School in Picton, ON. On 12 Jul 1943, the a/c experienced a severe vibration in one engine while at 200 ft; the engine was shut down but the pilot was unable to maintain height, crash-landed, and the a/c caught fire. In the crew, F/O A. Willera, LAC .L Joyce, and LAC R. Klimanek were unhurt, but LAC E. Marshall was injured as he was not strapped in. Airframe to No. 6 RD for scrapping, on 22 Jul 1943?.				
<b>SOS:</b> 11 Aug 1943 - Struck off, reduced to spares and produce				
<b>10234</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT
<b>TOS:</b> 19 Jun 1943 - Taken on strength by No. 1 TC				
Delivered with Mercury XX STAR engines. To Central Aircraft for repairs following a Cat "B" crash, 20 Dec 1943 to 20 Mar 1944. To storage with No. 1 TC when completed. To workshop reserve with No. 6 RD on 10 May 1944. Scheduled for conversion to target tug, not clear if this was completed. Assigned to No. 3 TC on 12 Aug 1944 for use by No. 10 B&GS at Mount Pleasant, PEI, but did not arrive. Cat C crash on 19 Aug 1944, while being delivered by No. 124 (Ferry) Sqn. To No. 9 RD, 1 Sep to 1 Dec 1944. To No. 3 TC when completed. To stored reserve on 22 Dec 1944. To No. 1 AC on 15 Jan 1945, still in storage. To EAC on 20 Jun 1945, still in storage. Pending disposal from 21 Nov 1945, when it was stored at Mount Pleasant, PEI.				
<b>SOS:</b> 8 Jan 1947 - Struck off, to War Assets Corporation for sale				
<b>10235</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT
<b>TOS:</b> 19 Jun 1943 - Taken on strength by No. 1 TC				
Delivered with Mercury XX STAR engines. To stored reserve on 16 Mar 1944, issued from storage on 21 Oct 1944. To No. 1 AC on 15 Jan 1945. To storage on 20 Mar 1945. Pending disposal from 3 Nov 1945, when it was stored by No. 6 RD at No. 404 Reserve Equipment Maintenance Stn at Jarvis, ON, and had 332:45 airframe hours.				
<b>SOS:</b> 10 Dec 1946 - Struck off, to War Assets Corporation for sale				
<b>10236</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT
<b>TOS:</b> 19 Jun 1943 - Taken on strength by No. 1 TC				
Delivered with Mercury XX STAR engines. Delivered to stored reserve. Issued from storage on 17 Nov 1943, to No. 3 TC. To No. 1 AC on 15 Jan 1945. To stored reserve with EAC on 24 Oct 1945. Pending disposal from 27 Nov 1945, when it was stored at No. 6 REMU at Mount Pleasant, PEI.				
<b>SOS:</b> 6 Jan 1947 - Struck off, to War Assets Corporation for sale				
<b>10237</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT
<b>TOS:</b> 19 Jun 1943 - Taken on strength by No. 1 TC				
Delivered with Mercury XX STAR engines. Delivered to stored reserve. Issued from storage on 12 Nov 1943, to No. 3 TC. To No. 1 AC on 15 Jan 1945. To stored reserve with EAC on 20 Jun 1945. Pending disposal from 24 Oct 1945, with EAC. By 27 Nov 1945 stored at No. 6 REMU at Mount Pleasant, PEI.				
<b>SOS:</b> 6 Jan 1947 - Struck off, to War Assets Corporation for sale				
<b>10238</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT
<b>TOS:</b> 23 Jun 1943 - Taken on strength by No. 1 TC				
Delivered with Mercury XX STAR engines. Delivered to stored reserve. Issued from storage on 12 Nov 1943, to No. 3 TC. To No. 1 AC on 15 Jan 1945. To stored reserve with EAC on 20 Jun 1945. Pending disposal from 24 Oct 1945, with EAC. By 27 Nov 1945 stored at No. 6 REMU at Mount Pleasant, PEI.				
<b>SOS:</b> 6 Jan 1947 - Struck off, to War Assets Corporation for sale				

<b>10239</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT
<b>TOS:</b> 23 Jun 1943 - Taken on strength by No. 1 TC				
Delivered with Mercury XX STAR engines. Delivered to stored reserve. Issued from storage on 15 Nov 1943, to No. 3 TC for use by No. 10 B&GS at Mount Pleasant, PEI. To No. 1 AC on 15 Jan 1945. To stored reserve with EAC on 20 Jun 1945. Pending disposal from 24 Oct 1945, with EAC. By 27 Nov 1945 stored at No. 6 REMU at Mount Pleasant, PEI.				
<b>SOS:</b> 6 Jan 1947 - Struck off, to War Assets Corporation for sale				
<b>10240</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT
<b>TOS:</b> 23 Jun 1943 - Taken on strength by No. 1 TC				
Delivered with Mercury XX STAR engines. Delivered to stored reserve. Issued from storage on 1 Sep 1943 to No. 1 TC. To No. 1 AC on 15 Jan 1945. To stored reserve on 6 Mar 1945. Stored by No. 6 RD at No. 404 Reserve Equipment Maintenance Stn at Jarvis, ON, and had 613:45 airframe hours when put up for disposal.				
<b>SOS:</b> 10 Dec 1946 - Struck off, to War Assets Corporation for sale				
<b>10241</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT
<b>TOS:</b> 24 Jun 1943 - Taken on strength by No. 1 TC				
Delivered with Mercury XX STAR engines. Delivered to stored reserve. Issued from storage on 10 Aug 1943 to No. 1 TC and served with No. 6 B&GS in Mountain View, ON. <b>Cat "A"</b> crash, on 24 Feb 1944. when control was lost for an unknown reason, and the a/c spun into the ground from 2,000 ft, and was destroyed; F/O W. Kennedy (Pilot), Sgt D. Sangster (AG Instructor), and RAF trainees LAC R. Watt, LAC N. Wright, and Sgt H. Wright were all killed. Wreckage to No. 6 RD for scrapping on 4 Mar 1944.				
<b>SOS:</b> 14 Mar 1944 - <b>Cat "A"</b> write-off, reduced to spares and produce				
<b>10242</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT
<b>TOS:</b> 24 Jun 1943 - Taken on strength				
Delivered with Mercury XX STAR engines. Delivered to stored reserve. Issued from storage on 20 Jan 1944 to No. 2 TC for use by No. 3 B&GS at MacDonald, MB. Heavily damaged in a mid-air collision, on 21 May 1944. This a/c collided with #10168 while changing position in formation on a gunnery exercise Both aircraft landed safely but #10242 was damaged beyond repair. The crew, P/O R. Wood and three LAC trainees escaped injury. #10168 was later repaired. Its crew, F/O B. Wraith and his three LAC trainees were also unhurt. Airframe allocated to No. 8 RD on 1 Jun 1944 for write off.				
<b>SOS:</b> 14 Jun 1944 - <b>Cat "A"</b> write-off; reduced to spares and produce				
<b>10243</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT
<b>TOS:</b> 24 Jun 1943 - Taken on strength by No. 1 TC				
Delivered with Mercury XX STAR engines. Delivered to stored reserve. Issued from storage on 15 Nov 1943, to No. 3 TC for use by No. 10 B&GS at Mount Pleasant, PEI. <b>Cat "A"</b> crash on 16 Sep 1944. The a/c overran the runway into a ditch on landing in 'dead calm' and was heavily damage; WO2 J. Garboury and LAC S. Forchuk were unhurt. Wreckage to No. 4 RD for scrapping on 10 Oct 1944.				
<b>SOS:</b> 9 Jan 1945 - <b>Cat "A"</b> write-off; reduced to spares and produce				
<b>10244</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT
<b>TOS:</b> 24 Jun 1943 - Taken on strength by No. 1 TC				
Delivered with Mercury XX STAR engines. Delivered to stored reserve. Issued from storage on 7 Dec 1943, to No. 3 TC. To No. 1 AC on 15 Jan 1945. To stored reserve with EAC on 20 Jun 1945. Pending disposal from 24 Oct 1945, with EAC. By 27 Nov 1945 stored at No. 6 REMU at Mount Pleasant, PEI.				
<b>SOS:</b> 6 Jan 1947 - Struck off, to War Assets Corporation for sale				

<b>10245</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT
<b>TOS:</b> 28 Jun 1943 - Taken on strength by No. 1 TC				
Delivered with Mercury XX STAR engines. Delivered to stored reserve. Intended for No. 3 TC for use by No. 10 B&GS at Mount Pleasant, PEI from 24 Dec 1943, but this was cancelled. To No. 2 TC for use by No. 3 B&GS at MacDonald, MB on 7 Jan 1945. To No. 2 AC on 12 Dec 1944. To storage from 12 Feb 1945. Pending disposal from 12 Oct 1945, when it was stored by No. 10 RD at MacDonald. Had 429:10 airframe hours on this date.				
<b>SOS:</b> 15 May 1946 - Struck off, to War Assets Corporation for sale				
<b>10246</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT
<b>TOS:</b> 30 Jun 1943 - Taken on strength by No. 4 TC				
Delivered with Mercury XX STAR engines. Delivered to stored reserve. To No. 8 RD at Winnipeg, MB from 2 Jun to 9 Aug 1944 for conversion to target tug. To stored reserve with No. 2 TC when completed, issued from storage on 6 Nov 1944. To No. 2 AC on 1 Dec 1944. To storage from 7 Feb 1945. Pending disposal from 12 Oct 1945, when it was stored at Paulson, MB and had 76:55 airframe hours.				
<b>SOS:</b> 21 Aug 1946 - Struck off, to War Assets Corporation for sale				
<b>10247</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT
<b>TOS:</b> 30 Jun 1943 - Taken on strength by No. 4 TC				
Delivered with Mercury XX STAR engines. Delivered to stored reserve. To No. 8 RD at Winnipeg from 2 Jun to 31 July 1944 for conversion to target tug. To stored reserve with No. 2 TC when completed, issued from storage on 6 Nov 1944. To No. 2 AC on 1 Dec 1944. To storage from 7 Feb 1945. Pending disposal from 12 Oct 1945, when it was stored by No. 10 RD at MacDonald, MB and had 95:15 airframe hours.				
<b>SOS:</b> 15 Aug 1946 - Struck off, to War Assets Corporation for sale				
<b>10248</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT
<b>TOS:</b> 1 July 1943 - Taken on strength by No. 4 TC				
Delivered with Mercury XX STAR engines. Delivered to stored reserve. To No. 8 RD at Winnipeg from 2 Jun to 22 Sep 1944 for conversion to target tug. To WAC when completed. To workshop reserve at RCAF Stn Patricia Bay, BC on 29 Sep 1944, for installation of dinghy and other modifications. To No. 122 (K) Sqn at Patricia Bay on 28 Feb 1945. Pending disposal from 1 May 1946, when it was stored by No. 10 RD at Patricia Bay, and had 115:20 airframe hours.				
<b>SOS:</b> 7 Sep 1946 - Struck off, to War Assets Corporation for sale				
<b>10249</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT
<b>TOS:</b> 2 July 1943 - Taken on strength by No. 4 TC				
Delivered with Mercury XX STAR engines. Delivered to stored reserve. To No. 8 RD at Winnipeg from 2 Jun to 22 Sep 1944 for conversion to target tug. To WAC when completed. To workshop reserve at RCAF Stn Patricia Bay, BC on 29 Sep 1944, for installation of dinghy and other modifications. To No. 122 (K) Sqn at Patricia Bay on 28 Feb 1945. Pending disposal from 3 Dec 1945, when it was stored by No. 10 RD at Patricia Bay, and had 122:45 airframe hours.				
<b>SOS:</b> 7 Sep 1946 - Struck off, to War Assets Corporation for sale				
<b>10250</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT
<b>TOS:</b> 5 July 1943 - Taken on strength by No. 4 TC				
Delivered with Mercury XX STAR engines. Delivered to stored reserve. Issued from storage on 20 Jan 1944 to No. 2 TC for use by No. 3 B&GS at MacDonald, MB. To No. 2 AC on 1 Dec 1944. To stored reserve from 28 Feb 1945. Pending disposal from 12 Oct 1945, when it was stored by No. 10 RD at MacDonald, and had 467:10 airframe hours.				
<b>SOS:</b> 15 May 1946 - Struck off, to War assets Corporation for sale				

<b>10251</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT
<b>TOS:</b> 23 Aug 1943 - Taken on strength by No. 3 TC				
Originally scheduled for loan to RAF Air Attaché in Rio de Janeiro from 14 July 1943, but this was cancelled. Delivered with Mercury XX STAR engines. Delivered to stored reserve. Issued from storage on 25 Aug 1943. To No. 1 AC on 15 Jan 1945. To stored reserve with EAC on 6 July 1945. Pending disposal from 24 Oct 1945, when it was stored at Mount Pleasant, PEI.				
<b>SOS:</b> 6 Jan 1947 - Struck off, to War Assets Corporation for sale				
<b>10252</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT
<b>TOS:</b> 11 July 1943 - Taken on strength by No. 1 TC				
Delivered with Mercury XX STAR engines. Delivered to stored reserve. Issued from storage on 15 Nov 1943, to No. 3 TC for use by No. 10 B&GS at Mount Pleasant, PEI. To No. 1 AC on 15 Jan 1945. To stored reserve with EAC on 20 Jun 1945. Pending disposal from 24 Oct 1945, with EAC. By 27 Nov 1945 stored at No. 6 REMU at Mount Pleasant, PEI.				
<b>SOS:</b> 6 Jan 1947 - Struck off, to War Assets Corporation for sale				
<b>10253</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT
<b>TOS:</b> 23 Aug 1943 - Taken on strength by No. 3 TC				
Delivered with Mercury XX STAR engines. Delivered to stored reserve. Issued from storage on 13 Oct 1943, to No. 3 TC, probably for use by No. 10 B&GS at Mount Pleasant, PEI. To workshop reserve at No. 10 B&GS from 13 July to 21 Sep 1944, for crash repairs. To No. 1 AC on 15 Jan 1945. To stored reserve with EAC on 20 Jun 1945. Pending disposal from 24 Oct 1945, with EAC. By 27 Nov 1945 stored at No. 6 REMU at Mount Pleasant, PEI.				
<b>SOS:</b> 6 Jan 1947 - Struck off, to War Assets Corporation for sale				
<b>10254</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT
<b>TOS:</b> 14 July 1943 - Taken on strength by No. 1 TC				
Delivered with Mercury XX STAR engines. Delivered to stored reserve. Issued from storage on 28 Jan 1944 to No. 2 TC for use by No. 3 B&GS at MacDonald, MB. To No. 2 AC on 1 Dec 1944. To stored reserve from 12 Feb 1945. Pending disposal from 12 Oct 1945, when it was stored by No. 10 RD at MacDonald, and had 495:10 airframe hours.				
<b>SOS:</b> 15 May 1946 - Struck off, to War Assets Corporation for sale				
<b>10255</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT
<b>TOS:</b> 23 Aug 1943 - Taken on strength by No. 3 TC				
Delivered with Mercury XX STAR engines. Delivered to stored reserve. Issued from storage on 25 Sep 1943, to No. 3 TC, probably for use by No. 10 B&GS at Mount Pleasant, PEI. To No. 1 AC on 15 Jan 1945. To stored reserve with EAC on 5 July 1945. Pending disposal from 24 Oct 1945, with EAC. By 27 Nov 1945 stored at No. 6 REMU at Mount Pleasant, PEI.				
<b>SOS:</b> 6 Jan 1947 - Struck off, to War Assets Corporation for sale				
<b>10256</b>	Bristol 142M	Fairchild Aircraft Ltd	Bolingbroke	Mk. IVT
<b>TOS:</b> 16 July 1943 - Taken on strength by No. 1 TC				
Delivered with Mercury XX STAR engines. Delivered to stored reserve. Issued from storage on 15 Nov 1943, to No. 3 TC for use by No. 10 B&GS at Mount Pleasant, PEI. To No. 1 AC on 15 Jan 1945. To stored reserve with EAC on 20 Jun 1945. Pending disposal from 24 Oct 1945, with EAC. By 27 Nov 1945 stored at No. 6 REMU at Mount Pleasant, PEI.				
<b>SOS:</b> 6 Jan 1947 - Struck off, to War Assets Corporation for sale				

## **ADDITIONAL NOTES:**

In summary, the RCAF received a total of 626 Bristol Bolingbroke aircraft.

### **Home War Establishment Operational Units**

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

- No. 8 (Bomber Reconnaissance) Squadron
- No. 115 (Fighter) Squadron
- No. 119 (Bomber Reconnaissance) Squadron
- No. 147 (Bomber Reconnaissance) Squadron

### **Home War Establishment Training Units**

The following training units also used these aircraft:

#### **No. 1 Training Command, Toronto, ON**

- No. 1 B&GS, Jarvis, ON
- No. 4 B&GS, Fingal, ON
- No. 5 SFTS, Brantford, ON
- No. 6 B&GS, Mountain View, ON
- No. 14 SFTS, Aylmer, ON
- No. 16 SFTS, Hagersville, ON
- No. 31 B&GS, Picton, ON
- No. 31 SFTS, Kingston, ON

#### **No. 2 Training Command, Winnipeg, MB <sup>1</sup>**

- No. 3 B&GS, Macdonald, MB
- No. 5 B&GS, Dafoe, SK
- No. 7 B&GS, Paulson, MB

#### **No. 3 Training Command, Montreal, QC <sup>2</sup>**

- No. 9 B&GS, Mont Joli, QC
- No. 10 B&GS, Mount Pleasant, PEI
- No. 1 Wireless School, Montreal, QC

#### **No. 4 Training Command, Calgary, AB**

- No. 2 B&GS, Mossbank, SK
- No. 3 SFTS, Calgary, AB
- No. 8 B&GS, Lethbridge, AB
- No. 34 SFTS, Medicine Hat, AB

In addition, the following miscellaneous units also used or flew Bristol Bolingbrokes:

- RCAF Det Suffield, AB
- Test & Development Establishment, Rockcliffe, ON
- No. 3 CAC Flight
- No. 2 (AC) Squadron
- No. 3 Operational Training Unit
- No. 31 Operational Training Unit, Debert, NS
- No. 34 Operational Training Unit
- No. 36 Operational Training Unit, Greenwood, NS
- No. 111 (AC) Squadron Patricia Bay, BC (Sqn Code "XO")

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<sup>1</sup> On 30 Nov 1944, Nos. 2 and 4 Training Commands were disbanded and replaced by No. 2 Air Command, at Winnipeg, MB.

<sup>2</sup> On 15 Jan 1945, Nos. 1 and 3 Training Commands were disbanded and replaced by No. 1 Air Command, at Trenton, ON.

- No. 118 (B) Squadron, Saint John, NB & Dartmouth, NS
- No. 121 (K) Squadron, Dartmouth, NS
- No. 122 (K) Squadron, Patricia Bay, BC
- No. 123 (AC) Squadron / School of Army Cooperation, Rockcliffe, ON & Debert, NS (Sqn Code "VD")

### **Aircraft (or Air Vehicle) Damage Level (ADL) Categories:** <sup>3</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 (primarily economic) not directly related to the original damage assessment.

**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 Bristol Bolingbroke Cat "A" write-offs = 109** (~17% of the total fleet)

### **Post-War Survivors**

At least 20 Bolingbrokes, comprising 19 Mk IVTs and one Mk IVW, have survived in museums or with private collectors in Canada, the United States, England, Scotland and Belgium.

### **ABBREVIATIONS**

AAS	=	Air Armament School (Ontario)
A&AEE	=	Aircraft & Armament Experimental Establishment (UK)
AB	=	Alberta (Canada)
AC	=	Air Command
BCATP	=	British Commonwealth Air Training Plan
B&GS	=	Bomb and Gunnery School
C/N	=	Construction Number
EAC	=	Eastern Air Command
GI	=	Ground Instructional (airframe)
hrs	=	hours
JATP	=	Joint Air Training Plan
Mk	=	Mark
MB	=	Manitoba (Canada)
NS	=	Nova Scotia (Canada)
ON	=	Ontario (Canada)
QC	=	Quebec (Canada)
OTU	=	Operational Training Unit
PEI	=	Prince Edward Island (Canada)
RAF	=	Royal Air Force
RAAF	=	Royal Australian Air Force
RCAF	=	Royal Canadian Air Force
RD	=	Repair Depot
REMU	=	Reserve Equipment Maintenance Unit
RNZAF	=	Royal New Zealand Air Force
SFTS	=	Service Flying Training School
SK	=	Saskatchewan (Canada)

<sup>3</sup> Drawn from: A-GA-135-001/AA-001 *Manual of Flight Safety for the CF*

SOS	=	Struck Off Strength
s/n	=	Serial Number
SR	=	Stored Reserve
Stn	=	Station
TC	=	Training Command
TOS	=	Taken On Strength
TT	=	Target Tug (Tower)
TTS	=	Technical Training School
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, 2nd Class	-	WO II
Warrant Officer, 1st Class	-	WO I
Pilot Officer	-	P/O
Flying Officer	-	F/O
Flight Lieutenant	-	F/L
Squadron Leader	-	S/L
Wing Commander	-	W/C
Group Captain	-	G/C
Air Commodore	-	A/C
Air Vice-Marshal	-	A/V/M
Air Chief Marshal	-	A/C/M

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- **Bristol Bolingbroke** Mk IVT - No. 10155. 1944. RG24-E-14. File #: 1100-101-55. Microfilm # C-5933.
- **Bristol Bolingbroke** Mk IVT - No. 9855. 1944. RG24-E-14. File #: 1100-98-55. Microfilm # C-5933.
- **Bristol Bolingbroke** Mk IVT - No. 10111. 1944. RG24-E-14. File #: 1100-101-11. Microfilm # C-5933.
- **Bristol Bolingbroke** Mk IV - No. 9135. 1943. RG24-E-14. File #: 1100-91-35. Microfilm # C-5933.
- **Bristol Bolingbroke** Mk IVT - No. 9925. 1943. RG24-E-14. File #: 1100-99-25. Microfilm # C-5933.
- **Bristol Bolingbroke** Mk IVT - No. 10180. 1944. RG24-E-14. File #: 1100-101-80. Microfilm # C-5933.
- **Bristol Bolingbroke** Mk IVT - No. 10243. 1944. RG24-E-14. File #: 1100-102-43. Microfilm # C-5933.
- **Bristol Bolingbroke** Mk IVT - No. 9898. 1943. RG24-E-14. File #: 1100-98-98. Microfilm # C-5933.
- **Bristol Bolingbroke** Mk IVT - No. 10187. 1944. RG24-E-14. File #: 1100-101-87. Microfilm # C-5933.
- **Bristol Bolingbroke** Mk IV - No. 9002. 1941. RG24-E-14. File #: 1100-90-2. Microfilm # C-5933.
- **Bristol Bolingbroke** Mk IVT - No. 9875. 1944. RG24-E-14. File #: 1100-98-75. Microfilm # C-5933.
- **Bristol Bolingbroke** Mk IVT - No. 10036. 1943. RG24-E-14. File #: 1100-100-36. Microfilm # C-5933.
- **Bristol Bolingbroke** Mk IVT - No. 10032. 1943. RG24-E-14. File #: 1100-100-32. Microfilm # C-5933.
- **Bristol Bolingbroke** Mk IVT - No. 10242. 1944. RG24-E-14. File #: 1100-102-42. Microfilm # C-5933.
- **Bristol Bolingbroke** Mk IVT - No. 9927. 1943. RG24-E-14. File #: 1100-99-27. Microfilm # C-5933.
- **Bristol Bolingbroke** Mk IVT - No. 10178. 1944. RG24-E-14. File #: 1100-101-78. Microfilm # C-5933.
- **Bristol Bolingbroke** Mk IVT - No. 10007. 1943. RG24-E-14. File #: 1100-100-7. Microfilm # C-5933.
- **Bristol Bolingbroke** Mk IVT - No. 10015. 1943. RG24-E-14. File #: 1100-100-15. Microfilm # C-5933.
- **Bristol Bolingbroke** Mk IVW - No. 9023. 1942. RG24-E-14. File #: 1100-90-23. Microfilm # C-5933.
- **Bristol Bolingbroke** Mk IVT - No. 9908. 1943. RG24-E-14. File #: 1100-99-8. Microfilm # C-5933.
- **Bristol Bolingbroke** Mk IVT - No. 10093. 1943. RG24-E-14. File #: 1100-100-93. Microfilm # C-5933.
- **Bristol Bolingbroke** Mk IVT - No. 10089. 1944. RG24-E-14. File #: 1100-100-89. Microfilm # C-5933.
- **Bristol Bolingbroke** Mk IV - No. 9164. 1943. RG24-E-14. File #: 1100-91-64. Microfilm # C-5933.
- **Bristol Bolingbroke** Mk IVT - No. 9930. 1942. RG24-E-14. File #: 1100-99-30. Microfilm # C-5933.
- **Bristol Bolingbroke** Mk IVT - No. 10176. 1944. RG24-E-14. File #: 1100-101-76. Microfilm # C-5933.
- **Bristol Bolingbroke** Mk IVT - No. 9888. 1944. RG24-E-14. File #: 1100-98-88. Microfilm # C-5933.
- **Bristol Bolingbroke** Mk IVT - No. 10029. 1945. RG24-E-14. File #: 1100-100-29. Microfilm # C-5933.
- **Bristol Bolingbroke** Mk IVT - No. 9939. 1944. RG24-E-14. File #: 1100-99-39. Microfilm # C-5933.
- **Bristol Bolingbroke** Mk IVT - No. 10018. 1943. RG24-E-14. File #: 1100-100-18. Microfilm # C-5933.
- **Bristol Bolingbroke** Mk IVT - No. 9996. 1942. RG24-E-14. File #: 1100-99-96. Microfilm # C-5933.
- **Bristol Bolingbroke** Mk IVT - No. 9890. 1943. RG24-E-14. File #: 1100-98-90. Microfilm # C-5933.
- **Bristol Bolingbroke** Mk IV - No. 9062. 1942. RG24-E-14. File #: 1100-90-62. Microfilm # C-5933.

- **Bristol Bolingbroke** Mk IVT - No. 10014. 1943. RG24-E-14. File #: 1100-100-14. Microfilm # C-5933.
- **Bristol Bolingbroke** Mk IVT - No. 10116. 1944. RG24-E-14. File #: 1100-101-16. Microfilm # C-5933.
- **Bristol Bolingbroke** Mk IV - No. 9049. 1941. RG24-E-14. File #: 1100-90-49. Microfilm # C-5933.
- **Bristol Bolingbroke** Mk IVT - No. 10211. 1945. RG24-E-14. File #: 1100-102-11. Microfilm # C-5933.
- **Bristol Bolingbroke** Mk IVT - No. 10200. 1944. RG24-E-14. File #: 1100-102-0. Microfilm # C-5933.
- **Bristol Bolingbroke** Mk IVW - No. 9013. 1943. RG24-E-14. File #: 1100-90-13. Microfilm # C-5933.
- **Bristol Bolingbroke** Mk IVT - No. 9882. 1944. RG24-E-14. File #: 1100-98-82. Microfilm # C-5933.
- **Bristol Bolingbroke** Mk IVT - No. 9948. 1943. RG24-E-14. File #: 1100-99-48. Microfilm # C-5933.
- **Bristol Bolingbroke** Mk IVT - No. 9943. 1943. RG24-E-14. File #: 1100-99-43. Microfilm # C-5933.
- **Bristol Bolingbroke** Mk IV - No. 705. 1940. RG24-E-14. File #: 1100-7-5. Microfilm # C-5929.
- **Bristol Bolingbroke** Mk IVT - No. 10144. 1944. RG24-E-14. File #: 1100-101-44. Microfilm # C-5933.
- **Bristol Bolingbroke** Mk IVT - No. 10090. 1944. RG24-E-14. File #: 1100-100-90. Microfilm # C-5933.
- **Bristol Bolingbroke** Mk IVW - No. 9019. 1945. RG24-E-14. File #: 1100-90-19. Microfilm # C-5933.
- **Bristol Bolingbroke** Mk IV - No. 9006. 1942. RG24-E-14. File #: 1100-90-06. Microfilm # C-5933.
- **Bristol Bolingbroke** Mk IV - No. 9028. 1942. RG24-E-14. File #: 1100-90-28. Microfilm # C-5933.
- **Bristol Bolingbroke** Mk IV - No. 9129. 1942. RG24-E-14. File #: 1100-91-29. Microfilm # C-5933.
- **Bristol Bolingbroke** Mk IV - No. 9012. 1943. RG24-E-14. File #: 1100-90-12. Microfilm # C-5933.
- **Bristol Bolingbroke** Mk IV - No. 9126. 1942. RG24-E-14. File #: 1100-91-26. Microfilm # C-5933.
- **Bristol Bolingbroke** Mk IVT - No. 10058. 1943. RG24-E-14. File #: 1100-100-58. Microfilm # C-5933.
- **Bristol Bolingbroke** Mk IVT - No. 10171. [194-?]. RG24-E-14. File #: 1100-101-71. Microfilm # C-5933.