

RCAF CC-109 Cosmopolitan Serial History

Model #	C/N	RCAF S/N	TOS	SOS	NOTES
CL-66C	454	11106	14-7-1959	11-3-1960	Leased to RCAF by Canadair for 412 Squadron for crew training. Civil registration was CF-LMA. Later sold to the RCAF and became #11162 (see entry below)
CL-66C	462	11107	19-6-1959	29-1-1960	Leased to RCAF by Canadair for CEPE testing & evaluation. Civil registration was CF-MKO. Later sold to the RCAF and became #11163 (see entry below)
CL-66B	1	11151 109151	21-6-1960	7-7-1994	Assigned to No. 412 Squadron. Converted to CV-580 standard with Allison 501-D36 turboprops. Withdrawn from use on 7 July 1994. In storage at Air Maintenance Development Unit at CFB Trenton in 1995. Sold in 1996 to civil register as C-FNCL. US registered as #N4AX. Later sold to Kelowna Flightcraft in 2012 as C-GULQ and flown to Kelowna, BC. Not economically viable to return to service; later scrapped.
CL-66B	2	11152 109152	7-4-1960	20-6-1994	Assigned to No. 412 Squadron. Converted to CV-580 standard with Allison 501-D36 turboprops in 1966. With No. 412 Squadron in fall of 1978 and still based at CFB Uplands, Ontario in 1983. Withdrawn from use June 1994. In storage at Air Maintenance Development Unit at CFB Trenton in 1995. Sold in 1996 to civil register as C-FNCL but never flown. Sold to Kelowna Flightcraft in 2011 as C-GLWF and flown to Kelowna, BC. Not economically viable to return to service; remains in open storage; final disposition unknown.
CL-66B	3	11153 109153	1960	26-4-1969	Assigned to No. 412 Squadron. Converted to CV-580 standard with Allison 501-D36 turboprops. Destroyed by fire which occurred during maintenance in Montreal in 5-5-1967.
CL-66B	4	11154 109154	21-6-1960	20-6-1994	Assigned to No. 412 Squadron. Converted to CV-580 standard with Allison 501-D36 turboprops. Withdrawn from use June 1994. In storage at Air Maintenance Development Unit at CFB Trenton in 1995. Sold to civil register as C-FNCT but never flown. Sold to Sankair International as 9Q-CLU and then re-registered in Rwanda as 9XR-NB.in Africa. Later used as HP-1468 then HP1468A and then stored in Panama as HP-1468APP. Then moved first to Venezuela as YV-191T and then on to Bolivia as FAB-74.
CL-66B	5	11155 109155	21-6-1960	09-05-1972	Assigned to No. 412 Squadron. Napier Eland engines. Withdrawn from use in 1972, scrapped latter that year and reduced to spares.

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CL-66B	6	11156 109156	21-6-1960	15-6-1994	Assigned to No. 412 Squadron. Converted to CV-580 standard with Allison 501-D36 turboprops. Based at CFB Uplands, Ontario, 1982 to 1983. With Lahr, Germany detachment late 1983. Withdrawn from use June 1994. In storage at Air Maintenance Development Unit at CFB Trenton in 1995. Sold in 1996 to civil register as C-FNCV, then 5Y-BNV, then 9XR-NC and later 3D-ZOE. Written-off on landing in Shabunda, Democratic Republic of Congo on 03-04-2004.
CL-66B	7	11157 109157	21-6-1960	20-6-1994	Assigned to No. 412 Squadron. Converted to CV-580 standard with Allison 501-D36 turboprops. Based at CFB Uplands, Ontario in 1983. With Lahr, Germany detachment early 1990s. Withdrawn from use June 1994. In storage at Air Maintenance Development Unit at CFB Trenton in 1995. Sold in 1996 to civil register as C-FNCW, then N4FY, then to Panama as HP-1445AP. Sold to Kelowna Flightcraft in 2012 as C-GLWF and flown to Kelowna, BC. Not economically viable to return to service; later scrapped.
CL-66B	8	11158 109158	6-10-1960	9-5-1972	Assigned to 412 Squadron. Napier Eland engines. Withdrawn from use in 1972, scrapped latter that year and reduced to spares.
CL-66B	9	11159 109159	1-11-1960	15-6-1994	Assigned to No. 412 Squadron. Converted to CV-580 standard with Allison 501-D36 turboprops. With Lahr, Germany detachment 1975 and 1976. Visited Gatwick, UK on 20 January 1975, and Prestwick on 25 November 1976. Based at CFB Uplands, Ontario, 1982. Withdrawn from use June 1994. In storage at Air Maintenance Development Unit at CFB Trenton in 1995. Sold in 1996 to civil register as C-GNGB. Later became HP-1473 and then YV-192T in Venezuela. Sold to Kelowna Flightcraft in 2012 as C-GTVJ and flown to Kelowna, BC. Not economically viable to return to service; later scrapped.
CL-66B	10	11160 109160	20-2-1961	4-5-1994	Assigned to No. 412 Squadron. Converted to CV-580 standard with Allison 501-D36 turboprops. Based at CFB Uplands, Ontario, 1983. With Lahr, Germany detachment early 1990s. Withdrawn from use June 1994. In storage at Air Maintenance Development Unit at CFB Trenton in 1995. Sold to the civil register in Saskatoon as C-GNCM. Sold to Kelowna Flightcraft in 2011 as C-GPQY and flown to Kelowna, BC. Not economically viable to return to service; later scrapped.

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CV-540 CL-66C	472	11161	24-4-1962	16-8-1966	Began as Convair 440, #N8473H; to Canadair for conversion to Model 540; intended as a lease to RCAF as 11108 but <u>not</u> taken up. Remained with Canadair as Model 540 demonstrator, CF-LMN. Finally sold to RCAF as #11161. Not equipped with cargo door or other strengthening modifications. Did have a galley installed in July 1964. Not re-engined; put up for disposal as 14 Apr 1966. Sold to Allison Division of General Motors Corp in US.
CV-540 CL-66C	454	11162	24-4-1962	7-9-1966	Began as Convair 440, #N8445H; to Canadair for conversion to Model 540; leased to RCAF as 11106 as of 14-7-1959. Returned to Canadair as Model 540, CF-LMA. Leased to Quebecair as CF-LMA in 1960 and then returned to Canadair in 1961. Sold to RCAF as 11162. Not equipped with cargo door or other strengthening modifications. Suffered "B" Category damage after an in-flight engine failure and emergency landing at Malton, ON. Repaired by Canadair. Not re-engined; put up for disposal as 14 Apr 1966. Sold to Allison Division of General Motors Corp in US.
CV-540 CL-66C	462	11163	24-4-1962	14-9-1966	Began as Convair 440, #N8446H; to Canadair for conversion to Model 540; leased to RCAF as 11107 as of 19-6-1959. Returned to Canadair as Model 540, CF-MKO. Leased to Quebecair as CF-MKO in 1960 and then returned to Canadair in 1961. Sold to RCAF as 11163. Not equipped with cargo door or other strengthening modifications. Not re-engined; put up for disposal as 14 Apr 1966. Sold to Allison Division of General Motors Corp in US.

Notes:

After the integration of the Canadian Forces, the CC-109 fleet changed registrations (from 11XXX to 109XXX series) on 26-5-1970.

The Canadair designation, CL-66B, was given to aircraft ordered by the RCAF. The CL-66B was patterned on the Convair-produced C-131F for the USAF. The left side of fuselage was fitted with a large cargo door and the fuselage was strengthened by increasing the number of under floor beams. This mod both reduced the overall payload and the number of fittings for seats as compared to the CL-66C.

The Canadair designation, CL-66C, was given to the three airframes that Canadair received from Convair when it phased Convair 440 production. Canadair equipped the airframes with Napier-*Eland* turboprops and the aircraft were also known as CV-540 under the Convair designation series.

In 1996, due to severe reliability and maintainability issues with the Napier-*Eland* engines, eight CC-109s were re-engined with civilian model, Allison 501-D36 turboprops at the Pac-Aero facility in California. After the first eight a/c, this production line ceased before any other RCAF aircraft could be accommodated.