



# *Kestrel Publications*



## DE HAVILLAND CANADA CC-115 BUFFALO ROYAL CANADIAN AIR FORCE SERIAL NUMBERS & INDIVIDUAL HISTORIES



by T.F.J. Leversedge

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## **Overview**

This publication is intended to provide a brief overview / summary of individual aircraft histories using information drawn from personal documents / records and other publicly available references identified at the end of the publication. In addition, this information has been further supplemented and / or verified against available RCAF incident / accident reports.

## **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 the Editor-In-Chief at *Airforce* magazine, the flagship publication of the Royal Canadian Air Force Association.

## **Additional Information**

The information in this serial as accurate and up to date as possible based upon the available public sources. It should not, however, be construed as an "official" list nor 100% accurate. 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: Kestrel Publications at [kestrelpubs@gmail.com](mailto:kestrelpubs@gmail.com)

## **Dedication**

This publication is dedicated to all those who fly and maintain these CC-115 *Buffalo* aircraft and especially to those who gave their lives in the service of their country while flying or maintaining them.

## **Cover Image Notes**

CC-115 *Buffalo* #115451 on the ramp in front of the 442 Sqn hangar in 19 Wing Comox, BC circa 2004. - (CF Photo #CX2004-0107-03)



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## CC-115 Buffalo Serials

9451 115451	de Havilland Canada	DHC-5A	5	CC-115	Buffalo
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**TOS:** (RCAF) 20 February 1967 (CF) 27 May 1970

First flight 17 May 1967, as CF-LAQ. Delivered to AETE (CFB Uplands?) CAF 17 May 1968. Leased back to de Havilland Canada for trial on 15 July 1970, registered as CF-LAQ. To Bell-Textron for air cushion trials on 15 November 1971 (back to CAF serial number?). First flight in this configuration in August 1973, by 4950th Test Wing, USAF. Carried US designation XC-8A for these tests. To AETE, CFB Cold Lake, Alberta, in 1975. Lease for this testing ended 30 April 1979. Converted to SAR configuration by de Havilland Canada by 30 October 1979. Assigned to No. 424 (T&R) Squadron, CFB Trenton, ON, in early 1990s. Transferred to No. 442 (T&R) Squadron, CFB Comox, BC, by 1997.

**SOS:** Sep 2021; Preserved at Summerside Museum, PEI

9452 115452	de Havilland Canada	DHC-5A	6	CC-115	Buffalo
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**TOS:** (RCAF) 15 May 1967 (CF) 27 May 1970

Delivered to AETE (CFB Uplands?) 8 July 1967. Later delivered to No. 429 (Tac T) Squadron, RCAF Station St. Hubert, QC detachment. Leased to de Havilland Canada for trials in 1972, registered CF-QVA. To No. 116 Air Transport Unit for UN duties, in Middle East, from October 1973 to July 1979. Painted overall white with UN markings for this service. Later to No. 442 (T&R) Squadron, CFB Comox, BC.

**SOS:** In-service

9453 115453	de Havilland Canada	DHC-5A	7	CC-115	Buffalo
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**TOS:** (RCAF) 30 May 1967 (CF) 27 May 1970

First flight June 1967, as CF-ABR. Delivered to No. 429 (Tac T) Squadron on 25 July 1968. Converted to SAR configuration by 11 September 1973. Loaned to de Havilland Canada, registered CF-ABR, dates unknown. With No. 442 (T&R) Squadron, CFB Comox, BC on 7 February 1979, in camouflage. First offered for sale 13 May 1992. Withdrawn from use and stored at CFD Mountain View by 14 October 1992. Seen in storage at Mountain View, without horizontal and vertical tails, in May 1994, in yellow SAR markings. Sold 1994, not delivered until May 1997, to Sky Relief Ltd of Zimbabwe, registered Z-SRD (?). Reported withdrawn from use c.2004. Later bought back by the CF for use as a training aid in Comox, BC.

**SOS:** 1994; later sold

9454 115454	de Havilland Canada	DHC-5A	8	CC-115	Buffalo
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**TOS:** (RCAF) 28 May 1967 (CF) 27 May 1970

Delivered to No. 429 (Tac T) Squadron on 18 September 1967. Serving with No. 429 (Tac T) Squadron when renumbered. With No. 442 (T&R) Squadron, CFB Comox, BC in 1974 in white SAR scheme, and on 7 February 1979, in yellow SAR scheme. First stored at CFD Mountain View on 14 October 1992. Rotated in and out of active service several times.

**SOS:** 2005?



<b>9455</b> <b>115455</b>	<b>de Havilland Canada</b>	<b>DHC-5A</b>	<b>9</b>	<b>CC-115</b>	<b>Buffalo</b>
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**TOS:** (RCAF) 4 October 1967 (CF) 27 May 1970

First delivered to No. 429 (Tac T) Squadron Serving with No. 429 (Tac T) Squadron when renumbered. With No. 413 (T&R) Squadron, CFB Summerside, PEI, in 1979, in yellow SAR finish. Withdrawn from use and stored at CFD Mountain View on 10 February 1993. Offered for sale 16 May 1995. Sold to Sky Relief of Zimbabwe on 7 October 1995, registered Z-SR3. Delivered via Goose Bay, Keyklavik, Newcastle UK, Corfu, to Harare, Zimbabwe. Airframed purchased back by the CF as a source for parts in 2011.

**SOS:** 7 October 1995; later sold

<b>9456</b> <b>115456</b>	<b>de Havilland Canada</b>	<b>DHC-5A</b>	<b>10</b>	<b>CC-115</b>	<b>Buffalo</b>
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**TOS:** (RCAF) 27 August 1967, (CF) 27 May 1970

Delivered to No. 429 (Tac T) Squadron on 9 November 1967. Serving with No. 429 (Tac T) Squadron when renumbered. Converted to SAR configuration by 29 October 1975. With No. 442 (T&R) Squadron, CFB Comox, BC by 1977, when it visited Abbotsford, BC in white SAR scheme. Also carried out fisheries patrols in 1977. Still in white scheme on 7 February 1979. Displayed at airshow at Fairford, UK on 22 July 1989, in yellow SAR scheme. Carried Skyhawks parachute demonstration team at Bromont, QC in 1993, in yellow SAR scheme. Carried Skyhawks again at Canada Day celebrations in Ottawa, 1 July 2002.

**SOS:** 8 September 2020; Preserved at National Air Force Museum in Trenton, ON

<b>9457</b> <b>115457</b>	<b>de Havilland Canada</b>	<b>DHC-5A</b>	<b>11</b>	<b>CC-115</b>	<b>Buffalo</b>
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**TOS:** (RCAF) 19 September 1967 (CF) 27 May 1970

First flight 14 November 1967. Delivered to No. 429 (Tac T) Squadron on 27 November 1967. Serving with No. 429 (Tac T) Squadron when renumbered. Converted to SAR configuration by 17 March 1976. With No. 413 (T&R) Squadron, CFB Summerside, PEI, in 1979, in yellow SAR finish. With No. 442 (T&R) Squadron, CFB Comox, in 1994.

**SOS:** 2020; Preserved at the Comox Air Force Museum

<b>9458</b> <b>115458</b>	<b>de Havilland Canada</b>	<b>DHC-5A</b>	<b>12</b>	<b>CC-115</b>	<b>Buffalo</b>
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**TOS:** (RCAF) 14 October 1967 (CF) 27 May 1970

Delivered to No. 429 (Tac T) Squadron on 2 January 1968. Serving with No. 429 (Tac T) Squadron when renumbered. Converted to SAR configuration by 17 March 1976. With No. 442 (T&R) Squadron, CFB Comox, BC, in white SAR scheme by 1974. Carried stork symbol on tail, after baby girl delivered onboard during medivac flight on 29 April 1975. Withdrawn from use and stored at CFD Mountain View, ON, as of 23 July 1992. First offered for sale 14 October 1992. Sold to Sky Relief Ltd in Zimbabwe on 7 September 1995, registered as Z-SRF. Delivered via Goose Bay, Iceland, Newcastle, Corfu to Harare, Zimbabwe. Reportedly used for spares, broken up by 1997.

**SOS:** 7 September 1995; later sold

<b>9459</b> <b>115459</b>	<b>de Havilland Canada</b>	<b>DHC-5A</b>	<b>13</b>	<b>CC-115</b>	<b>Buffalo</b>
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**TOS:** (RCAF) 19 January 1967 (CF) 27 May 1970

Delivered to No. 429 (Tac T) Squadron on 31 January 1968. Converted to SAR configuration by 17 March 1976. With No. 413 (T&R) Squadron, CFB Summerside, PEI, in 1979, in yellow SAR finish. Withdrawn from use and stored at CFD Mountain View on 22 May 1991. First offered for sale on 14 October 1992. Sold to Sky Relief Ltd. in Zimbabwe on 18 January 1996, registered as Z-SRF. Delivered via Goose Bay, Iceland, Newcastle, Corfu to Harare, Zimbabwe.

**SOS:** 18 January 1996; later sold



<b>9460 115460</b>	<b>de Havilland Canada</b>	<b>DHC-5A</b>	<b>14</b>	<b>CC-115</b>	<b>Buffalo</b>
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**TOS:** (RCAF) 11 December 1967 (CF) 27 May 1970

Delivered to No. 429 (Tac T) Squadron on 31 January 1968. Loaned back to de Havilland Canada, registered as CF-LAQ, dates unknown. Assigned to No. 116 Air Transport Unit for UN service in Middle East, October 1973 to July 1979. Overall white finish with UN markings. With No. 424 (T&R) Squadron, CFB Trenton, ON, in 1980s. Visited Griffis AFB, NY on 9 August 1980, in overall white scheme. With No. 442 Squadron, CFB Comox, BC, in 1982. Visited CFB Borden, ON in June 1990, in camouflage. Withdrawn from use and stored at CFD Mountain View, ON on 22 September 1991. Seen in storage at Mountain View, without horizontal and vertical tails, in May 1994, in camouflage. First offered for sale in 1994. Sold to Sky Relief Ltd. in Zimbabwe on 18 January 1996, registered as Z-SRB. Delivered via Goose Bay, Iceland, Newcastle, Corfu to Harare, Zimbabwe.

**SOS:** 18 January 1996; later sold

<b>9461 115461</b>	<b>de Havilland Canada</b>	<b>DHC-5A</b>	<b>16</b>	<b>CC-115</b>	<b>Buffalo</b>
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**TOS:** (RCAF) 12 February 1968 (CF) 27 May 1970

Delivered to No. 429 (Tac T) Squadron on 16 May 1968. Later assigned to No. 424 (T&R) Squadron, CFB Trenton, ON. Loaned from 424 Sqn. to No. 116 Air Transport Unit for use with the United Nations in the Middle East, late 1973. Using three Buffalo a/c, 116 ATU's flight crews and ground support were based at Camp Shams, on the outskirts of Cairo. The unit operated scheduled flights six days a week, Monday through Saturday between Ismailia and Damascus, then back to Beirut for the layover. On 9 Aug 1974, #115461 took off with five crew and four passengers. The crew had filed a standard International Civil Aviation Organization (ICAO) flight plan as demanded by the peace agreement, guaranteeing them the same protection as civilian airliners. A few minutes after passing Beirut, the a/c captain made a compulsory position report to Beirut Air Traffic Control over the Dakweh Beacon in Lebanon at 12:46 pm. local time, just before crossing the Syrian border. The a/c was then shot down by 3 Syrian SAMs near village of Diemas, Golan Heights. All aboard the a/c were fatalities; these included Capt G.C. Foster (a/c Comd) , Capt. K. Mirau (F/O), Capt R. Wicks (Nav), MCpl R. Spencer (F/E), Cpl B. Stringer (loadmaster) and passengers MWO G. Landry, MWO C, Korejwo, Cpl M. Simpson and Cpl M. Kennington . A Canadian Board of Inquiry could not definitively determine if the missile attack was an error by Syrian air defences or a planned and deliberate attack on a UN a.c This was the only Buffalo lost during RCAF / CAF service. The Syrian missile attack on August 9, 1974 represented the single greatest loss of life in a single event by Canadian peacekeepers.

**NB** - In 2002, the Canadian Warplane Heritage Museum in Hamilton, ON acquired a DHC-5A airframe. (c/n 85, ex-Sudanese Air Force # 811, ex-Sudan Airways ST-AHP), in the US. This airframe has been restored in the markings of #115461 when it was shot down In 1974.

**SOS:** 9 August 1974 - Cat "A" write-off

<b>9462 115462</b>	<b>de Havilland Canada</b>	<b>DHC-5A</b>	<b>19</b>	<b>CC-115</b>	<b>Buffalo</b>
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**TOS:** (RCAF) 13 May 1968 (CF) 27 May 1970

Delivered to No. 429 (Tac T) Squadron on 26 July 1968. Serving with No. 429 (Tac T) Squadron when renumbered. Loaned to de Havilland Canada from 31 May 1974 to 20 June 1975, registered C-GNUZ-X. Used as trials a/c and demonstrator for DHC-5D program. Converted to SAR configuration by 28 November 1975. Operated on behalf of UN 1979 - 1980 (No. 116 ATU?). Later assigned to No. 442 (T&R) Squadron, CFB Comox, BC. Delivered fuel drums to storage at Tanquary Fiord (JQ6) on Ellesmere Island, summer of 1996. This is an annual trip, called "Operation Hurricane". Carried Skyhawks parachute team at Halifax, NS on 12 September 2004.

**SOS:** In-service



<b>9463</b> <b>115463</b>	<b>de Havilland Canada</b>	<b>DHC-5A</b>	<b>21</b>	<b>CC-115</b>	<b>Buffalo</b>
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**TOS:** (RCAF) 7 July 1968 (CF) 27 May 1970

Delivered to No. 429 (Tac T) Squadron on 3 October 1968. Serving with No. 429 (Tac T) Squadron when renumbered. Loaned to de Havilland Canada in 1972, registered CF-DJU, for display at Transpo72, Dulles airport, Washington, DC. Converted to SAR configuration by 17 March 1976. Seen at CFB Trenton, ON September 1981 in overall white scheme, probably with No. 424 (T&R) Squadron. Flew in airshow at Greenham Common, UK, June and September 1981, in overall white scheme. At CFB Trenton in camouflage June 1990. Withdrawn from use and stored at CFD Mountain View, ON on 13 May 1992. First offered for sale in 1994. Sold to Sky Relief Ltd. in Zimbabwe aa of September 1995; registered as Z-SRG. Delivered via Goose Bay, Iceland, Newcastle, Corfu to Harare, Zimbabwe.

**SOS:** September 1995; later sold

<b>9464</b> <b>115464</b>	<b>de Havilland Canada</b>	<b>DHC-5A</b>	<b>23</b>	<b>CC-115</b>	<b>Buffalo</b>
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**TOS:** (RCAF) 4 November 1968 (CF) 27 May 1970

First flight on 4 November 1968, as CF-XTE. Delivered to No. 429 (Tac T) Squadron on 17 December 1968. Loaned to de Havilland Canada, registered CF-XTE, dates unknown. Converted to SAR configuration by 17 March 1976. Seen at CFB Trenton, ON September 1983, and at CFB North Bay August 1986, in camouflage. Withdrawn from use and stored at CFD Mountain View, ON by June 1995. In use as an instructional airframe at CFB Borden, ON by October 1997.

**SOS:** ????

<b>9465</b> <b>115465</b>	<b>de Havilland Canada</b>	<b>DHC-5A</b>	<b>25</b>	<b>CC-115</b>	<b>Buffalo</b>
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**TOS:** (RCAF) 19 October 1968 (CF) 27 May 1970

Delivered to No. 429 (Tac T) Squadron on 17 December 1968. Flew in Hamilton airshow, June 1975, in camouflage. Converted to SAR configuration by 17 March 1976. Assigned to No. 442 (T&R) Squadron, CFB Comox, BC. Major left engine fire on ground during maintenance test, 7 February 1998, at Comox resulting in Cat "C" damage. Due to spares shortages, this a/c originally was going to be a Cat "A" write-off but the Sqn maintenance team successfully restored the a/c to service. On 26 Nov 2009, this a/c was undergoing a complete maintenance overhaul (referred to as a periodic inspection) at a civilian contractor's facility. As part of this procedure, the a/c exterior was to be completely stripped and repainted; this task was being completed in parallel with the overhaul of mechanical systems. During refinishing, adhesive backed metal aluminum tape was used to seal the fuel tank vents, as per normal procedures. In this case, the repainting task was only partially completed and the tape had not yet been removed when the a/c was scheduled for a fuel leak check as part of a parallel maintenance routine. The crewchief had reviewed the Canadian Forces Technical Order (CFTO) pertaining to the fuel system and other systems, prior to commencing the leak check, which required the pressure refueling of all tanks. The outer wing fuel tanks were filled without incident, but as the inner wing fuel tanks were being filled a bang was heard. The investigation found that tape over the fuel vent had prevented the trapped air in the fuel tank from escaping during the refuelling operation, leading to an over-pressurization in the right inner-wing tank which resulted in significant (Cat "C") structural damage of the right-hand wing.

**SOS:** In-service

(Data above as of November 2021)

### Additional Notes

In 1976, the Zambian Air Force originally took delivery of seven de Havilland C-115 Buffalo aircraft. In 1987, Canada purchased one of the (now derelict) Zambian Buffaloes for spare airframe components. Between 25 and 30 September 1987, three CC-130 Hercules from 426 Squadron flew to Mongero, Zambia and picked up the Buffalo components, which had been broken down for transportation.



In summary, the RCAF received a total of 15 CC-115 transports . It is referred to in CF technical documentation and files as the "CC-115 Buffalo". C295Ws will eventually replace the RCAF's last six CC-115 Buffalo and thirteen CC-130H Hercules aircraft currently tasked with FWSAR missions

### Operating Units

The following units are using or have flown CC-115 Buffalo transports:

- No. 429 (Tactical Transport) Squadron
- No. 116 (UN) Air Transport Unit
- No. 413 (Transport & Rescue) Squadron, Summerside, PEI
- No. 424 (Transport & Rescue) Squadron, Trenton, ON
- No. 442 (Transport & Rescue) Squadron, Comox, BC
- Aerospace Engineering Test Establishment (AETE), Cold Lake AB

### Aircraft (or Air Vehicle) Damage Level (ADL) Categories: <sup>1</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 CF CC-115 Buffalo Cat "A" write-offs = 1** (~ 7% of the total fleet)

### ABBREVIATIONS

AB	=	Alberta (Canada)
ATU	=	Air Transport Unit
BC	=	British Columbia (Canada)
CF	=	Canadian Forces
CFD	=	Canadian Forces Detachment
C/N	=	Construction Number
FE	=	Flight Engineer
Flt	=	Flight
NF	=	Newfoundland (Canada)
NS	=	Nova Scotia (Canada)
ON	=	Ontario (Canada)
OTU	=	Operational Training Unit
RCAF	=	Royal Canadian Air Force
SAR Tech	=	Search & Rescue Technician
S & R	=	Search & Rescue
SK	=	Saskatchewan (Canada)
S/N	=	Serial Number
Sqn	=	Squadron
SOS	=	Struck Off Strength
T & R	=	Transport & Rescue

<sup>1</sup> Drawn from: A-GA-135-001/AA-001 Manual of Flight Safety for the CF



TOS = Taken On Strength

**(Current) RCAF RANKS**

Aviator	-	Avr
Corporal	-	Cpl
Master Corporal	-	MCpl
Sergeant	-	Sgt
Warrant Officer	-	WO
Master Warrant Officer	-	MWO
Chief Warrant Officer	-	CWO
Officer Cadet		Ocdt
2nd Lieutenant	-	2nd Lt
1st Lieutenant	-	Lt
Captain	-	Capt
Major	-	Maj
Lieutenant Colonel	-	LCol
Colonel	-	Col
Brigadier General	-	BGen
Major General	-	MGen
Lieutenant General	-	LGen

**REFERENCES:**

**Government Reports:**

- Canadian Forces Flight Safety Investigation Report - File #1010-CC115465 (DFS 2-5-3), 10 Feb 2011, *CC115 Buffalo 115465 "C" Category Accident*

**Websites**

- <http://www.rwrwalker.ca>

