



*Kestrel Publications*



**BOEING CC-177 GLOBEMASTER III  
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-177 *Globemaster* III aircraft.

## **Cover Image Notes**

CC-177 #177704 taking off from 14 Wing, Greenwood, NS in October 2008. - (CF Photo #GD2008-0786-002)



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## CC-177 Globemaster III Serials

Serial #	Company	c/n	Designation	Name
177701	Boeing	07-7701 / 50178 / F177 / CA-1	CC-177	<i>Globemaster III</i>

**TOS:** 8 August 2007 - Accepted by CF at Long Beach, California

Production started as USAF serial 07-7701. Rolled out of paint shop in Canadian markings on 16 July 2007. Carried US civil registration N9500B for manufacturer's tests. First flight 23 July 2007, at Long Beach, California. Left Long Beach for Canada on 9 August 2007. On static display at Abbotsford air show on 11 August 2007. Delivered to CFB Trenton, ON for use by No. 429 (T) Squadron, part of 8 Wing, on 12 August 2007. Flew 30 tonnes of hurricane relief supplies to Jamaica on 23 August 2007, round trip took about 12 hours. First mission to Afghanistan on 30 August 2007. Landed at Kandahar at night; crew used night vision goggles.

177702	Boeing	07-7702 / 50181 / F180 / CA-2	CC-177	<i>Globemaster III</i>
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**TOS:** 18 October 2007 - Taken on strength at Long Beach

Production started as USAF serial 07-7702. Under test at Long Beach by 5 October 2007, registered as N9500H. Arrived at CFB Trenton on 19 October 2007. Operational at Trenton by 22 October 2007, when it flew to Inuvik, NWT. Flew a load of armoured vehicles from Fredericton, NB to CFB Cold Lake, AB on 23 October 2007.

177703	Boeing	07-7703 / 50187 / F186 / CA-3	CC-177	<i>Globemaster III</i>
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**TOS:** early March 2008 - Taken on strength at Long Beach

Production started as USAF serial 07-7703. Under test at Long Beach, California in February 2008, registered as N9500N. Delivered to CFB Trenton in mid March 2008. Seen at Kandahar, Afghanistan on 20 March 2008. Damaged at Douglas, Long Beach on 2 April 2008, when an explosion occurred at the oxygen servicing panel. Preliminary investigation shows alcohol had been used to clean oxygen connector, and came into contact with pure oxygen. Delivered CH-146 serial #146491 to Leeuwarden, Holland on 22 May 2009, for a NATO SAR exercise.

177704	Boeing	07-7704 / 50188 / F187 / CA-4	CC-177	<i>Globemaster III</i>
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**TOS:** 3 April 2008 - Accepted by CF at Long Beach.

Production started as USAF serial 07-7704. Left Long Beach on 3 April 2008, for completions facility at San Antonio, Texas, for installation of countermeasures and self-protection suite of equipment. Operational at CFB Trenton by late May 2008.

177705	Boeing	50???: F273 / CA-5	CC-177	<i>Globemaster III</i>
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**TOS:** February 2015 - Accepted by CF at Long Beach.

Ordered in December 2014. Purchased late, as the C-17 production line wound down, with several unsold airframes available. Under test at Long Beach by February 2015, in full RCAF markings, including 429 Squadron marking on tail. Arrived in Trenton in March 2015 and operational shortly thereafter.

### ADDITIONAL NOTES

#### Operating Units

The following units are using or have flown CC-177 *Globemaster III* transports:

- No. 429 (Transport) Squadron, Trenton, ON
- No. 436 (OTU) Squadron, Trenton, ON



## **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-177 Cat "A" write-offs = 0**

## **ABBREVIATIONS**

a/c	=	aircraft
Cat	=	Category
CF	=	Canadian Forces
CFB	=	Canadian Forces Base
C/N	=	Construction Number
ft	=	feet
NATO	=	North Atlantic Treaty Organization
ON	=	Ontario (Canada)
OTU	=	Operational Training Unit
RCAF	=	Royal Canadian Air Force
RTB	=	Returned To Base
S/N	=	Serial Number
Sqn	=	Squadron
SOS	=	Struck Off Strength
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

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



Major General - MGen  
Lieutenant General - LGen

## **REFERENCES**

### **Websites**

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

