



kestrel Publications



SIKORSKY CH-148 CYCLONE ROYAL CANADIAN AIR FORCE SERIAL NUMBERS & INDIVIDUAL HISTORIES



by T.F.J. Leversedge

COPYRIGHT

Copyright © 2019. All rights reserved. No part of this electronic file may be further reproduced or utilized in any form or by any means, electronic or mechanical, including photocopying and digital recording, or by any information storage and retrieval system, without permission in writing from the publisher.

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

Dedication

This publication is dedicated to all those who fly and maintain these CH-148 *Cyclone* aircraft and to those who have given their lives in the service of their country while flying in them..

Cover Image Notes

CH-148 #148823 is seen here shortly after its initial delivery to the RCAF. - (CF Photo # RP19-2018-0155-014)



Kestrel Publications
Ottawa, Ontario, Canada
www.kestrelpublications.com

CH-148 Cyclone Serials

RCAF #	Company designation	c/n	CF designation	Configuration	Name
148801	Sikorsky H-92	925001	CH-148	Block 1	<i>Cyclone</i>
First flight on 15 November 2008, registered as #N4901C, at West Palm Beach, Florida. Sikorsky flight crew was John Armbrust and Rick Becker. Visited Halifax in March 2010, for handling tests aboard HMCS <i>Montreal</i> . Completed 42 days of trials at sea and at CFB Shearwater, flown by Sikorsky crews.					
148802	Sikorsky H-92	925002	CH-148	Block 1	<i>Cyclone</i>
First flight in 2008 (or 2009?), registered as #N8040J.					
148803	Sikorsky H-92	925003	CH-148	Block 1	<i>Cyclone</i>
148804	Sikorsky H-92	925004	CH-148	Block 1	<i>Cyclone</i>
148805	Sikorsky H-92	925005	CH-148	Interim / Block 1	<i>Cyclone</i>
Arrived at 12 Wing, CFB Shearwater, on 7 June 2012. Used for maintenance training, while still belonging to Sikorsky.					
148806	Sikorsky H-92	925006	CH-148	Interim / Block 1	<i>Cyclone</i>
At CFB Shearwater on 12 May 2011, for initial Canadian Forces ground crew training with 12 Wing, but still owned by Sikorsky. Returned to Sikorsky facility in Florida on 17 May 2012, to be brought up to complete interim production standard.					
148807	Sikorsky H-92	925007	CH-148	Interim / Block 1	<i>Cyclone</i>
On display at Paris air show in summer of 2011, while still owned by Sikorsky. Arrived at 12 Wing, CFB Shearwater, on 3 August 2012 and used for maintenance training, while still belonging to Sikorsky.					
148808	Sikorsky H-92	925008	CH-148	Interim / Block 1	<i>Cyclone</i>
Registration #N1125M used for manufacturer's trials. Arrived at 12 Wing, CFB Shearwater, on 16 June 2012 and used for maintenance training, while still belonging to Sikorsky.					
148809	Sikorsky H-92	925009	CH-148	Block 1	<i>Cyclone</i>
148810	Sikorsky H-92	925010	CH-148	Block 1	<i>Cyclone</i>
Registration #N4905N used prior to delivery.					
148811	Sikorsky H-92	925011	CH-148	Block 1	<i>Cyclone</i>
148812	Sikorsky H-92	925012	CH-148	Block 1	<i>Cyclone</i>
148813	Sikorsky H-92	925013	CH-148	Block 1	<i>Cyclone</i>
148814	Sikorsky H-92	925014	CH-148	Block 1	<i>Cyclone</i>
148815	Sikorsky H-92	925015	CH-148	Block 1	<i>Cyclone</i>
148816	Sikorsky H-92	925016	CH-148		<i>Cyclone</i>
148817	Sikorsky H-92	925017	CH-148		<i>Cyclone</i>
148818	Sikorsky H-92	925018	CH-148		<i>Cyclone</i>

Marked with 100th Anniversary logos for celebrations at Shearwater in 2018.



148819	Sikorsky H-92	925019	CH-148	Block 2 a/c	<i>Cyclone</i>
Delivered April 2019					
148820	Sikorsky H-92	925020	CH-148		<i>Cyclone</i>
Assigned to No. 443 Sqn in Pat Bay, BC in Oct 2018.					
148821	Sikorsky H-92	925021	CH-148	Block 2 a/c	<i>Cyclone</i>
148822	Sikorsky H-92	925022	CH-148	Block 2 a/c	<i>Cyclone</i>
In January 2020, this a/c and its accompanying Helicopter Air Detachment (HELAIKDET), based out of 423 Maritime Helicopter Squadron at 12 Wing Shearwater, Nova Scotia, embarked on HMCS Fredericton on Operation <i>Reassurance</i> , departing Halifax for six months to join NATO allies. On 29 Apr 2020, the helicopter was returning to the ship when it crashed into the Ionian Sea with no survivors. The crew consisted of Capt. B.I. MacDonald (pilot), Capt K. Hagen (pilot), Capt M. Miron-Morin (ACSO) and MCpl M. Cousins (AESOP). Two of the ship's crew were also onboard: SLt M. Pike and SLt A. Cowbrough.					
Cat "A" write-off as of 30 Apr 2020					
148823	Sikorsky H-92	925023	CH-148	Block 2 a/c	<i>Cyclone</i>
On July 18, 2018, this a/c and its accompanying Helicopter Air Detachment (HELAIKDET), based out of 423 Maritime Helicopter Squadron at 12 Wing Shearwater, Nova Scotia, embarked on HMCS Ville de Québec on Operation <i>Reassurance</i> , departing Halifax for six months to join NATO allies in Central and Eastern Europe for the type's first operational deployment.					
148824	Sikorsky H-92	925024	CH-148	Block 2 a/c	<i>Cyclone</i>
Assigned to No. 443 Sqn in Pat Bay, BC in Oct 2018. On February 18, 2019, CH-148824, while deployed on Operation <i>PROJECTION</i> , experienced a hard landing on board Naval Replenishment Unit (NRU) <i>ASTERIX</i> west of Kauai, Hawaii. Cat B" or "C" damage was sustained. The a/c was repaired by a MRP with the replacement of the aft tail section					
148825	Sikorsky H-92	925025	CH-148	Block 2 a/c	<i>Cyclone</i>
148826	Sikorsky H-92	925026	CH-148	Block 2 a/c	<i>Cyclone</i>
148827	Sikorsky H-92	925027	CH-148		<i>Cyclone</i>
148828	Sikorsky H-92	925027	CH-148		<i>Cyclone</i>

ADDITIONAL NOTES

In summary, the RCAF received a total of 41 Sea King helicopters. It was referred to in CF technical documentation as the "CH-148 Cyclone".

Operating Units

The following units flew CH-148 *Cyclone* helicopters:

- No. 406 (Operational Training) Squadron, Shearwater, NS
- No. 423 (Maritime Helicopter) Squadron, Shearwater, NS
- No. 443 (Maritime Helicopter) Squadron, Esquimalt, BC
- Helicopter Operational Test & Evaluation Flight (HOTEF), Shearwater, NS
- Aerospace Engineering Test Establishment (AETE), Cold Lake AB



Aircraft (or Air Vehicle) Damage Level (ADL) Categories: ¹

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 CH-148 Cyclone Cat "A" write-offs = 1 (~3.5% of the total fleet)

ABBREVIATIONS

AB	=	Alberta (Canada)
BC	=	British Columbia (Canada)
CF	=	Canadian Forces
CFB	=	Canadian Forces Base
C/N	=	Construction Number
FE	=	Flight Engineer
Flt	=	Flight
MRP	=	Mobile Repair Party
NF	=	Newfoundland (Canada)
NS	=	Nova Scotia (Canada)
ON	=	Ontario (Canada)
OTU	=	Operational Training Unit
RCAF	=	Royal Canadian Air Force
SK	=	Saskatchewan (Canada)
S/N	=	Serial Number
Sqn	=	Squadron
SOS	=	Struck Off Strength
TOS	=	Taken On Strength
UK	=	United Kingdom

(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

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



Major	-	Maj
Lieutenant Colonel	-	LCol
Colonel	-	Col
Brigadier General	-	BGen
Major General	-	MGen
Lieutenant General	-	LGen

REFERENCES

Government Reports:

- <http://www.rcf-arc.forces.gc.ca/en/flight-safety/investigation-reports.page>

Websites

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



COPYRIGHT

Copyright © 2019. All rights reserved. No part of this electronic file may be further reproduced or utilized in any form or by any means, electronic or mechanical, including photocopying and digital recording, or by any information storage and retrieval system, without permission in writing from the publisher.

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

Dedication

This publication is dedicated to all those who fly and maintain these CH-148 *Cyclone* aircraft and to those who have given their lives in the service of their country while flying in them.

Cover Image Notes

CH-148 #148823 is seen here shortly after its initial delivery to the RCAF. - (CF Photo # RP19-2018-0155-014)



Kestrel Publications
Ottawa, Ontario, Canada
www.kestrelpublications.com