



Restrel Publications



LEONARDO CH-149 CORMORANT 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

Dedication

This publication is dedicated to all those who fly and maintain these CH-149 aircraft.

Cover Image Notes

CH-149 *Cormorants* on the ramp in 14 Wing, Greenwood, NS. - (CF Photo # GD2009-0154-16)



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CH-149 Cormorant Serials

RCAF #	Designer	Manufacturer	CF designation	c/n	Name
149901	EHI	Agusta	CH-149	CSH01/50054	Cormorant
<p>TOS: 27 October 2000 - First flight, at Verigate, Italy</p> <p>Used for company trails in Italy, flying over 100 hours. Left Verigate, Italy on March 12, 2002 for ferry flight to Canada. Used for cold weather and icing trials at Goose Bay in March and April 2002. To No. 442 (T&R) Squadron, CFB Comox, BC, on May 3, 2002. Declared operational in August 2002. Reached 1,000 airframe hours on March 8, 2004. Still with this unit in October 2005. Several occurrences of sheared bolts in the number 3 engine torque tube on this aircraft, in 2004 and 2005.</p>					
149902	EHI	Agusta	CH-149	CSH02/50058	Cormorant
<p>TOS: 30 May 2000 - Rolled out at Verigate, Italy, in full Canadian markings.</p> <p>With No. 442 (T&R) Squadron at CFB Comox, BC, delivered February 7, 2002, still there in October 2005. With No. 413 Sqn in Greenwood, NS in 2013.</p>					
149903	EHI	Agusta	CH-149	CSH03/50071	Cormorant
<p>Used for manufacturer's trials. Passed through Newcastle, UK on 4 July 2002 on ferry flight to Canada. Arrived at CFB Gander on July 8, 2002. Then with No. 442 Squadron, CFB Comox, BC as of 2003.</p>					
149904	EHI	Agusta	CH-149	CSH04/50076	Cormorant
<p>No. 442 (T&R) Squadron, CFB Comox, BC. Ferried from Italy, passed through Keflavik, Iceland October 2001. Delivered to Comox, BC on October 20, 2001. Formally handed over to unit on 30 October 2001, by Minister of National Defence, Art Eggleton. Still with this unit in October 2005. Reached 2,000 flight hours on August 9, 2006, first AW101 to reach this number of flying hours.</p>					
149905	EHI	Agusta	CH-149	CSH05/50080	Cormorant
<p>To No. 442 (T&R) Squadron, CFB Comox, BC. Ferried from Italy, passed through Keflavik, Iceland October 2001. Delivered to Comox on October 20, 2001. Transferred to No. 424 (T&R) in Trenton, ON in 2005. With No. 413 Sqn in Greenwood, NS in 2015.</p>					
149906	EHI	Agusta	CH-149	CSH06/50090	Cormorant
<p>Arrived at CFB Gander in July 2002. With No. 103 (S&R) Squadron at CFB Gander, NF.</p>					
149907	EHI	Agusta	CH-149	CSH07/50090	Cormorant
<p>To No. 442 (T&R) Squadron, CFB Comox, BC. Arrived at Comox on February 7, 2002.</p>					
149908	EHI	Agusta	CH-149	CSH08/50098	Cormorant
<p>Passed through Newcastle, UK on 4 July 2002 on ferry flight to Canada. With No. 103 (S&R) Squadron at CFB Gander, NF. Arrived at Gander on 8 July 2002. Category "D" damage on 20 September 2004, when both rescue hoists failed during a rescue at Bonavista Bay, NF. Cracks discovered in tail rotor hub in October 2004, leading to fleet wide operating restrictions. With 413 (T&R) Sqn in Greenwood, NS in 2013 & 2014. In 2014, this a/c was air-freighted to Peru in a CC-177 Globemaster for a South American exercise, called "Cooperación III", which was focused on disaster relief, humanitarian aid. The a/c required disassembly, the use of a special Air Transport Kit and reassembly before use.</p>					
149909	EHI	Agusta	CH-149	CSH09/50102	Cormorant
<p>With No. 413 (T&R) Squadron at CFB Greenwood, NS. Arrived at Greenwood on 24 August 2002.</p>					
149910	EHI	Agusta	CH-149	CSH10/50112	Cormorant
<p>With No. 413 (T&R) Squadron at CFB Greenwood, NS in 2016.</p>					



149911	EHI	Agusta	CH-149	CSH11/50119	Cormorant
With No. 413 (T&R) Squadron at CFB Greenwood, NS. With 442 (T&R) Sqn in Comox, BC in 2014.					
149912	EHI	Agusta	CH-149	CSH12/50124	Cormorant
With No. 442 (TR) Squadron at CFB Comox, BC in October 2005. With 103 (S&R) Sqn in 2016.					
149913	EHI	Agusta	CH-149	CSH13/50130	Cormorant
Passed through Yeovil, UK on 6 May 2003 on ferry flight to Canada. At Newcastle, UK on 10 May 2003. First delivered to No. 413 (T&R) Squadron at CFB Greenwood, NS. Operated by No. 424 (T&R) Squadron at CFB Trenton, ON in October 2005. Also served with No 103 (S&R) Sqn dates unknown					
149914	EHI	Agusta	CH-149	CSH14/50134	Cormorant
TOS: 2003 - Delivered to CF					
Passed through Yeovil, UK on 6 May 2003 on ferry flight to Canada. At Newcastle, UK on 10 May 2003. Served with No 103 (S&R) Sqn dates unknown. Then with No. 413 (T&R) Squadron at CFB Greenwood, NS. "Tusker 914" was destroyed in a crash during night training off Canso, NS on July 13, 2006. First CF CH-149 Cormorant loss, and first fatalities. Two FEs and a SAR Tech in rear killed, 4 other crew were injured. Sgt Duane Brazil, MCpl Kirk Noel and Cpl Trevor McDavid perished. The survivors included Sgt Martin Molony, Capt Ronald Busch, Capt Gabriel Ringuette and Maj Gordon Ireland. At the time of the accident #149914 had accumulated 1,139.3 rotor hours.					
SOS: 13 July 2006 - Cat "A" write-off					
149915	EHI	Agusta	CH-149	CSH15/50142	Cormorant
Ferried to Canada in July 2003, passing through Norway, Holland, Belgium, Scotland and Ireland. Operated by No. 424 (T&R) Squadron at CFB Trenton, ON. Transferred in late 2005 to No. 413 (T&R) Sqn in Greenwood, NS					

ADDITIONAL NOTES

In summary, the RCAF received a total of 15 Leonardo AW101 helicopters. It is referred to in CF technical documentation and files as the "CH-149 Cormorant".

Operating Units

The following units are using or have flown CH-149 Cormorant helicopters:

- No. 103 (Search & Rescue) Squadron, Gander, NF
- No. 413 (Transport & Rescue) Squadron, Greenwood, NS
- 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: 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.

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



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-149 Cormorant Cat “A” write-offs = 1 (~ 7% 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
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
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
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 #1010-149914 (DFS 2-3), 22 January 2008, *CH149 Cormorant 149914 "A" Category Accident*



Articles

- Lake, J., "AugustaWestland EH101 / AW101", *International Air Power Review Magazine* - Volume 22, 2007.

Websites

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

