

**Restrel Publications** 



# SIKORSKY CH-124 SEA KING 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 <u>not</u>, 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 <u>kestrelpubs@gmail.com</u>

# Dedication

This publication is dedicated to all those who flew and maintained these CH-124 Sea King aircraft and especially to those who gave their lives in the service of their country while flying or maintaining them..

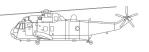
# **Cover Image Notes**

A CH-124 #4007 in the original colour scheme for the Royal Canadian Navy. - (CF Photo # SWC88-513-13)



### CH-124 Sea King Serials

	Designer	Manufacturer	c/n	variant or model	name		
4001 124401	Sikorsky	Sikorsky in USA	61-179	CH-124A / B / B-2	Sea King		
	TOS: 14 August 197	0 - renumbered from	n RCN 4001				
	Dublin, Ireland. Ope 1982. Converted to early 1990s. Receiv back onto the flight of 2003. Rolled onto it ammunition. Cat "B Sea for Operation A Rebuilt as a training Museum on 28 Jul 2	erated from HMCS A CH-124B. One of 6 red nose mount for F deck during an emerg s starboard side, spil damage. The ship v POLLO. She returned aid, returned to CAF 018 and preserved in	nnapolis, by 44 CH-124B upda LIR. Crashed o gency recovery, lling its fuel tank was 100km sou ed to Halifax wh in December 2 n its original RC		of Great Lakes in 24B-2 standard oquois (DDH-280), ure, on 27 Feb 7.62mm route to the Arabian overed by crane.		
		Preserved at Shearw					
4002	Sikorsky	Sikorsky in USA	61-189	CH-124A	Sea King		
	TOS:						
	due to pilot error nea	ar HMCS Bonaventu	re. The two pilo	ander are killed when #40 ts were ejected on impac nd to cause casualties.			
	SOS: 30 Nov 1967 -	Cat "A" write-off					
4003 124403	Sikorsky	Sikorsky in USA	61-191	CH-124A	Sea King		
	TOS: 14 August 197	0 - renumbered from	n RCN 4003				
				A. Served with HU 21 At 3 IR nose mount, in 1990s			
	<b>SOS:</b> 2018						
4004 124404	Sikorsky	Sikorsky in USA	61-219	CH-124A	Sea King		
	TOS: 14 August 197	0 - renumbered from	n RCN 4004				
	With No. 443 Squadron ay CFB Shearwater, NS. Onboard HMCS Annapolis and HMCS Fraser in 1983. Received "Gulf War" modifications for Operation FRICTION, 1991. At IMP, for overhaul or in storage, in 1995. Rotor brake caught fire during shut down at CFB Shearwater, NS, on 19 July 1999. Caused by broken hydraulic line, spraying fluid on brake disc. Fitted with nose FLIR installation. Participated in final Sea King formation flight by 443 Sqn before the fleet's retirement on 15 Dec 2018.						
	SOS: 15 Dec 2018						
4005 124405	Sikorsky	Sikorsky in USA	61-202	CH-124A	Sea King		
	TOS: 14 August 197	0 - renumbered from	n RCN 4005				
	<ul> <li>Operated by No. 423 Squadron at CFB Shearwater, NS. Onboard HMCS Nipigon, 1982. Receir "Gulf War" modifications for Operation Friction, 1991. Operated in UN mission to East Timor, Operation TOUCAN. With 406 (HT) Squadron, CFB Shearwater, 1999. Later with 443 Squadron 2010, this a/c was repainted in original RCN colours to commemorate 100th anniversary of the F As one of the last Sea Kings flying; it was flown to Trenton on 20 Nov 2018 for preservation by th National Air Force Museum of Canada (NAFMC). Retired with 17,755 flying hours.</li> <li>SOS: 20 Nov 2018 - Preserved at NAFMC</li> </ul>						

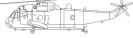


4006									
4006 124406	Sikorsky	United Aircraft Canada	61-207	CH-124A	Sea King				
	TOS: 14 August 1970 - renumbered from RCN 4006								
	With HS 50 at Shearwater when renumbered. With VT 406, 1983. Seen onboard HMCS Athabaskan in 1983. Received nose mount for FLIR.								
	<b>SOS</b> : 2018								
4007 24407	Sikorsky	United Aircraft Canada	61-213	CH-124A	Sea King				
	<b>TOS:</b> 14 August 197	0 - renumbered from	RCN 4007						
	With 406 (HT) and 4	43 Squadrons, CFB	Shearwater, 19	S Calgary. Received nose 999. This a/c was repainte vice on 2 August 1988					
	<b>SOS:</b> 2018								
4008 24408	Sikorsky	United Aircraft Canada	61-218	CH-124A	Sea King				
	TOS: 14 August 197	0 - renumbered from	RCN 4008						
	Annapolis in 1982.		on in 1995. W	CFB Shearwater, NS. Ope ith 423 Squadron, CFB Sh um in 2013.					
	SOS: 29 July 2013								
4009 124409 910B	Sikorsky	United Aircraft Canada	61-234	CH-124A	Sea King				
910D	TOS: 14 August 1970 - renumbered from RCN 4009								
	Shearwater. Recove		und instruction	1982. Ditched 4 Novemb airframe 910B from 3 Apr surplus.					
	SOS: 1995?								
4010 124410	Sikorsky	United Aircraft Canada	61-245	CH-124A	Sea King				
124410	TOS: 14 August 1970 - renumbered from RCN 4010								
	Reported by Rankin 1991; and at CFB SI		Participated in f	Var" modifications for Ope inal Sea King formation fli					
	Reported by Rankin 1991; and at CFB SI	hearwater in 1995. F	Participated in f						
4011	Reported by Rankin 1991; and at CFB SI before the fleet's ret	hearwater in 1995. F irement on 15 Dec 20 United Aircraft	Participated in f						
	Reported by Rankin 1991; and at CFB SI before the fleet's reti <b>SOS:</b> 15 Dec 2018 Sikorsky	hearwater in 1995. F irement on 15 Dec 20	Participated in f 018. 61-249	inal Sea King formation fli	ght by 443 Sqn				
	Reported by Rankin 1991; and at CFB SI before the fleet's reti <b>SOS:</b> 15 Dec 2018 Sikorsky <b>TOS:</b> 14 August 197 Visited King George September 1989 into Recovered and beca	hearwater in 1995. F irement on 15 Dec 20 United Aircraft Canada '0 - renumbered from V docks in Glasgow, o the Atlantic off Berr ame ground instructio	Participated in f 018. 61-249 n RCN 4011 , Scotland in lat nuda. Believed on airframe at C	CH-124A CH-124A te 1970s, with #124422. I d to be with No. 406 Squa	ght by 443 Sqn Sea King Ditched 19 dron at the time.				
4012	Reported by Rankin 1991; and at CFB SI before the fleet's reti <b>SOS:</b> 15 Dec 2018 Sikorsky <b>TOS:</b> 14 August 197 Visited King George September 1989 into Recovered and beca	hearwater in 1995. F irement on 15 Dec 20 United Aircraft Canada '0 - renumbered from V docks in Glasgow, o the Atlantic off Berr ame ground instructio 990 - Struck off, but United Aircraft	Participated in f 018. 61-249 n RCN 4011 , Scotland in lat nuda. Believed on airframe at C	te 1970s, with #124422. It to be with No. 406 Squar CH-124A	ght by 443 Sqn Sea King Ditched 19 dron at the time.				
124411	Reported by Rankin 1991; and at CFB SI before the fleet's reti SOS: 15 Dec 2018 Sikorsky TOS: 14 August 197 Visited King George September 1989 into Recovered and beca SOS: 14 February 1 Sikorsky	hearwater in 1995. F irement on 15 Dec 20 United Aircraft Canada '0 - renumbered from V docks in Glasgow, o the Atlantic off Berr ame ground instructio 990 - Struck off, but	Participated in f 018. 61-249 n RCN 4011 , Scotland in lat nuda. Believed on airframe at C remained in use 61-253	CH-124A CH-124A te 1970s, with #124422. I d to be with No. 406 Squa CFB Shearwater. e as instructional airframe	ght by 443 Sqn Sea King Ditched 19 dron at the time.				

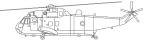
4013 124413	Sikorsky	United Aircraft Canada	61-256	CH-124A	Sea King				
	TOS: 14 August 1970 - renumbered from RCN 4013								
	Received "Gulf War" modifications, for Operation FRICTION, 1991. With No. 443 Squadron when it visited downtown Vancouver on 21 September 2004. Carried nose FLIR at that time. Still with No. 443 Squadron on west coast in 2005.								
	<b>SOS:</b> 2018								
4014 124414	Sikorsky	United Aircraft Canada	61-260	CH-124A	Sea King				
	TOS: 14 August 197	0 - renumbered from	RCN 4014						
	1995. Aircraft in this nose and lower fuse	s role can be recogniz	zed by yellow ta rear fuselage	and 1999. Used as water ape applied around acces during tight turn while tax n.	s door seams on				
	<b>SOS:</b> 2018								
4015 124415	Sikorsky	United Aircraft Canada	61-264	CH-124A	Sea King				
	TOS: 14 August 197	0? - renumbered from	m RCN 4015						
	1969. This CF serial aircraft was struck o	number is reported i	in some source	sor problems near Bermus, but was probably not m					
4016 124416	Sikorsky	United Aircraft Canada	61-282	CH-124A/CH-124B	Sea King				
	TOS: 14 August 197	0 - renumbered from	RCN 4016						
	Served with 443 Squ London, ON air show	uadron, CFB Shearw	d from HMCS A ater, NS. At IM	thabaskan, 1977. Conve IP, for overhaul or storage	rted to CH-124B. e, in 1995. Seen at				
	<b>SOS:</b> 2018								
4017 124417	Sikorsky	United Aircraft Canada	61-283	CH-124A	Sea King				
	TOS: 14 August 1970 - renumbered from RCN 4017								
	1991. With 423 Squ With No. 443 Squad	adron, CFB Shearwa	ater, NS in 1999 05. Repainted in	War" modifications for O 9. Took part in 2005 Abbo n RCN colour scheme prio by 443 Sqn before the flee	otsford air show.				
	SOS: 15 Dec 2018								
4018 12418	Sikorsky	United Aircraft Canada	61-285	CH-124A	Sea King				
	TOS: 14 August 197	0 - renumbered from	RCN 4018						
	With HS 50 when it ditched on 26 April 1973. Converted to utility configuration, no change in designation, but unofficially known as a CH-124U. Later received SKIP upgrades to become a CH-124A. On 26 April 1973 while crew training in the Shearwater dipping area, the a/c suffered an engine failure while in the hover. The a/c impacted the water heavily; the crew egressed safely but the a/c sank. The airframe was later recovered but was heavily damaged and written-off. The engine failure was eventually attributed to the failure of the No. 2 bearing static seal. <b>SOS:</b> 7 January 1974 - <b>Cat "A" write-off</b>								

4019 124419	Sikorsky	United Aircraft Canada	61-285	CH-124A	Sea King			
	TOS: 14 August 1970 - renumbered from RCN 4019							
	Converted to utility configuration, no change in designation, but unofficially known as a CH-124U. Later received SKIP upgrades, to become a CH-124A. Served with VT 406, dates not known. Sustained serious damage on 27 Aug 2003, while serving with 443 Squadron.							
	<b>SOS:</b> 2018							
4020 124420	Sikorsky	United Aircraft Canada	61-286	CH-124A	Sea King			
	<b>TOS:</b> 14 August 197	70 - renumbered from	n RCN 4020					
	Caribbean Sea. Pilo recovery but a/c bea recovery ensued by GMT. (HEG, ship ai	ot attempted to return came uncontrollable a boat of the sole surv	while also dum and crashed ne ivor along with	on take-off from HMCS Ni pping fuel. Flight deck rea ar the ship. Black moonle some wreckage. Date wa	dy for emergency ss night. Difficult			
4021	Sikorsky	United Aircraft	61-287	CH-124A / C	Sea King			
124421	-	Canada 70 - renumbered from	n RCN 4021		5			
	gun firing. Rotated Squadron, CFB She designation appear	through regular squa earwater, 1999. Also	dron use when	3 Shearwater, N.S, for tria not involved in testing. V I24A(OT&E), both this an	Vith 406 (HT)			
	<b>SOS:</b> 2018							
4022 124422	Sikorsky	United Aircraft Canada	61-288	CH-124A	Sea King			
	TOS: 14 August 1970 - renumbered from RCN 4022							
	docks in Glasgow, S			NS, dates not known. Vis Operated from HMCS Ma				
	<b>SOS:</b> 2018							
4023 124423	Sikorsky	United Aircraft Canada	61-289	CH-124A	Sea King			
	<b>TOS:</b> 14 August 197	70 - renumbered from	n RCN 4023					
	February 1993 due then. Recovered 1		s off west coast pairable.	B Shearwater, NS, in 198 of Florida, back with No.				
4024 124424	Sikorsky	United Aircraft Canada	61-290	CH-124A / B / B-2	Sea King			
124424		70 - renumbered from	RCN 4024					
	Norway in 1982. Co standard early 1990 Scheduled for convo Task Force (SCTF). seats, and upgrades	onverted to CH-124B s. With No. 443 Squ ersion to troop transp Modification will incl s to communications per 2006. These aircr	. One of 6 CH- adron in 1995. ort during 2006 lude removal of and self-defens	n HMCS Algonquin during 124B updated with HELT/ At Abbotsford air show, A b, to support the new Stan F HELTAS and other ASW se gear. All conversions to erated by the new Special	AS to CH-124B-2 August 2004. ding Contingency gear, installation of b be completed in			

4025 124425	Sikorsky	United Aircraft Canada	61-324	CH-124A	Sea King
	TOS: 14 August 197	0 - renumbered from	RCN 4025		
	but unofficially know reported as crashed board fire during a fe engine fuel line that on to its side. The w	n as a CH-124U. La in July 1993, appare erry flight while in the was chafed through	ter received Sk ently repaired. ( cruise at 6,000 by a drain line. t Off Valves had	ity configuration, no chan (IP upgrades, to become Crashed again on 28 Apr ) ft. The fire was initiated During the forced landing burn through, so these c e seriously injured.	a CH-124A. Also 1994 after an on- by a leak in a main the aircraft rolled
	SOS: 28 Apr 1994 -	Cat "A" write-off			
4026 124426	Sikorsky	United Aircraft Canada	61-328	CH-124A	Sea King
	<b>TOS:</b> 14 August 197	0 - renumbered from	RCN 4026		
	Portsmouth, Englan	d onboard HMCS Alg	onquin, 1 April	d from HMCS Athabaska 1984. Received Gulf Wa 1995. Also with No. 423	r modifications for
	<b>SOS:</b> 2018				
4027	Sikorsky	United Aircraft Canada	61-330	CH-124A	Sea King
	TOS:				
	two observers bailed "Pedro" the HOS4-3 fresh water and flow <i>Globemaster</i> transp This helicopter was	d out and were rescu rescue helicopter. S n to Canadian Pratt a ort but, due to salt-wa slated to be used as	ed by HMCS O ea King 4027 w & Whitney (CP8 ater corrosion, o	The two pilots, two nava nondaga and returned to vas hoisted aboard "Bonn W), Montreal, by a USAF could not be returned to s future <i>Sea King</i> modificati	the carrier by ie", washed with <sup>-</sup> Douglas C-124 quadron service.
4000	SOS: 22 Feb 1968 -				
4028 124428	Sikorsky	United Aircraft Canada	61-332	CH-124A	Sea King
	<b>TOS:</b> 14 August 197	0 - renumbered from	n RCN 4028		
	With No. 443 Squad HMCS Ville de Quél		ter, NS. At IMP	, for overhaul or storage,	in 1995. Onboard
	<b>SOS:</b> 2018				
4029 124429	Sikorsky	United Aircraft Canada	61-334	CH-124A	Sea King
	TOS: 14 August 197	0 - renumbered from	n RCN 4029		
	CFB Shearwater, for	detachments on HM Squadron in 1995.	ICS Huron (dat	B Shearwater, NS. Also v e unknown) and on HMC NE air show, Toronto, On	S Athabaskan in
	<b>SOS:</b> 2018				
4030 124430	Sikorsky	United Aircraft Canada	61-336	CH-124A / B / B-2	Sea King
	TOS: 14 August 197	0 - renumbered from	RCN 4030		
	CH-124B updated w 1995. Took part in C Squadron at CFB C	ith HELTAS to CH-12 Canadian National Ex	24B-2 standard hibition air sho 005. Schedule	nown. Converted to CH- early 1990s. At CFB She w, at Toronto, ON in 2005 d for conversion to troop to troe (SCTF).	earwater, NS in . With No. 443



4024	000 0040							
4024	<b>SOS:</b> 2018							
4031 124431	Sikorsky	United Aircraft Canada	61-338	CH-124A	Sea King			
	TOS: 14 August 1970 - renumbered from RCN 4031							
		dron at CFB Shearwa ted in UN mission to I		er with 443 Squadron. At eration TOUCAN.	CFB Shearwater,			
	<b>SOS</b> : 2018							
4032 124432	Sikorsky	United Aircraft Canada	61-340	CH-124A	Sea King			
	<b>TOS:</b> 14 August 19	70 - renumbered from	n RCN 4032					
	to tail rotor buzz iss	ues.		hed at Shearwater on 15	November 1972 dı			
	SOS: 7 December	1972 - Cat "A" write	-off					
4033 124433	Sikorsky	United Aircraft Canada	61-342	CH-124A	Sea King			
	<b>TOS:</b> 14 August 19	70 - renumbered from	n RCN 4033					
		arwaterwhen renumbe 433 Squadron in 199		(HT) Squadron, CFB She	earwater, dates			
	<b>SOS:</b> 2018							
4034 12434	Sikorsky	United Aircraft Canada	61-344	CH-124A / B / B-2	Sea King			
	TOS: 14 August 1970 - renumbered from RCN 4034							
	With VT 406, dates	not known. Visited S	stockholm, Swe	den, 18 May 1981. With	423 Squadron,			
	1983. Converted to early 1990s. Recei conversion to troop	CH-124B. One of 6 ved nose mount for F transport during 2006	CH-124B upda LIR. Seen at M 6, to support the	den, 18 May 1981. With ated with HELTAS to CH-1 Aillville, NJ, in May 2003. e new Standing Continger to commemorate the 50 <sup>th</sup>	24B-2 standard Scheduled for ncy Task Force			
	1983. Converted to early 1990s. Recei conversion to troop (SCTF). Painted in	CH-124B. One of 6 ved nose mount for F transport during 2006	CH-124B upda LIR. Seen at M 6, to support the	ated with HÉLTAS to CH-1 /lillville, NJ, in May 2003. e new Standing Continger	24B-2 standard Scheduled for ncy Task Force			
4035 124435	1983. Converted to early 1990s. Recei conversion to troop (SCTF). Painted in King operations. <b>SOS:</b> 2018 Sikorsky	O CH-124B. One of 6 ved nose mount for F transport during 2006 special anniversary o United Aircraft Canada	CH-124B upda LIR. Seen at M 5, to support the colour scheme 61-345	ated with HÉLTAS to CH-1 /lillville, NJ, in May 2003. e new Standing Continger	24B-2 standard Scheduled for ncy Task Force			
	1983. Converted to early 1990s. Recei conversion to troop (SCTF). Painted in King operations. <b>SOS:</b> 2018 Sikorsky <b>TOS:</b> 14 August 19	O CH-124B. One of 6 ved nose mount for F transport during 2006 special anniversary o United Aircraft Canada 70 - renumbered from	CH-124B upda LIR. Seen at M 5, to support the colour scheme 61-345 n RCN 4035	ated with HELTAS to CH-1 Aillville, NJ, in May 2003. e new Standing Continge to commemorate the 50 <sup>th</sup>	24B-2 standard Scheduled for ncy Task Force anniversary of Sea Sea King			



4036 124436					
	Sikorsky	United Aircraft Canada	61-347	CH-124A	Sea King
	<b>10S:</b> 14 August 19/	70 - renumbered from	RCN 4036		
		dron, dates not known omox in 1995 and in		uadron, CFB Shearwater, 5.	NS. With No. 443
	<b>SOS:</b> 2018				1
4037 124437	Sikorsky	United Aircraft Canada	61-380	CH-124A / B / B-2	Sea King
	<b>TOS:</b> 14 August 197	70 - renumbered from	RCN 4037		
	Huron in 1982. Ont CH-124B. One of 6 Shearwater, NS in 1	ooard HMCS Fraser, A CH-124B updated w	Athabaskan and ith HELTAS to conversion to tr	, NS, dates not known. C d Protecteur in 1983. Co CH-124B-2 standard earl roop transport during 2000	nverted to y 1990s. At CFB
	<b>SOS:</b> 2018				
4038 124438	Sikorsky	United Aircraft Canada	61-381	CH-124A	Sea King
	TOS: 14 August 197	70 - renumbered from	RCN 4038		
	designation. Opera Shearwater in 1995 Kattegat, NW of the exercise. Ship was during flare while at airborne again, and attitude and, while s rolled inverted. All fi	ted in support of UN r . Crashed in North So island of Anholt, Den assigned to Standing tempting a night landi began to yaw to the r still yawing right, rolled	mission in Som ea on 2 Februa mark, while op NATO Force A ing on board. T right. The helice d left. Water flo	on configuration 1991, no olia, 1993, with nose FLI ary 2006, 18:34 UTC, in o erating from HMCS Athat Atlantic. The tail rotor / bo The helicopter pitched for opter then impacted the w oded the helicopter almost	R mount. At CFB pen water, at the baskan in NATO om struck water ward, became vater in a near level
	remained afloat for	oximately 15 minutes. approximately one ho	One crewmen our, and then sa	d were recovered to the A aber received minor injurie ank in 16 m of water. The Denmark on barge. <b>Cat</b>	thabaskan, by es. The aircraft wreckage was
	remained afloat for a hoisted to surface n	oximately 15 minutes. approximately one ho ext day, taken to harb	One crewmen our, and then sa	nber received minor injurie ank in 16 m of water. The	thabaskan, by es. The aircraft wreckage was
4039 124439	remained afloat for a hoisted to surface n sustained.	oximately 15 minutes. approximately one ho ext day, taken to harb - Cat "A" write-off United Aircraft	One crewmen our, and then sa	nber received minor injurie ank in 16 m of water. The	thabaskan, by es. The aircraft wreckage was
4039 124439	remained afloat for a hoisted to surface n sustained. SOS: 02 Feb 2006 Sikorsky	oximately 15 minutes. approximately one ho ext day, taken to harb - Cat "A" write-off	One crewment our, and then sa pour of Aarhus, 61-382	nber received minor injurie ank in 16 m of water. The Denmark on barge. <b>Cat</b>	thabaskan, by es. The aircraft wreckage was " <b>A" damage</b>
	remained afloat for a hoisted to surface n sustained. SOS: 02 Feb 2006 Sikorsky TOS: 14 August 197 With VT 406, CFB S air show in Schened entered ring vortex a the ground. Origina	<ul> <li>bximately 15 minutes.</li> <li>approximately one ho</li> <li>ext day, taken to harb</li> <li>Cat "A" write-off</li> <li>United Aircraft Canada</li> <li>70 - renumbered from</li> <li>Shearwater, NS, in 19</li> <li>ctady, New York. Airc</li> <li>state during descent, illy classified as Cat "I</li> </ul>	One crewment our, and then sa bour of Aarhus, 61-382 RCN 4039 82. Still with the raft approached resulting in suc B" (repairable),	nber received minor injurie ank in 16 m of water. The Denmark on barge. <b>Cat</b>	thabaskan, by es. The aircraft wreckage was "A" damage Sea King n 4 August 1991 at er, and apparently n sink rate close to Cat "A" write-off
	remained afloat for a hoisted to surface n sustained. <b>SOS:</b> 02 Feb 2006 Sikorsky <b>TOS:</b> 14 August 197 With VT 406, CFB S air show in Schened entered ring vortex s the ground. Origina on 21 August 1991.	<ul> <li>bximately 15 minutes.</li> <li>approximately one ho</li> <li>ext day, taken to harb</li> <li>Cat "A" write-off</li> <li>United Aircraft Canada</li> <li>70 - renumbered from</li> <li>Shearwater, NS, in 19</li> <li>ctady, New York. Airc</li> <li>state during descent, illy classified as Cat "I</li> </ul>	One crewment our, and then sa oour of Aarhus, 61-382 RCN 4039 82. Still with th raft approacher resulting in suc B" (repairable), nce Development	hber received minor injurie ank in 16 m of water. The Denmark on barge. <b>Cat</b> CH-124A his unit when it crashed or d landing from a high hov dden and large increase in but later re-classified as	thabaskan, by es. The aircraft wreckage was "A" damage Sea King h 4 August 1991 at er, and apparently n sink rate close to Cat "A" write-off
124439 4040	remained afloat for a hoisted to surface n sustained. <b>SOS:</b> 02 Feb 2006 Sikorsky <b>TOS:</b> 14 August 197 With VT 406, CFB S air show in Schened entered ring vortex s the ground. Origina on 21 August 1991.	oximately 15 minutes. approximately one ho ext day, taken to harb - Cat "A" write-off United Aircraft Canada 70 - renumbered from Shearwater, NS, in 19 ctady, New York. Airc state during descent, illy classified as Cat "I To Aircraft Maintenal 91 - Cat "A" write-of United Aircraft	One crewment our, and then sa oour of Aarhus, 61-382 RCN 4039 82. Still with th raft approacher resulting in suc B" (repairable), nce Development	hber received minor injurie ank in 16 m of water. The Denmark on barge. <b>Cat</b> CH-124A his unit when it crashed or d landing from a high hov dden and large increase in but later re-classified as	thabaskan, by es. The aircraft wreckage was "A" damage Sea King h 4 August 1991 at er, and apparently n sink rate close to Cat "A" write-off
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124439 4040	remained afloat for a hoisted to surface n sustained. SOS: 02 Feb 2006 Sikorsky TOS: 14 August 197 With VT 406, CFB S air show in Schened entered ring vortex s the ground. Origina on 21 August 1991. SOS: 21 August 199 Sikorsky TOS: 14 August 197 With HS 50 at Shea commemorate 75th nose mount for FLIF Baltic Sea. Still ope to the UK, diverted t with NATO group in	<ul> <li>Dximately 15 minutes.</li> <li>approximately one ho ext day, taken to harber of ext day, new render of externation of the externa</li></ul>	One crewment our, and then sa bour of Aarhus, 61-382 RCN 4039 82. Still with the raft approacher resulting in suc B" (repairable), nce Development f 61-383 RCN 4040 ered. This a/c CAF. With 406 ille de Quebec n 7 October 20 irs. May have visited Woenso	ank in 16 m of water. The Denmark on barge. <b>Cat</b> CH-124A dis unit when it crashed or d landing from a high how dden and large increase in but later re-classified as ent Unit at CFB Trenton o	thabaskan, by es. The aircraft wreckage was <b>"A" damage</b> Sea King n 4 August 1991 at er, and apparently n sink rate close to <b>Cat "A" write-off</b> n 25 August 1991. Sea King cheme to earwater. Received NATO exercises in ns during later visit t that time? Still De Kooy, Holland



4041 124441	Sikorsky	United Aircraft Canada	61-384	CH-124A / B / B-2	Sea King		
	TOS: 14 August 1970 - renumbered from RCN 4041						
	Athabaskan, in 1983 CH-124B-2 standard	<ol> <li>Converted to CH- d early 1990s. Still w</li> </ol>	124B. One of 6 /ith No. 423 Sqi	With 443 Squadron, onbo CH-124B updated with H uadron, CFB Shearwater, S, to support the new Star	HELTAS to in 1999.		
	<b>SOS:</b> 2018						

#### **ADDITIONAL NOTES**

In summary, the RCN / RCAF received a total of 41 Sea King helicopters. It was referred to in RCN documentation as the CHSS-1 and in CF technical documentation as the "CH-124 Sea King".

#### **Operating Units**

The following units flew CH-124 Sea King helicopters:

- HS-50 (RCN), Shearwater, NS
- VX-10 (RCN), Shearwater, NS
- VT406 / No. 406 (Operational Training) Squadron, Shearwater, NS
- No. 423 (Maritime Helicopter) Squadron, Shearwater, NS
- No. 443 (Maritime Helicopter)) Squadron, Esquimault, 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.

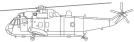
### Number of CF CH-124 Sea King Cat "A" write-offs = 14 (~ 34% of the total fleet)

#### Sea King Attrition Summary

**NB:** This is an excerpt of an article originally published in *Airforce* Magazine, (Winter, 2008). It is reprinted here with the permission of the publisher. The article provides an analysis of the fates of the lost Sea Kings.

As the Maritime Helicopter community reflects on 40 years of CH-124 Sea King operational service, one sobering thought relates to the fact that only 27 of 41 original aircraft remain on the Canadian Forces inventory. Catastrophic

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



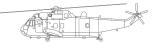
accidents have claimed a total of 14 aircraft since the helicopter first entered military service in the mid-1960s, together with the loss of seven naval aviators. Given the unforgiving nature of low-level maritime aviation, and the unsavoury maritime elements, a 33 percent aircraft attrition rate over such a long period could be viewed as impressive on one hand, yet offer some cause for reflection on the other.

Calamitous aviation accidents tend to assume mythical proportions over time, ultimately become distorted through rumour, gossip and innuendo. Initially, the purpose of this article was merely to chronicle the circumstances surrounding each missing Sea King aircraft to distinguish fact from fiction. As the data was being compiled and reviewed, however, some intriguing trends began to emerge in the form of statistical tendencies that could prove germane to future MH operations. Finally, and perhaps most importantly, the article shall bear testament to those who offered up their lives in selfless service to their nation.

The 55-Year Saga (1969-2018). A snapshot synopsis of the 14 major Sea King accidents is provided in Table 1. This lists each aircraft loss in chronological order along with pertinent investigative details. An amplifying narrative of each accident has also been provided, gleaned through factual information contained within military post-accident reports.

Ser.	A/C#	Date	Accident Location	Salvage	Fatality	Cause (Primary)
1	402	Nov 67	At Sea	No	2	Pilot - Fatique
2	427	Feb 68	At Sea	No	0	Engine - Failure
3	415	Jun 69	At Sea	No	0	Engine - Compressor
4	420	Nov 71	At Sea	No	3	Engine - Failure
5	432	Nov 72	Shearwater	N/A	0	Pilot – Tail Rotor
6	418	Apr 73	Off Halifax	No	0	Engine - Failure
7	409	Nov 87	Off Halifax	Yes	0	MGB – Chip Lights
8	411	Sep 89	At Sea	No	0	MGB – Oil Loss
9	439	Aug 91	Schenectady. NY	N/A	0	Pilot – Vortex Rina
10	423	Feb 93	At Sea	Yes	0	Electrical - Batterv
11	425	Apr 94	Saint John, NB	N/A	2	Engine - Fire
12	422	Jun 00	At Sea	No	0	MGB – Overheat
13	401	Feb 03	At Sea	Yes	0	Engine – Power Loss
14	438	Feb 06	At Sea	Yes	0	Pilot

#### Table 1 - CH-124 Sea King Attrition



It readily becomes apparent that engines, transmissions (MGB – Main Gear Boxes), and personnel input were the three primary cause ingredients related to Sea King attrition. Such findings tend to confirm the late-1990s NDHQ decision to upgrade the Sea King fleet with enhanced GE MK100 engines and 24000 series MGBs was appropriate. Indeed, the documented evidence suggests that the improved engine and transmission programs most likely saved many aircraft and lives.

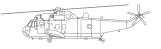
While only seven human fatalities have been identified with the Table 1 accident summary review, eight airmen were actually lost on Sea Kings over this 55-year period. The eighth aircrew fatality was a Naval Aircrewman, P1 (Royal Navy) Ron Greenbury, who was declared missing on Mar 22, 1967 during a night low-level training mission in the Shearwater dip sectors. Indicating that he was moving to the rear cabin area to investigate a fuel leak, the aircrewman disappeared – never to be seen again. Despite an exhaustive search of the aircraft and the training area, no trace of the missing airman has ever been found. His fate remains a mystery to the present day.

### 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
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
Major	-	Мај
Lieutenant Colonel	-	LCol
Colonel	-	Col
Brigadier General	-	BGen
Major General	-	MGen
Lieutenant General	-	LGen



#### REFERENCES

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

### Articles

• Airforce Magazine, (Winter, 2008): Pages 11 - 16

#### Websites

<u>http://www.rwrwalker.ca/CAF\_Sea\_King\_detailed\_list.htm</u>

