



Kestrel Publications



DE HAVILLAND CANADA CT-142 DASH 8 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 CT-142 aircraft.

Cover Image Notes

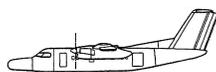
CT-142 #142804 on the ramp in 17 Wing Winnipeg circa 2002. - (CF Photo #WG2002-02)



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

CT-142 Dash 8 Serials

Serial #	Manufacturer	Model #	c/n	Designation	Name
142801	de Havilland Canada	DHC-8-102	38	CC-142	Dash 8
	TOS: 11 March 1987				
	Rolled out on 25 September 1986. Company tests as C-GJBT, this registration cancelled 1 April 1987. With Canadian Forces in Europe as a utility transport, in two-tone European camouflage. With No. 402 Squadron at CFB Winnipeg, MB by 1995, in overall grey finish. Reported available for disposal in 1998. Ferried from Winnipeg to Calgary, AB on 13 January 2002. Sold to Field Aviation of Calgary, their registration C-GJUZ in effect from 8 January 2002 to 7 January 2003. To Arctic Sunwest Charters of Yellowknife, NWT from 9 January 2003, as C-FASC. First revenue flight, out of Calgary, on 28 January 2003.				
	SOS: c.1998 - Struck off and sold				
142802	de Havilland Canada	DHC-8-102	46	CC-142	Dash 8
	TOS: 29 May 1987				
	Rolled out 26 November 1986. Company tests as C-GIQG, this registration in effect from 4 December 1987 to 4 February 1988. With Canadian Forces in Europe as a utility transport. With No. 402 Squadron at CFB Winnipeg by 1995. Reported available for disposal in 1998. Ferried from Winnipeg to Toronto on 12 January 2002. Sold to Field Aviation of Calgary, their registration C-GJVB in effect from 8 January 2002 to 4 October 2002. To Hawkair Aviation Services of Terrace, BC on that date. Back to Field Aviation of Toronto from 12 October 2006 to 5 January 2007. To federal Department of Transport on that date, based at Vancouver, BC.				
	SOS: c.1998 - Struck off and sold				
142803	de Havilland Canada	DHC-8-102	71	CT-142	Dash 8
	TOS: 22 November 1989				
	Rolled out on 16 September 1987. Company tests as C-GESR, this registration in effect from 5 January 1989 to 26 March 1990. Reported as ordered as CC-142(N), serial number 142301, but no record this serial was ever actually allocated. With No. 402 Squadron, CFB Winnipeg, by 1995. Operated in support of the Canadian Forces Air Navigation School. Originally delivered in an overall grey tactical paint scheme, the a/c subsequently received an overall NFTC blue paint scheme. #142303 also later received an updated "City of Winnipeg Squadron" accent paint scheme with yellow diagonal stripes on the rudder and propeller nose caps. The CT-142 employs a suite of on-board training computers, as well as a large radar system that is housed in an elongated nose, earning this type the nickname "Gonzo".				
	SOS: In-service				
142804	de Havilland Canada	DHC-8-102	80	CT-142	Dash 8
	TOS: 22 November 1989				
	Rolled out on 12 January 1988. Company tests as C-GFRP, registered from 31 January to 22 December 1989. Note that this registration has been re-used many times by de Havilland for company tests. Reported as ordered as CC-142(N), serial number 142302, but no record this serial was ever actually allocated. With No. 402 Squadron, CFB Winnipeg, by 1995. Operated in support of the Canadian Forces Air Navigation School. Originally delivered in an overall grey tactical paint scheme, the a/c subsequently received an overall NFTC blue paint scheme. The CT-142 employs a suite of on-board training computers, as well as a large radar system that is housed in an elongated nose, earning this type the nickname "Gonzo".				
	SOS: In-service				



142805	de Havilland Canada	DHC-8-102	103	CT-142	Dash 8
	TOS: 30 August 1990				
	Rolled out on 25 April 1990. Company tests as C-GDNG, registered from 19 April to 1 October 1990. Note that this registration has been re-used many times by de Havilland for production testing. Reported as ordered as CC-142(N), serial number 142303, but no record this serial was ever actually allocated. With No. 402 Squadron, CFB Winnipeg, by 1995. Operated in support of the Canadian Forces Air Navigation School. Originally delivered in an overall grey tactical paint scheme, the a/c subsequently received an overall NFTC blue paint scheme. While it was painted overall grey, in 2006 in celebration of the 75th anniversary of No. 402 Sqn, this a/c received special markings in the form of D-Day black and white stripes and 75th anniversary lettering. The CT-142 employs a suite of on-board training computers, as well as a large radar system that is housed in an elongated nose, earning this type the nickname "Gonzo".				
	SOS: In-service				
142806	de Havilland Canada	DHC-8-102	107	CT-142	Dash 8
	TOS: 12 March 1991				
	Rolled out 14 October 1990. Reported as company tests as C-GFQL, but this is not supported by Transport Canada database. Reported as ordered as CC-142(N), serial number 142304, but no record this serial was ever actually allocated. With No. 402 Squadron, CFB Winnipeg, by 1995. Operated in support of the Canadian Forces Air Navigation School. Originally delivered in an overall grey tactical paint scheme, the a/c subsequently received an overall NFTC blue paint scheme. The CT-142 employs a suite of on-board training computers, as well as a large radar system that is housed in an elongated nose, earning this type the nickname "Gonzo".				
	SOS: In-service				

ADDITIONAL NOTES:

Operating Units

The following units are using or have flown CT-142 *Dash-8* trainers:

- No. 402 (Transport) Squadron, Winnipeg, MB

Two standard CC-142 Dash 8 transports were briefly employed in Canadian Forces Europe as utility transports but these were subsequently withdrawn and disposed of as force reductions occurred.

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.

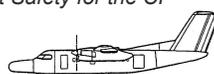
Cat "B" = Very Serious: The aircraft has sustained damage to multiple major components;

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.

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



Number of CF CC-142 / CT-142 Cat "A" write-offs = 0

ABBREVIATIONS

AB	=	Alberta (Canada)
a/c	=	aircraft
Cat	=	Category
CF	=	Canadian Forces
CFB	=	Canadian Forces Base
CFE	=	Canadian Forces Europe
C/N	=	Construction Number
ft	=	feet
MB	=	Manitoba (Canada)
NFTC	=	NATO Flying Training in Canada
OTU	=	Operational Training Unit
RCAF	=	Royal Canadian Air Force
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
Major General	-	MGen
Lieutenant General	-	LGen

REFERENCES:

Websites

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

