



**CANADA AVIATION
AND SPACE MUSEUM**

CANADA AVIATION AND SPACE MUSEUM AIRCRAFT

**LOCKHEED HUDSON
ROYAL CANADIAN AIR FORCE SERIAL NUMBERS
INDIVIDUAL HISTORIES**



**By T.F.J. Leversedge
Canada Aviation and Space Museum Research Volunteer**

Overview

This publication is intended to provide a brief overview / summary of individual aircraft histories using information drawn from the Royal Canadian Air Force (RCAF) Aircraft Record Cards and the associated Accident Record Cards held by the Canada Aviation & Space Museum. In addition, this information has been further supplemented and / or verified against accident reports held by the Library & Archives Canada along with various other publicly available references identified at the end of the publication. This publication details the individual service histories of those aircraft which were allocated to the Royal Canadian Air Force for use in the Home War Establishment.

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 an associate editor at *Airforce* magazine, the flagship publication of the Royal Canadian Air Force Association.

Additional Information

The information in this publication as accurate and up to date as possible (as of 2017) based upon the available references. 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: kestrelaerospaceresearch@gmail.com

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Dedication

This publication is dedicated to all those who flew and maintained these Lockheed Hudson aircraft and especially to those who gave their lives in the service of their country while flying or maintaining the Hudson.

Cover Image Notes

A replica of the Hudson bomber which crashed near Gander, Newfoundland, while transporting Sir Frederick Banting is seen in this image - DND photo GRC90-3434

RCAF Lockheed Hudson Serials

RCAF #	Manufacturer	Designation	Name	Variant	C/N
759	Lockheed	Model 14	Hudson	I	B14L-1740
<p>TOS: 23 Sep 1939 - Taken on charge at RCAF Stn Ottawa</p> <p>Diverted from RAF order; first tested and delivered marked with RAF serial N7344. Operated by No. 11 (BR) Sqn, from 23 Sep 1939. To EAC with this unit on 1 Apr 1940. Cat "A" crash in the Eastern Passage, at 08:25 hrs on 15 Jul 1940, when the a/c dove into the sea after an engine failure upon take-off. The two-person crew, consisting of F/O J.J.A.V. Lalonde and Cpl M.J. Armitage, were both killed. The a/c had just 232:10 airframe hours when it crashed.</p> <p>SOS: 26 Sep 1940 - Cat "A" write-off</p>					
760	Lockheed	Model 14	Hudson	I	B14L-1741
<p>TOS: 15 Sep 1939 - Taken on charge at RCAF Stn Ottawa</p> <p>Diverted from RAF order, tested and delivered marked with RAF serial N7345. Operated by No. 11 (BR) Sqn, from 15 Sep 1939, coded "OY*B". To EAC with this unit following transfer to RCAF Stn Dartmouth, NS on 1 Apr 1940 (this is date of ownership transfer, Sqn move date is reported as 3 Nov 1939). Cat "B" damage at Dartmouth at 04:30 hrs on 20 Jun 1942, when right undercarriage collapsed and aircraft ground looped. To Clark Ruse Aircraft for repairs, 27 Jun to 3 Sep 1942. To EAC when completed. Being operated by No. 145 (BR) Sqn based at Torbay, NF when it was lost at sea on 28 Jan 1943. The a/c crashed for unknown reasons in vicinity of convoy while on an escort mission. There were no survivors from the crew of four: F/O W.F.C. Snow (Pilot), P/O R.R. Barnes (WAG), F/Sgt J.S. Boyer (Nav) and F/Sgt J.E. Ouellette (WAG).</p> <p>SOS: 20 Oct 1943 - Cat "A" write-off</p>					
761	Lockheed	Model 14	Hudson	I	B14L-1742
<p>TOS: 15 Sep 1939 - Taken on charge at RCAF Stn Ottawa</p> <p>Diverted from RAF order, tested and delivered marked with RAF serial N7346. Operated by No. 11 (BR) Sqn, from 15 Sep 1939. To EAC with this unit on 1 Apr 1940. Flew this Sqn's first war time mission, naval cooperation and height finding with HMS Repulse and Furious, 10 Nov 1939. Aircraft had been on detachment to Torbay, NF, and was returning to Dartmouth for scheduled maintenance when it crashed at 17:42 hrs on 6 May 1942. Developed engine trouble on take-off, struck the ground wing low and then cartwheeled and caught fire immediately. There were 8 fatalities, including three crew: F/L H.J. Leblanc (pilot), F/Sgt R. Colville (Nav), Sgt H.F. Taylor (WAG) plus five other personnel returning to Dartmouth on leave: F/L R. Khrlichman, Sgt M.H. Brothers, Cpl C.P. Eise, LAC N.C. Fleishman and LAC S.E. Crymes. This was the first fatal crash at RCAF Stn Torbay, and had the largest loss of life.</p> <p>SOS: 16 Apr 1943 - Cat "A" write-off</p>					
762	Lockheed	Model 14	Hudson	I	B14L-1743
<p>TOS: 16 Sep 1939 - Taken on charge at RCAF Stn Ottawa</p> <p>Diverted from RAF order, tested and delivered marked with RAF serial N7347. To No. 11 (BR) Sqn at Ottawa on 16 Sep 1943. To EAC with this unit in Apr 1940. With the Test & Development Establishment at RCAF Stn Rockcliffe, ON, dates unknown. With No. 145 (BR) Sqn, EAC, RCAF Stn Torbay, NF, in 1942. Cat "A" crash at Charlottetown, PEI on 9 Jul 1943. The a/c was on cross country flight with a crew of four and two passengers to pick up a ferry crew at Scoudouc, NB. The a/c had an engine failure and attempted an emergency landing at Charlottetown. The Hudson came in too high and overshot the runway. While attempting to go around, the a/c clipped some trees and crashed ending up in a gully. Five of the six personnel onboard walked away with only slight injuries but the pilot, F/L J.R. Hastie, was killed. Ownership to No. 4 Repair Depot at Scoudouc, NB for write off on 13 Jul 1944.</p> <p>SOS: 22 Sep 1943 - Cat "A" write-off</p>					

763	Lockheed	Model 14	Hudson	I	B14L-1744
<p>TOS: 18 Sep 1939 - Taken on charge at RCAF Stn Ottawa</p> <p>Diverted from RAF order, tested and delivered marked with RAF serial N7348. With the Test & Development Establishment at RCAF Stn Rockcliffe, ON, initially with RAF serial marked. To No. 11 (BR) Sqn at Ottawa on 18 Sep 1939. With this unit to RCAF Stn Dartmouth, NS, in late 1939, coded "OY*F". Still with this unit when it transferred to EAC in Apr 1940. Cat "C" damage in the No. 5 hanger at Yarmouth, NS at 07:00 hrs on 25 Nov 1942, when an out of control tractor struck the aircraft. Loaned to Central Training Establishment, probably for use at an OTU, on 21 Oct 1943. Pending disposal from 8 Aug 1944, stored at No. 4 Repair Depot at Scoudouc, reported with 1,224:40 total airframe hours while there. By 25 Mar 1946 stored at No. 5 (E) Depot at Scoudouc, NB, still pending disposal.</p> <p>SOS: 2 Dec 1946 - Struck off, to War Assets Corporation for sale</p>					
764	Lockheed	Model 14	Hudson	I	B14L-1745
<p>TOS: 16 Sep 1939 - Taken on charge at RCAF Stn Ottawa</p> <p>Diverted from RAF order, tested and delivered marked with RAF serial N7349. Operated by No. 11 (BR) Sqn at Ottawa from 16 Sep 1939, then with this unit to RCAF Stn Dartmouth, NS in late 1939, coded "OY*G". Still with this unit when it transferred to EAC in Apr 1940. Cat "C" damage at Dartmouth on 1 Nov 1940. To WAC on 4 Mar 1941, operated by No. 120 (BR) Sqn from RCAF Stn Patricia Bay, BC, Mar to late 1941. Back to EAC on 30 Jul 1942. To Clark Ruse Aircraft for overhaul, 29 Aug to 25 Sep 1942. To EAC when completed. Loaned to Central Training Establishment from 21 Oct 1943, probably for use at an OTU. To stored reserve with EAC on 22 May 1944. Pending disposal from 28 Jun 1944. Reported with 1460:35 airframe hours while in storage at No. 4 Repair Depot at Scoudouc, NB.</p> <p>SOS: 2 Feb 1945 - Struck off, to War Assets Corporation for sale</p>					
765	Lockheed	Model 14	Hudson	I	B14L-1746
<p>TOS: 16 Sep 1939 - Taken on charge at RCAF Stn Ottawa</p> <p>Diverted from RAF order, tested and delivered marked with RAF serial N7350. Operated by No. 11 (BR) Sqn at Ottawa from 16 Sep 1939, then with this unit to RCAF Stn Dartmouth, NS in late 1939. To WAC on 4 Mar 1941. Operated by No. 120 (BR) Sqn from RCAF Stn Patricia Bay, BC, Mar to late 1941. Serving with No. 13 (OTU) Sqn when it crashed and burned after the a/c swung on takeoff from Bellingham, WA at 16:18 hrs on 6 Jul 1942. There were 3 fatalities, including P/O R. MacLachlan (pilot), P/O E.R. Brooks (2nd pilot) and P/O V.A. Utting (WAG); the other 4 passengers were seriously burned / injured.</p> <p>SOS: 3 Sep 1942 - Cat "A" write-off; struck off, reduced to spares and produce at No. 3 Repair Depot, Vancouver</p>					
766	Lockheed	Model 14	Hudson	I	B14L-1748
<p>TOS: 20 Sep 1939 - Taken on charge at RCAF Stn Ottawa</p> <p>Diverted from RAF order, tested and delivered marked with RAF serial N7352. Operated by No. 11 (BR) Sqn at Ottawa from 20 Sep 1939, then with this unit to RCAF Stn Dartmouth, NS in late 1939. Still with this unit when it transferred to EAC in Apr 1940. To WAC on 4 Mar 1941. Operated by No. 120 (BR) Sqn from RCAF Stn Patricia Bay, BC, Mar to Jun 1941. Crashed at Patricia Bay at 17:00 hrs on 2 Jun 1941 when the a/c ground looped after swinging upon landing and collapsed the u/c. The crew escaped without injury. Originally classified as Cat "A", but to Boeing Aircraft in Vancouver, BC for Cat "B" type repairs, 8 Jul 1941 to 10 Mar 1942. To WAC when completed, for use by No. 13 (OTU) Sqn. To No. 13 (OTU) Sqn on west coast in 1942. Cat "C" damage at Patricia Bay while with this unit, probably in spring 1942. To Boeing Aircraft again for repairs, 23 Apr to 18 Jul 1942. To EAC on 30 Jul 1944, probably for use by No. 145 (BR) Sqn at RCAF Stn Torbay, NF. To stored reserve with EAC on 22 May 1944. Pending disposal from 28 Jun 1944. Reported with 799:10 total airframe hours, 383:00 hours since overhaul, while in storage at No. 4 Repair Depot at Scoudouc, NB.</p> <p>SOS: 2 Feb 1945 - Struck off, to War Assets Corporation for sale</p>					

767	Lockheed	Model 14	Hudson	I	B14L-1751
<p>TOS: 18 Sep 1939 - Taken on charge at RCAF Stn Ottawa</p> <p>Diverted from RAF order, tested and delivered marked with RAF serial N7354. Operated by No. 11 (BR) Sqn at Ottawa from 18 Sep 1939, then with this unit to RCAF Stn Dartmouth, NS in late 1939. Probably the first RCAF Hudson loss. The a/c ditched in the sea at 16:40 hrs on 30 Dec 1939, near Pleasant point, NS. The a/c floated briefly but the pounding of waves stove in port fuselage, and the a/c sank. The a/c had just 70:00 airframe hours when lost.</p> <p>SOS: 25 Feb 1940 - Cat "A" write-off</p>					
768	Lockheed	Model 14	Hudson	I	B14L-1752
<p>TOS: 20 Sep 1939 - Taken on charge</p> <p>Diverted from RAF order, tested and delivered marked with RAF serial N7355. Operated by No. 11 (BR) Sqn at Ottawa from 18 Sep 1939, then with this unit to RCAF Stn Dartmouth, NS in late 1939. To EAC with this unit in Apr 1940. Coded OY*L. Cat "A" crash in NF on 28 Jan 1942 while returning from patrol, the a/c went missing. The a/c became lost in a severe snowstorm and the engines lost power due to carburetor icing. This necessitated a forced landing. Following two unsuccessful attempts to land on frozen lakes, the a/c made a wheels up landing in dead timber and was damaged beyond repair. There were only slight injuries among the 4-person crew. The a/c wreckage and survivors were not located until 3 Feb 1942. Ownership to RCAF Stn Gander, NF on 18 Feb 1942 for scrapping.</p> <p>SOS: 12 Jan 1943 - Cat "A" write-off; struck off, reduced to spares and produce at RCAF Stn Gander, NF</p>					
769	Lockheed	Model 14	Hudson	I	B14L-1753
<p>TOS: 9 Feb 1940 - Taken on charge by No. 1 Aircraft Depot</p> <p>Diverted from RAF order, tested and delivered marked with RAF serial N7356. To RCAF Stn Rockcliffe on 2 Jul 1940. To Communications Flight on at Rockcliffe on 30 Jul 1940. To Test and Development Flight at Rockcliffe on 24 Aug 1940, reported with RAF serial while with this unit. To stored reserve with EAC on 13 Sep 1940. With No. 110 (BR) Sqn, EAC, from 5 Jun 1941. To No. 3 Training Command, for use by Test & Development Establishment at RCAF Stn Rockcliffe, ON on 21 Apr 1942, for testing of short range homing antennae. Back to EAC on 21 May 1942. To workshop reserve at No. 19 Sub-Repair Depot at Scoudouc, NB on 30 Nov 1942. Back to EAC on 8 Aug 1943. To No. 4 Repair Depot at Scoudouc on 21 Mar 1944, for scrapping</p> <p>SOS: 16 May 1944 - Struck off, reduced to spares and produce</p>					
770	Lockheed	Model 14	Hudson	I	B14L-1757
<p>TOS: 31 Jan 1940 - Taken on charge at No. 1 (E) Depot at Ottawa</p> <p>Diverted from RAF order, tested and delivered marked with RAF serial N7360. Assigned to RCAF Stn Ottawa on 20 May 1940. To No. 1 Training Command on 16 Jun 1940, still at Rockcliffe. In use with Air Force Headquarters Communications Flight (recently formed from No. 7 (GP) Sqn), RCAF Stn Rockcliffe, ON as a VIP transport when it crashed 1 mile east of Newtonville, ON at 12:15 on 10 Jun 1940, carrying Minister of Defence Norman MacLeod Rogers. Struck trees in a steep bank at high speed. No survivors. Was en route Rockcliffe to Toronto for the Minister to give a speech. May not have had RCAF serial marked by time of crash. Subsequent investigation faulted crew for pressing on into deteriorating weather, and faulted design of Hudson that made it impossible to maintain altitude in steep turns. Had just 48:55 airframe hours when it crashed.</p> <p>SOS: 4 Nov 1940 - Cat "A" write-off</p>					

771	Lockheed	Model 14	Hudson	I	B14L-1767
<p>TOS: 10 Feb 1940 - Taken on charge by No. 11 (BR) Sqn at Dartmouth</p> <p>Diverted from RAF order, tested and delivered marked with RAF serial N7370. With No. 11 (BR) Sqn, RCAF Stn Dartmouth, NS when this unit transferred to EAC on 1 Apr 1940. Later with No. 145 (BR) Sqn, RCAF Stn Torbay, NF. Flew this Sqn's first operation, patrol on 2 Jun 1942. The a/c went missing on flight from Torbay to Dartmouth, NS. The wreckage was not found until 2 Nov 1944 in heavily wooded country approximately 11 miles from Dartmouth. All six personnel onboard perished including P/O T.A. Patterson, F/Sgt J.R. Stick, F/Sgt R.C. Rolfe, F/L J.T. Hook, F/O W.H. Thompson and Lt (USA) E.E. Snell</p> <p>SOS: 20 Oct 1943 - Cat "A" write-off; Struck off at No. 21 Sub-Repair Depot</p>					
772 A.420	Lockheed	Model 14	Hudson	I	B14L-1768
<p>TOS: 10 Feb 1940 - Taken on charge by No. 11 (BR) Sqn at Dartmouth</p> <p>Diverted from RAF order, tested and delivered marked with RAF serial N7371. With No. 11 (BR) Sqn, RCAF Stn Dartmouth, NS, coded "OY*N", with non-standard fairing in place of turret. Still with this unit when it transferred to EAC in Apr 1940. With the Test & Development Establishment at RCAF Stn Rockcliffe, ON from 25 Nov 1941. Cat "B" damage at Lismore, NS at 14:00 on 9 Jan 1942, when bad weather and low fuel resulted in a gear up forced landing. Repaired on site at Dartmouth by 11 Sqn and mobile party from Clark Ruse Aircraft from 12 Jan 1942. Ownership reverted to EAC on 14 Jan 1942. To workshop reserve at Dartmouth on 18 Feb 1942. Back with 11 Sqn from 27 Apr 1942. To Clark Ruse Aircraft from 16 Nov 1942 to 30 Apr 1943, then back to EAC. To No. 1 Training Command on 10 Jul 1943, for radio experiments with No. 1 (C) Flight. To No. 6 Repair Depot at Trenton on 29 Jun 1944, after a Cat "B" crash. Became instructional airframe A.420 on 5 Jul 1944, for use at Mountain View, ON. With No. 1 Air Command when struck off.</p> <p>SOS: 23 Jul 1945 - Struck off</p>					
773	Lockheed	Model 14	Hudson	I	B14L-1772
<p>TOS: 22 Feb 1940 - Taken on charge by No. 11 (BR) Sqn at Dartmouth</p> <p>Diverted from RAF order, tested and delivered marked with RAF serial N7375. Operated by No. 11 (BR) Sqn, RCAF Stn Dartmouth, NS, coded "OY*O". Still with this unit when it transferred to EAC in Apr 1940. Cat "A" crash at Dartmouth at 06:05 hrs on 3 Oct 1941. On take-off the right wing dropped and the pilot aborted the take-off. The a/c then ran off end of runway on takeoff and caught fire, exploded and was damaged beyond repair. All of the crew escaped before explosion with only slight injuries.</p> <p>SOS: 6 Nov 1941 -- Cat "A" write-off; struck off, reduced to spares and produce by No. 4 Repair Depot</p>					
774 A.430 A.445	Lockheed	Model 14	Hudson	I	B14L-1777
<p>TOS: 3 Feb 1940 - Taken on charge by Communications Flight at RCAF Stn Ottawa</p> <p>Diverted from RAF order, tested and delivered marked with RAF serial N7380. With the Test & Development Establishment at RCAF Stn Rockcliffe, ON, dates unknown. Used by Communications Flight at Rockcliffe, ON for VIP transportation early 1940, still with RAF serial. Carried 11 doctors from Rockcliffe to Trenton on 2 May 1940, while only equipped with 2 passenger seats. Served with No. 13 (OT) Sqn, RCAF Stn Patricia Bay, BC from 6 Aug 1940. To storage at Patricia Bay on 13 Sep 1940. To WAC on 3 Mar 1941. To EAC on 30 Jul 1942. To Clark Ruse Aircraft from 17 Aug to 3 Sep 1942. Back to EAC when completed. To workshop reserve at No. 6 Repair Depot on 13 Oct 1943 for overhaul. To storage with No. 1 Training Command on 17 May 1944. Noted as pending disposal on 24 Jun 1944, with 1225:00 airframe hours, 8:35 hrs since overhaul. To No. 4 Bombing & Gunnery School at Fingal, ON on 14 Oct 1944, for use as training aid. Became instructional airframe A.430 on that date. To No. 1 Air Command with this unit on 15 Jan 1945. Became instructional airframe A. 445 on 7 May 1945, used at RCAF Stn Aylmer, ON. Pending disposal from 3 Jan 1948.</p> <p>SOS: 16 Feb 1948 - Struck off, to War Assets Corporation for disposal</p>					

775	Lockheed	Model 14	Hudson	I	B14L-1780
<p>TOS: 31 Jan 1940 - Taken on charge at No. 1 (E) Depot at Ottawa</p> <p>Diverted from RAF order, tested and delivered marked with RAF serial N7381. To RCAF Stn Trenton in May 1940, back to Rockcliffe on 3 Jul 1940. Served with No. 13 (OT) Sqn, RCAF Stn Patricia Bay, BC from Aug 1940. Later with the Photographic Flight, RCAF Stn Rockcliffe, still carrying No. 13 Sqn codes. Operated by No. 120 (BR) Sqn from RCAF Stn Patricia Bay, BC, 3 Mar to Jul 1941, coded "MX*R". To EAC on 30 Jul 1942. To Clarke Ruse Aircraft for overhaul, 18 to 25 Sep 1942. Back to EAC when completed. To Clarke Ruse again, 22 Jun 1943 to 25 Jan 1944. To storage with EAC when completed. Reported in storage at No. 4 Repair Depot about this time, with 1,269:00 airframe hours, 1:30 hours since overhaul. Pending disposal from 28 Jun 1944.</p> <p>SOS: 2 Feb 1945 - Struck off, to War Assets Corporation for disposal</p>					
776	Lockheed	Model 14	Hudson	I	B14L-1770
<p>TOS: 31 Jan 1940 - Taken on charge at No. 1 (E) Depot at Ottawa</p> <p>Diverted from RAF order, tested and delivered marked with RAF serial N7373. Dual control aircraft. To RCAF Stn Trenton on 15 May 1940. Back to Rockcliffe later that year. To NO. 13 (OT) Sqn at RCAF Stn Patricia Bay, BC before end of 1940. Operated by No. 120 (BR) Sqn from RCAF Stn Patricia Bay, BC, Mar to Jul 1941, coded "MX*T" and then "AN*T". Cat "A" crash at Shoal Harbour, BC at 13:55 hrs on 21 Feb 1942. The pilot, who was on his first solo in the type, overshot on landing and dived into the sea due to pilot error. Sgt. W.M. Hatfield (Pilot) and P/O B Hutchinson (WAG) both perished.</p> <p>SOS: 25 Mar 1942 - Cat "A" write-off</p>					
777	Lockheed	Model 14	Hudson	I	B14L-1781
<p>TOS: 31 Jan 1940 - Taken on charge at No. 1 (E) Depot at Ottawa</p> <p>Diverted from RAF order, tested and delivered marked with RAF serial N7382. To RCAF Stn Trenton in Mar 1940. Back to Rockcliffe on 28 Jun 1940. To Test & Development Establishment at Rockcliffe on 12 Jul 1940, reported with RAF serial while there. To storage on 1 Oct 1940. To EAC on 2 Jun 1941, for use by No. 11 (BR) Sqn at RCAF Stn Dartmouth, NS. Destroyed in crash at Dartmouth at 13:45 hours on 15 Oct 1941. Taking off on a navigation flight, the a/c swung on takeoff, collapsing undercarriage. The ensuing fire led to an explosion of the bombs onboard. There were no fatalities in the 4-person crew, but all were seriously burned / injured.</p> <p>SOS: 6 Nov 1941 - Cat "A" write-off; struck off, reduced to produce by No. 4 Repair Depot</p>					
778	Lockheed	Model 14	Hudson	I	B14L-1783
<p>TOS: 27 Feb 1940 - Taken on charge</p> <p>Diverted from RAF order, tested and delivered marked with RAF serial N7384. Taken on strength at No. 11 (BR) Sqn at RCAF Stn Dartmouth, NS. To EAC with this unit in Apr 1940. Cat "A" crash at Dartmouth at 14:15 hrs on 26 May 1941. During the landing after a low-level bombing practice mission, the a/c swung to the right, collapsing the port u/c and bursting into flame. The ensuing fire led to an explosion of the bombs onboard. There were no injuries in the 4-person crew</p> <p>SOS: 27 Jul 1941 - Cat "A" write-off</p>					
779	Lockheed		Hudson	I	B14L-1782
<p>TOS: 31 Jan 1940 - Taken on charge at No. 1 (E) Depot at Ottawa</p> <p>Diverted from RAF order, tested and delivered marked with RAF serial N7383. To RCAF Stn Trenton form May 1940. Operated by No. 11 (BR) Sqn, RCAF Stn Dartmouth, NS from 8 Jun 1940. To Clark Ruse Aircraft from 11 Nov 1942 to 27 Mar 1943, and again from 9 Aug to 30 Sep 1943. Back to EAC each time. Cat "B" crash in early 1944. To No. 21 Repair Depot on 25 Apr 1944, for write off. To No. 4 Repair Depot for scrapping, on 7 Jun 1944.</p> <p>SOS: 29 Jul 1944 - Struck off, reduced to spares and produce</p>					

780	Lockheed	Model 14	Hudson	I	B14L-1786
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TOS: 27 Feb 1940 - Taken on charge

Diverted from RAF order, tested and delivered marked with RAF serial N7387. Taken on strength at No. 11 (BR) Sqn, RCAF Stn Dartmouth, NS. To stored reserve at Dartmouth on 15 Jul 1940, with No. 4 Repair Depot. To Clarke Ruse Aircraft from 4 Aug 1941 to 20 Jun 1942. To EAC when completed. Scheduled for work at Canadian Wright at Montreal from 22 Dec 1942, this may have been cancelled. To No. 4 Repair Depot on 4 Jan 1943, back to EAC on 11 May 1943. Loaned to Central Training Establishment from 21 Oct to 13 Dec 1943, probably for use at an OTU. To No. 3 Training Command on 13 Feb 1944. To storage on 1 Jun 1944. Pending disposal from 16 Jun 1944. To No. 1 Air Command on 15 Jan 1945, still pending disposal. Stored at No. 9 Repair Depot, where it was reported with 148:20 airframe hours, 15:30 hrs since overhaul. Sold to L. Hardy of Waynesboro, Pennsylvania, USA.

SOS: 12 Feb 1945 - Struck off, to War Assets Corporation for disposal and later sold

781	Lockheed	Model 14	Hudson	I	B14L-1784
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TOS: 16 Feb 1940 - Taken on charge by No. 1 Training Command

Diverted from RAF order, tested and delivered marked with RAF serial N7385. With the Test & Development Establishment at RCAF Stn Rockcliffe, ON, probably shortly after delivery. Operated by No. 11 (BR) Sqn, RCAF Stn Dartmouth, NS from 9 Aug 1940. To storage on 11 Nov 1940, issued from storage on 4 Mar 1941. To Clark Ruse Aircraft for accident repairs, 11 Sep to 5 Nov 1941. Had 114:05 airframe hours when it arrived there. To EAC when completed, for use by No. 11 Sqn. Cat "B" damage at RCAF Stn Torbay, NF, at 12:45 hrs on 16 Sep 1942. Reported by No. 145 (BR) Sqn. Struck by wing tip of Hudson BW621 while on the ground. To storage on 22 May 1944. Pending disposal from 28 Jun 1944. Stored at No. 4 Repair Depot, where it was reported with 1004:45 airframe hours.

SOS: 2 Feb 1945 - Struck off, to War Assets Corporation for sale

782	Lockheed	Model 14	Hudson	I	B14L-1785
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TOS: 16 Feb 1940 - Taken on charge by No. 1 Training Command

Diverted from RAF order, tested and delivered marked with RAF serial N7386. To RCAF Stn Ottawa on 18 Jul 1940. With No. 11 (BR) Sqn at RCAF Stn Dartmouth, NS from Aug 1940. To storage at Halifax from 11 Nov 1940 to 4 Mar 1941. Back with No. 11 Sqn when it crashed on Sable Island at 11:40 hrs on 3 Jun 1941. Struck radio tower in poor visibility, while searching for missing Bolingbroke (possibly 9007).

SOS: 25 Jul 1941 - Cat "A" write-off

783	Lockheed	Model 14	Hudson	I	B14L-1787
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TOS: 16 Mar 1940 - Taken on charge at No. 1 (E) Depot, Ottawa

Diverted from RAF order, tested and delivered marked with RAF serial N7388. To RCAF Stn Trenton, ON on 15 May 1940. Back to Rockcliffe on 2 Jul 1940. Operated by No. 11 (BR) Sqn, RCAF Stn Dartmouth, NS from 9 Aug 1940. Stored at Halifax from 11 Nov 1940 to 4 Mar 1941. With the Test & Development Establishment at RCAF Stn Rockcliffe, ON from 17 Jan 1942, for fitting of special radio equipment. Back to No. 11 Sqn from 29 Jan 1942. To Central Training Establishment on 21 Oct 1943, probably for use by an OTU. To storage on 22 May 1944. Stored at No. 4 Repair Depot at Scoudouc, where it was reported with 1079:35 airframe hours. Pending disposal from 28 Jun 1944.

SOS: 2 Feb 1945 - Struck off, to War Assets Corporation for sale

784	Lockheed	Model 14	Hudson	I	B14L-1788
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TOS: 21 Feb 1940 - Taken on charge by No. 12 Technical Detachment

Diverted from RAF order, tested and delivered marked with RAF serial N7389. With the Test & Development Establishment at RCAF Stn Rockcliffe, ON, probably from 18 Jul 1940. Operated by No. 11 (BR) Sqn, RCAF Stn Dartmouth, NS from 14 Aug 1940. To storage at Dartmouth on 11 Nov 1940. Back to No. 11 Sqn on 29 May 1941, to replace 778 which had crashed. To No. 145 (BR) Sqn, EAC, RCAF Stn Torbay, NF, in 1942. While with this Sqn, sank U-boat #U-685, 320 miles east of St. John's. This was the Sqn's 4th attack, and the EAC's second kill. Loaned to the Central Training Establishment on 21 Oct 1943, for use by an OTU. Severely damaged in early 1944, no details. To No. 4 Repair Depot on 15 Feb 1944, for salvage. Discussion in documents of using fuselage as training aid at Sydney, NS but not clear if this was done.

SOS: 16 May 1944 - Struck off, reduced to spares and produce

785	Lockheed	Model 14	Hudson	I	B14L-1789
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TOS: 26 Feb 1940 - Taken on charge by No. 12 Technical Detachment

Diverted from RAF order, tested and delivered marked with RAF serial N7390. To RCAF Stn Ottawa on 18 Jul 1940. Operated by No. 11 (BR) Sqn, RCAF Stn Dartmouth, NS, from late Jul 1940, coded "OY*U". Destroyed at Dartmouth at 22:33 hrs on 30 Jul 1942, while being operated by No. 145 (BR) Sqn. On a practice navigation flight to pick up 2,000 lbs of priority Hudson spares at Dartmouth, the a/c overshot the runway, caught fire and burned out. The a/c was carrying a 4 -person crew and 4 passengers; 5 of the 8 personnel onboard were seriously injured. The a/c remains were assigned to No. 4 Repair Depot at Scoudouc, NB on 10 Aug 1942 for scrapping.

SOS: 21 Jan 1943 - Cat "A" write-off; struck off, reduced to spares and produce

786	Lockheed	Model 14	Hudson	I	B14L-1791
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TOS: 11 March 1940 - Taken on charge by No. 11 (BR) Squadron at Dartmouth, NS

Diverted from RAF order, tested and delivered marked with RAF serial N7391. With the Test & Development Establishment at RCAF Station Rockcliffe, Ontario from 4 February 1942, for installation of radar. Completed by 21 April 1942, back to No. 11 (BR) Squadron. Loaned to the Central Training Establishment on 21 October 1943, for use by an OTU. To storage on 22 May 1944. Pending disposal with Eastern Air Command from 28 June 1944. Stored at No. 4 Repair Depot at Scoudouc, NB, where it was reported with 1,294:20 total airframe hours.

SOS: 2 February 1945 - Struck off, to War Assets Corporation for sale

T9385	Lockheed	L-214	Hudson	Mk. II	2420
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TOS: 14 Dec 1940 - Taken on strength at Rockcliffe

To No. 3 Training Command on 1 Nov 1941, for use by Test & Development Establishment at RCAF Stn Rockcliffe, ON. Still with T&DE when it struck trees and a telegraph pole approx 1 mile east of Mt. Grove, ON (about 60 miles south-west of Rockcliffe) at 13:45 hrs on 13 Dec 1941, after losing height due to double engine failure caused by severe icing. Classified as Cat "B", but apparently never repaired. To No. 1 Training Command for salvage purposes on 3 Jan 1942. Approval to scrap sent to No. 6 Repair Depot at Trenton.

SOS: 28 Apr 1942 - Struck off, reduced to spares and produce

AM576	Lockheed	L-414	Hudson	Mk. V	2658
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TOS: 20 Jul 1942 - Taken on strength by EAC

Noted as "Canadian equipped" on 29 May 1942, in signal from RCAF liaison office in New York. To stored reserve with EAC on 22 May 1944. Noted as a "financial adjustment" when struck off (i.e., part of an exchange of aircraft, without an exchange of cash). To No. 45 Group, RAF at Dorval, QC when struck off.

SOS: 21 Sep 1944 - Struck off

AM720	Lockheed	L-414	Hudson	Mk. V	2802
<p>TOS: 26 Jun 1941 - Taken on strength by EAC at Debert</p> <p>First assigned to No. 31 OTU at RCAF Stn Debert, NS. Crashed at Debert at 16:45 hrs on 7 Jan 1942. Lost visual contact with ground in a snow flurry during circuits and bumps, stalled on short final, collapsing undercarriage. Initially classified as Cat "B" damage. Ownership to No. 4 Repair Depot at Scoudouc, NB for inspection on 10 Jan 1942. Arrived at Scoudouc on 15 Jan 1942. Request to write off approved by EAC on 12 Sep 1942.</p> <p>SOS: 15 Sep 1942 - Cat "A" write-off; struck off, reduced to spares and produce</p>					
AM721	Lockheed	L-414	Hudson	Mk. V	2803
<p>TOS: 26 Jun 1941 - Taken on strength by EAC at Debert</p> <p>First assigned to No. 31 OTU at RCAF Stn Debert, NS. Cat "A" crash at 19:56 hrs on 7 Jun 1942, near Folley Lake, NS. The a/c struck high ground while flying in bad weather. The crew, P/O J.T. Creighton (pilot), Sgt D.H. Leinnon (Observer), and Sgt N.D. King (WAG), were all killed. Allocated to No. 4 Repair Depot for scrapping on 11 Jun 1942.</p> <p>SOS: 6 Nov 1942 - Cat "A" write-off; struck off, reduced to spares and produce</p>					
AM723	Lockheed	L-414	Hudson	Mk. V	2805
<p>TOS: 26 Jun 1941 - Taken on strength by EAC</p> <p>First assigned to No. 31 OTU at RCAF Stn Debert, NS. Cat "A" crash at 16:15 hrs on 27 Aug 1941, at the Debert aerodrome. Undercarriage collapsed on landing, and the aircraft was severely damaged in a resulting fire.</p> <p>SOS: 2 Oct 1941 - Cat "A" write-off at No. 4 Repair Depot</p>					
AM726	Lockheed	L-414	Hudson	Mk. V	2808
<p>TOS: 26 Jun 1941 - Taken on strength by EAC</p> <p>First assigned to No. 31 OTU at RCAF Stn Debert, NS. Cat "B" crash at 19:05 hrs on 8 Dec 1942, when this aircraft swung after landing at the Debert aerodrome. To Clarke Ruse Aircraft for repairs, 14 Dec 1942 to 15 Jun 1943. Back to EAC when completed. To storage on 22 May 1944. Transferred to 45 (RAF) Group, at Dorval, QC, as a financial adjustment.</p> <p>SOS: 21 Sep 1944 - Struck off, transferred to RAF</p>					
AM729	Lockheed	L-414	Hudson	Mk. V	2811
<p>TOS: 26 Jun 1941 - Taken on strength by EAC</p> <p>First assigned to No. 31 OTU at RCAF Stn Debert, NS. Dual control a/c. Cat "B" crash at 17:45 on 24 Jan 1942, at Debert aerodrome. Another Cat "B" crash at Debert aerodrome at 16:53 hrs on 1 Aug 1942. Swung and ran off the runway upon landing, starboard undercarriage collapsed. To Clark Ruse Aircraft for repairs, 11 Aug to 26 Nov 1942. Back to EAC when completed. Reported missing from a night operational training flight from No. 31 OTU on 3 Mar 1944. The wreck was never found. Sgt G.R. Jonas (Pilot), Sgt D. Robinson (Nav), Sgt J.R. Bryant (WAG) and Sgt C.P. Fitzner (WAG) were all killed. Ownership to No. 4 Repair Depot on same day.</p> <p>SOS: 19 Apr 1944 - Cat "A" write-off</p>					
AM733	Lockheed	L-414	Hudson	Mk. V	2815
<p>TOS: 26 Jun 1941 - Taken on strength by EAC</p> <p>First assigned to No. 31 OTU at RCAF Stn Debert, NS. After a hydraulic failure which disabled the flaps and u/c, the a/c was belly landed at Scoudouc, NB with no crew injuries. To No. 6 Repair Depot at Trenton for crash repairs and overhaul, 24 Jan 1944. Scrapped at No. 6 Repair Depot</p> <p>SOS: 17 Nov 1944 - Cat "A" write-off; struck off, reduced to spares and produce</p>					

AM736 A.248	Lockheed	L-414	Hudson	Mk. V	2818
<p>TOS: 20 Jul 1942 - Taken on strength by EAC</p> <p>Noted as "Canadian equipped" in signal from RCAF liaison office in New York in May 1942. Cat "B" crash, date not known. To No. 4 Repair Depot at Scoudouc, NB on 10 Aug 1942. Classified as Instructional Airframe A.248 on 28 Dec 1942.</p> <p>SOS: 22 Feb 1945 - Struck off, reduced to spares and produce</p>					
AM737	Lockheed	L-414	Hudson	Mk. V	2819
<p>TOS: 26 Jan 1942 - Taken on strength by EAC</p> <p>First assigned to No. 31 OTU at RCAF Stn Debert, NS. Cat "A" crash at Debert aerodrome at 14:15 on 30 May 1942. After an oblique photography mission and following an engine failure, the pilot during a landing attempt lost control while attempting to avoid another aircraft on the runway and crashed into woods on aerodrome boundary. P/O A.E. Hoffman (pilot) was killed. Sgt's W.D. Earl and A.C. Norris were seriously injured. To No. 4 Repair Depot for write off on 3 Jun 1942.</p> <p>SOS: 17 Aug 1942 - Cat "A" write-off; struck off, reduced to spares and produce</p>					
AM745	Lockheed	L-414	Hudson	Mk. V	2827
<p>TOS: 26 Jun 1941 - Taken on strength by EAC</p> <p>First assigned to No. 31 OTU at RCAF Stn Debert, NS. To workshop reserve at No. 4 Repair Depot, 28 Jul to 28 Aug 1942. Back to EAC when completed. Cat "B" crash, on 26 Nov 1943, after an airborne u/c failure, the a/c had to be landed wheels up. No injuries to the crew. To No. 4 Repair Depot for crash repairs on 14 Dec 1943. Transferred to Canada Car & Foundry on 10 Jan 1944. To workshop reserve at No. 21 Repair Depot on 8 Apr 1944. Noted on 21 Feb 1945 "for storage in whole state", when ownership returned to No. 4 Repair Depot at Scoudouc.</p> <p>SOS: 8 May 1946 - Struck off</p>					
AM747	Lockheed	L-414	Hudson	Mk. V	2829
<p>TOS: 26 Jun 1941 - Taken on strength by EAC</p> <p>First assigned to No. 31 OTU at RCAF Stn Debert, NS. Assigned to Clark Ruse Aircraft at Moncton, NB on 9 Aug 1943, but this may have been cancelled. To No. 21 Repair Depot on 3 Apr 1944 for disposal. Pending disposal, on books of EAC, from 24 Jul 1944. Stored at Scoudouc, NB, still there on 25 Mar 1946.</p> <p>SOS: 2 Dec 1946 - Struck off, to War Assets Corporation for disposal</p>					
AM748	Lockheed	L-414	Hudson	Mk. V	2830
<p>TOS: 26 Jun 1941 - Taken on strength by EAC</p> <p>First assigned to No. 31 OTU at RCAF Stn Debert, NS. To storage on 9 Aug 1944. To No. 45 Group, RAF at Dorval, as a financial adjustment.</p> <p>SOS: 21 Sep 1944 - Transferred to RAF</p>					
AM749	Lockheed	L-414	Hudson	Mk. V	2831
<p>TOS: 26 Jun 1941 - Taken on strength by EAC</p> <p>First assigned to No. 31 OTU at RCAF Stn Debert, NS. Cat "B" damage at Debert aerodrome at 22:05 hrs on 31 May 1942. Pilot overcorrected swing on landing, causing undercarriage to collapse. To workshop reserve at No. 4 Repair Depot, Scoudouc, NB on 3 Jun 1942. To Clark Ruse Aircraft for crash repairs, 4 Jun 1942 to 30 Jun 1943. To EAC when completed. To workshop reserve at No. 4 Repair Depot on 22 Sep 1943. To Clark Ruse Aircraft again on 30 Nov 1943. To No. 21 Repair Depot for disposal on 3 Apr 1944.</p> <p>SOS: 6 Nov 1944 - Written off</p>					

AM751	Lockheed	L-414	Hudson	Mk. V	2833
<p>TOS: 26 Jun 1941 - Taken on strength by EAC</p> <p>First assigned to No. 31 OTU at RCAF Stn Debert, NS. To No. 4 Repair Depot at Scoudouc, NB on 3 Sep 1943, following a crash. To Clarke Ruse Aircraft for crash repairs, 9 Aug 1943 to 3 Apr 1944. To EAC when completed. To storage on 9 Aug 1944. To No. 45 Group, RAF at Dorval, as a financial adjustment.</p> <p>SOS: 21 Sep 1944 - Transferred to RAF</p>					
AM752	Lockheed	L-414	Hudson	Mk. V	2834
<p>TOS: 26 Jun 1941 - Taken on strength by EAC</p> <p>First assigned to No. 31 OTU at RCAF Stn Debert, NS. Crashed at Crumlin aerodrome at 16:30 hrs on 22 Jul 1941, reported by No. 4 Air Observer School. Initially classified Cat "C", revised to Cat "B" on 27 Jul 1941. To No. 1 Training Command and assigned workshop reserve with No. 12 Technical Detachment on 18 Aug 1941. Back to No. 31 OTU on 27 Mar 1942. To No. 4 Repair Depot at Scoudouc, NB for crash repairs, 4 Sep 1943 to 24 Mar 1944. To EAC when completed. To storage on 9 Aug 1944. To No. 45 Group, RAF at Dorval, as a financial adjustment.</p> <p>SOS: 21 Sep 1944 - Transferred to RAF</p>					
AM755	Lockheed	L-414	Hudson	Mk. V	2837
<p>TOS: 26 Jun 1941 - Taken on strength by EAC</p> <p>With No. 31 OTU at Debert, NS when taken on strength. Cat "B" crash at Debert aerodrome at 15:45 on 7 Oct 1941. To Clark Ruse Aircraft for crash repairs on 6 Nov 1941, with 74:45 airframe hours. To EAC and No. 31 OTU on 19 May 1942. Cat "B" damage at Debert aerodrome again, at 17:30 on 28 Feb 1943. Swung on take off in strong cross wind, struck a snow bank. To Clark Ruse again for crash repairs, 8 Mar 1943. Following an engine failure the a/c crashed just after takeoff from Debert on 27 Sep 1943. Sgt. Poyntz and Sgt. B.W. Lambert, both RAF, plus F/Sgts. J. Creighton and S.S. McHardy killed. Ownership to No. 4 Repair Depot at Scoudouc, NB on 1 Oct 1943 for write off.</p> <p>SOS: 20 Jan 1944 - Cat "A" write-off</p>					
AM759	Lockheed	L-414	Hudson	Mk. V	2841
<p>TOS: 26 Jun 1941 - Taken on strength by EAC</p> <p>With No. 31 OTU at Debert, NS when taken on strength. Cat "C"2 damage at Debert aerodrome at 19:50 on 27 Oct 1941. Cat "C" damage at Debert aerodrome at 20:05 hrs on 9 May 1942. To workshop reserve at No. 4 Repair Depot, Scoudouc, NB on 7 Jul 1943. Assigned to Clark Ruse Aircraft on 14 Jul 1943, but this was apparently cancelled. To No. 21 Repair Depot for disposal on 3 Apr 1944. Pending disposal from 24 Jul 1944. By 25 Mar 1946 on the books of No. 5 Equipment Depot, still pending disposal. Stored at No. 4 Repair Depot.</p> <p>SOS: 2 Dec 1946 - Struck off, to War Assets Disposal Corporation for sale</p>					
AM761	Lockheed	L-414	Hudson	Mk. V	2843
<p>TOS: 26 Jun 1941 - Taken on strength by EAC</p> <p>With No. 31 OTU at Debert, NS when taken on strength. Cat "B" damage at Debert aerodrome at 18:15 on 31 Jan 1942. To No. 4 Repair Depot at Scoudouc, NB for crash repairs, 18 Feb to 30 Mar 1942. Back to EAC and No. 31 OTU when completed. Cat "B" damage at Moncton, NB at 16:45 on 30 May 1942, reported by No. 8 Service Flying Training School. To No. 4 Repair Depot for repairs. Serviceable on 18 Sep 1942, when it was returned to EAC. Cat "A" crash at Debert on 5 Sep 1943 when the a/c swung on take-off, crashed and was destroyed by fire. The crew escaped without injury. To No. 4 Repair Depot for scrapping on 9 Sep 1943.</p> <p>SOS: 1 Dec 1943 - Cat "A" write-off; struck off, reduced to spares and produce</p>					

AM763	Lockheed	L-414	Hudson	Mk. V	2845
<p>TOS: 20 Jun 1941 - Taken on strength by EAC</p> <p>With No. 31 OTU at Debert, NS when taken on strength. Cat "B" damage at Debert aerodrome at 04:40 on 17 Jul 1942. Nosed over on landing, due to heavy braking. To No. 4 Repair Depot for crash repairs, 20 Jul to 8 Dec 1942. Back to EAC when completed, delivered on 7 Jan 1943. To No. 4 Repair Depot for overhaul and repair of fuel tank leak on 31 Jan 1944. Pending disposal with EAC from 31 Jul 1944. Stored at No. 4 Repair Depot at Scoudouc, where it was noted with 1,224:30 airframe hours, never overhauled. By 26 Mar 1946 on the books of Material Command, stored at No. 5 Equipment Depot at Scoudouc, NB.</p> <p>SOS: 2 Dec 1946 - Struck off, to War Assets Corporation for disposal</p>					
AM764	Lockheed	L-414	Hudson	Mk. V	2846
<p>TOS: 26 Jun 1941 - Taken on strength by EAC</p> <p>With No. 31 OTU at Debert, NS when taken on strength. Still with this unit when it received Cat "B" damage at Summerside, PEI at 16:00 hrs on 14 Nov 1941 after a wheels up landing in bad weather. To No. 4 Repair Depot at Scoudouc, NB for crash repairs on 10 Dec 1941, with 167:20 airframe hours. Back to EAC on 29 Jul 1942. Cat "C" damage at Debert at 14:30 hrs on 16 Jun 1942. Cat "A" crash at Doddridge, NS (about 14 miles south-west of Debert aerodrome) on 14 Jan 1944. The a/c was carrying out a descent through cloud procedure when it crashed. P/O (RAF) J.A. Gordon (pilot) was killed. Sgt (RAAF) D. Jeffrey (Nav), Sgt B. Bertie (WAG) and Sgt (RNZAF) J. Easton (WAG) were all injured. To No. 4 Repair Depot for scrapping.</p> <p>SOS: 4 Apr 1944 - Cat "A" write-off; struck off, reduced to spares and produce</p>					
AM765	Lockheed	L-414	Hudson	Mk. V	2847
<p>TOS: 26 Jun 1941 - Taken on strength by EAC</p> <p>With No. 31 OTU at Debert, NS when taken on strength. The a/c went missing on a night navigations exercise on 13 Sep 1942. There were no anomalies reported and no wreckage was found. P/O R.A. Clarke (pilot), Sgt J.M. Johnson (observer), P/O J.A. Hackett (WAG) and Sgt D.R. Legimediere (WAG) were lost. Assigned to workshop reserve at No. 4 RD on 17 Sep 1942.</p> <p>SOS: 19 Jan 1943 - Cat "A" write-off</p>					
AM766	Lockheed	L-414	Hudson	Mk. V	2848
<p>TOS: 26 Jun 1941 - Taken on strength by EAC</p> <p>Damaged at the Patricia Bay, BC aerodrome at 17:00 hrs on 2 Jun 1941, reported by No. 120 (BR) Sqn. Originally classified Cat "A", but subsequently repaired? Not yet on RCAF books at this time, this may have been an RAF Cat "A" incident. Probably ferrying to eastern Canada from California at this time. Cat "B" damage at Dorval airport at 11:30 hrs on 23 Oct 1941. To Trans-Canada Airlines for crash repairs on 1 Nov 1941, with 414:10 airframe hours. To No. 3 Training Command books on 3 Nov 1941. To EAC on 27 Apr 1942. With No. 31 OTU at Debert, NS when it crashed into trees near Wentworth, NS during radio range practice at 13:00 hrs on 22 Jul 1942 after an engine failure. One of the WAGs, P/O P. Platson was fatally injured. The rest of the crew, P/O S.H. Brown (pilot), P/O B.S. Walker (Observer) and Sgt R.C. Hopkinson (WAG) were all injured but survived. Airframe to No. 4 Repair Depot for scrapping on 24 Jul 1942.</p> <p>SOS: 23 Oct 1942 - Cat "A" write-off; struck off, reduced to spares and produce</p>					
AM767	Lockheed	L-414	Hudson	Mk. V	2849
<p>TOS: 26 Jun 1941 - Taken on strength by EAC</p> <p>With No. 31 OTU at Debert, NS when taken on strength. Cat "C" damage at Debert aerodrome at 20:15 hrs on 21 Oct 1941 when the a/c struck a contractor's heavy construction vehicle while taxiing. On 17 Nov 1942, during a bombing exercise with sea markers in Cobequid Bay, NS, the a/c was inadvertently ditched due to pilot error when a wing struck the water during a low level turn. The crew escaped without serious injury but the a/c was written-off. To workshop reserve at No. 4 Repair Depot at Scoudouc, NB on 20 Nov 1942. Scrapped there.</p>					

SOS: 22 Jan 1943 - **Cat "A"** write-off; struck off, reduced to spares and produce

AM769	Lockheed	L-414	Hudson	Mk. V	2851
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TOS: 26 Jun 1941 - Taken on strength by EAC

With No. 31 OTU at Debert, NS when taken on strength. **Cat "A"** crash at Debert aerodrome at 19:30 on 13 Jun 1942. Aircraft swung to starboard on takeoff, pilot over corrected. The port wing hit the ground and the a/c crashed and the starboard engine burst into flame. The airframe was destroyed by the ensuing fire. To workshop reserve at No. 4 Repair Depot at Scoudouc, NB on 16 Jun 1942.

SOS: 17 Aug 1942 - **Cat "A"** write-off; reduced to spares and produce

AM770	Lockheed	L-414	Hudson	Mk. V	2852
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TOS: 26 Jun 1941 - Taken on strength by EAC

Taken on strength for No. 31 OTU at Debert, NS. To storage at No. 4 Repair Depot pending allocation to a contractor on 1 Mar 1944, after a Cat "B" crash on 22 Feb 1944. During a night operational training flight, upon landing the a/c swung to starboard, hit a snowbank and collapsed the u/c. Subsequently, scrapped.

SOS: 16 May 1944 - **Cat "A"** write-off; reduced to spares and produce

AM772	Lockheed	L-414	Hudson	Mk. V	2854
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TOS: 26 Jun 1941 - Taken on strength by EAC

Taken on strength for No. 31 OTU at Debert, NS. Cat "C" damage at Debert at 20:55 hrs on 12 Jan 1942 when the a/c rolled forward after the chocks were removed on startup and struck another a/c. To storage on 22 May 1944. To No. 45 (RAF) Group, at Dorval, as a financial adjustment.

SOS: 21 Sep 1944 - Transferred to RAF

AM773	Lockheed	L-414	Hudson	Mk. V	2855
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TOS: 26 Jun 1941 - Taken on strength by EAC

Taken on strength for No. 31 OTU at Debert, NS. Cat "B" damage at Sussex Army Camp, NS after a forced landing there due to bad weather at 16:45 hrs on 15 Apr 1942. Assigned to No. 4 Repair Depot at Scoudouc, NB for crash repairs on 20 Apr 1942, with 269:20 airframe hours. Arrived there on 26 Apr 1942, re-allocated to Clarke Ruse on 20 May 1942. Back to EAC on 26 Oct 1942. Lost on an ASW operational patrol on 19 Apr 1943. The four person crew was killed: Sgt (RAF) A. Longstaff (WAG), P/O J. Howard-Bangs (pilot), Sgt. J.A. Gillis (WAG), and Sgt (RAAF) P.M. Burns (nav). Application to write off dated 5 May 1943, when aircraft was still listed as missing.

SOS: 3 Jul 1943 - **Cat "A"** write-off

AM886	Lockheed	L-414	Hudson	Mk. V	2968
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TOS: 13 Nov 1941 - Taken on strength by EAC

With No. 31 OTU at RCAF Stn Debert, NS when it crashed on night of 25/26 Oct 1941 in fog and snow conditions. The a/c came down in a marsh near Big Tupper Lake near Malone, New York. All 3 crew, P/O T.D. Shellshear (pilot) P/O A. Nowosad (observer) and Sgt. D.R. Gill (WAG), were killed. RCAF Record Card records crash location as Franklin City, New York, which is probably Franklin, 20 miles south of Malone. Wreckage salvaged by No. 6 Repair Depot. Aircraft may still have been on RAF books at time of crash, ownership to RCAF for scrapping.

SOS: 16 Mar 1942 - **Cat "A"** write-off; struck off, reduced to spares and produce

AM887	Lockheed	L-414	Hudson	Mk. V	2969
TOS: 21 Oct 1941 - Taken on strength by EAC					
Taken on strength for No. 31 OTU at Debert, NS. To workshop reserve at No. 4 Repair depot on 28 Jan 1943. To Clark Ruse Aircraft at Moncton, NB for crash repairs, 15 Feb to 30 Jul 1943. to EAC when completed, on the Central Training Establishment account. On the 11 Nov 43, the a/c swung violently to port on take-off and crashed. The crew was uninjured. To Clark Ruse again for crash repairs, 17 Nov 1943 to 29 Feb 1944. to EAC when completed. To storage on 22 May 1944. To No. 45 (RAF) Group, at Dorval, as a financial adjustment. Assigned to No. 231 Sqn and then 6 FU. Crashed upon landing at Miami, FL on 01 Nov 1945.					
SOS: 21 Sep 1944 - Transferred to RAF					
AM888	Lockheed	L-414	Hudson	Mk. V	2970
TOS: 28 Jul 1942 - Taken on strength by EAC					
Taken on strength for No. 31 OTU at Debert, NS. Cat "B" damage at Debert aerodrome at 23:50 hrs on 18 Dec 1942. The a/c swung during a night landing. To Clark Ruse Aircraft for crash repairs, 28 Dec 1942 to 26 Jul 1943. To EAC when completed, on the Central Training Establishment account. To storage on 22 May 1944. To No. 45 (RAF) Group, at Dorval, as a financial adjustment.					
SOS: 21 Sep 1944 - Transferred to RAF					
AM889	Lockheed	L-414	Hudson	Mk. V	2971
TOS: 5 Aug 1942 - Taken on strength by EAC					
Taken on strength at No. 31 OTU at Debert, NS. Coded "H3" Cat "B" damage at Debert aerodrome at 18:20 hrs on 30 Jan 1943. Port landing gear collapsed on heavy landing. To workshop reserve at No. 4 Repair Depot on 2 Feb 1943. To Clark Ruse for crash repairs, 8 Feb to 25 Jul 1943. To EAC when completed. Cat "A" crash at Debert on 23 Mar 1944. To No. 4 Repair Depot on 24 Mar 1944 for scrapping.					
SOS: 7 Jun 1944 - Cat "A" write-off; struck off, reduced to spares and produce					
AM890	Lockheed	L-414	Hudson	Mk. V	2972
TOS: 21 Oct 1941 - Taken on strength by EAC					
Taken on strength at No. 31 OTU at Debert, NS. Cat "C" damage at Debert aerodrome at 18:55 hrs on 29 Oct 1941. Cat "B" crash during a forced landing at Bass River, NS (14 miles west of Debert aerodrome) at 12:30 hrs on 15 Dec 1941, following failure of starboard engine. To No. 4 Repair Depot at Scoudouc, NB for crash repairs, 31 Dec 1941 to 29 Jun 1942. To EAC when completed. Cat "A" crash at Debert aerodrome at 16:05 hrs on 27 Jan 1943. The a/c spun in while on short final; all 4 crew, P/O (RAF) D.M. Bennett (Nav), P/O (RAF) E.J.H. Nash (Pilot), Sgt H.R. Leadley (WAG) and Sgt E. Mark (WAG), were killed. Airframe ownership to No. 4 Repair Depot on 28 Jan 1943 for write off.					
SOS: 16 Apr 1943 - Cat "A" write-off					
AM891	Lockheed	L-414	Hudson	Mk. V	2973
TOS: 28 Jul 1942 - Taken on strength by EAC					
Taken on strength at No. 31 OTU at Debert, NS. To Clark Ruse Aircraft, 13 Mar to 30 Jun 1943. To EAC when completed. To workshop reserve at No. 4 Repair Depot on 3 Mar 1944, following a crash. Temporary repairs performed at unit, before ferry flight to Scoudouc. Stored there, pending allocation to a contractor for full repairs. Approval to scrap received 16 May 1944, but this was apparently cancelled. Pending disposal with EAC from 31 Jul 1944. Stored at No. 4 Repair Depot at Scoudouc, where it was noted with 1,113:05 airframe hours, never overhauled. By 25 Mar 1946 on the books of Material Command, stored at No. 5 Equipment Depot at Scoudouc, NB.					
SOS: 27 Nov 1946 - Struck off, to War Assets Corporation for disposal					

AM892	Lockheed	L-414	Hudson	Mk. V	2974
TOS: 21 Oct 1941 - Taken on strength by EAC					
Cat "B" crash when the a/c swung on landing at Debert aerodrome at 20:20 hrs on 14 Oct 1941 while the a/c was doing practice circuits and landings. No injuries to the crew. Again taken on strength after this at No. 31 OTU at Debert, NS. To Clark Ruse Aircraft for crash repairs on 23 Jan 1942, with 232:50 airframe hours. To EAC on 13 Jul 1942. "A" Cat crash due to pilot error on 13 Nov 1942 at Debert while the a/c was on short final. All 4 crew, including P/O (RNZAF) H.F. Willis (pilot), Sgt (RAF) C.W. Stratton (observer), Sgt J. Barber (WAG), and Sgt H. Le France (WAG) were all killed. Assigned to workshop reserve at No. 4 Repair Depot at Scoudouc, NB on 16 Nov 1942, delivered on 20 Nov 1942. Scrapped there.					
SOS: 22 Jan 1943 - Cat "A" write-off					
AM893	Lockheed	L-414	Hudson	Mk. V	2975
TOS: 21 Oct 1941 - Taken on strength by EAC					
Cat "B" crash at Debert aerodrome at 12:05 hrs on 14 Oct 1941. Aircraft swung on takeoff and went into rough ground. Slight injuries amongst crew. Taken on strength after this at No. 31 OTU at Debert, NS. To workshop reserve at No. 4 Repair Depot on 6 Nov 1941.					
SOS: 12 Mar 1942 - Cat "A" write-off					
AM894	Lockheed	L-414	Hudson	Mk. V	2976
TOS: 21 Oct 1941 - Taken on strength by EAC					
To Clark Ruse Aircraft, 15 Oct to 30 Dec 1941. Taken on strength while there, for No. 31 OTU. To EAC when completed. Cat "B" crash at Debert aerodrome at 12:45 hrs on 26 Apr 1942. To workshop reserve at No. 4 Repair Depot on 2 May 1942. To Clark Ruse for repairs on 4 May 1942, with 426:00 airframe hours. Assigned to EAC on 5 Sep 1942, delivered on 31 Oct 1942. To No. 4 Repair Depot for salvage on 1 Jan 1944, following a Cat "A" crash. Crash at Debert, date also reported as 31 Jan 1944.					
SOS: 22 May 1944 - Cat "A" write-off; struck off, reduced to spares and produce					
AM895	Lockheed	L-414	Hudson	Mk. V	2977
TOS: 21 Oct 1941 - Taken on strength by EAC					
Taken on strength at No. 31 OTU at Debert, NS. Cat "A" crash at L'Abord a Plouffe, QC (now part of Laval, QC) on 23 Oct 1941, while attempting a forced landing. Destroyed in post impact fire. Crash also reported as 22 Oct 1941, near St. Martin, QC (50 miles south of Laval). All 4 crew, P/O J.F. Fisher (pilot), P/O A.E. Wainwright (nav), Sgt A. Kirsh (WAG) and LAC (RAF) A.J. Morris, were killed. To No. 3 Training Command on 3 Nov 1941 for write-off.					
SOS: 15 Dec 1941 - Cat "A" write-off; struck off, reduced to spares and produce					
AM896	Lockheed	L-414	Hudson	Mk. V	2978
TOS: 21 Oct 1941 - Taken on strength by EAC					
Taken on strength at No. 31 OTU at Debert, NS. Cat "A" crash at 07:30 on 23 Oct 1941, near Great Village, NS (7 miles west of Debert). The a/c flew into the ground and disintegrated, all 4 crew, P/O C.B. O'Hanley, (pilot), P/O R.A. Luard, (nav), Sgt (RAF) N.L. Hornsey (WAG) and Sgt R.F. Kelly (WAG), were killed. Scrapped by No. 4 Repair Depot.					
SOS: 10 Dec 1941 - Cat "A" write-off; struck off, reduced to spares and produce					
AM899	Lockheed	L-414	Hudson	Mk. V	2981
TOS: 21 Oct 1941 - Taken on strength by EAC					
Taken on strength at No. 31 OTU at Debert, NS. Assigned to No. 4 Repair Depot at Scoudouc, NB for scrapping on 12 Apr 1943, delivered on 19 Apr 1943 due an accident; details unknown.					
SOS: 1 Jun 1943 - Cat "A" write-off; struck off, reduced to spares and produce					

AM901	Lockheed	L-414	Hudson	Mk. V	2983
<p>TOS: 21 Oct 1941 - Taken on strength by EAC</p> <p>Taken on strength at No. 31 OTU at Debert, NS. Cat "B" damage at Debert aerodrome at 18:20 on 23 Nov 1941. To Clark Ruse Aircraft for crash repairs on 13 Dec 1941, with 179:40 airframe hours. Back to EAC on 20 May 1942, and back to No. 31 OTU. Cat "B" damage at Debert aerodrome at 19:20 on 24 Aug 1942. Faulty use of controls caused aircraft to swing, undercarriage collapsed. To Clark Ruse for crash repairs again, 1 Sep 1942 to 28 Jan 1943. To EAC when completed. To storage on 22 May 1944. To No. 45 (RAF) Group, at Dorval, as a financial adjustment.</p> <p>SOS: 21 Sep 1944 - Transferred to RAF</p>					
AM902	Lockheed	L-414	Hudson	Mk. V	2984
<p>TOS: 21 Oct 1941 - Taken on strength by EAC</p> <p>Taken on strength at No. 31 OTU at Debert, NS. Cat "B" damage at Debert aerodrome at 11:25 on 23 Oct 1941. Assigned to Clark Ruse Aircraft for crash repairs on 6 Nov 1941, with 282:55 airframe hours. Arrived there on 31 Dec 1941. Back to EAC on 19 May 1942. To Clark Ruse for repairs again, 25 Aug 1943 to 29 Feb 1944. To EAC when completed. During a practice bombing mission the a/c crashed into Cobequid Bay, NS on 16 Apr 1944, and was never recovered. The 6-person crew: P/O J.W. Gibson (pilot), P/O I.A. Macdonald (2nd pilot), P/O M.W. Warwick (nav), P/O D.G. Reynolds (nav), Sgt G.A. Stewart (WAG) and Sgt A.E. Cloutier (WAG) were declared "missing" presumed "dead". Ownership to No. 4 Repair Depot for write off on 17 Apr 1944.</p> <p>SOS: 25 May 1944 - Cat "A" write-off</p>					
AM903	Lockheed	L-414	Hudson	Mk. V	2985
<p>TOS: 21 Oct 1941 - Taken on strength by EAC</p> <p>Taken on strength at No. 31 OTU at Debert, NS. Cat "A" crash on 13 Feb 1942, near Abiteau Lake, NS (also known as Parrsboro Lake, about 50 miles west of Debert). Details not clear, may have been attempting a forced landing after encountering icing. All on board killed. To No. 4 Repair Depot on 18 Feb 1942 for scrapping.</p> <p>SOS: 16 Mar 1942 - Cat "A" write-off; struck off, reduced to spares and produce</p>					
AM905 A.190	Lockheed	L-414	Hudson	Mk. V	2987
<p>TOS: 21 Oct 1941 - Taken on strength by EAC</p> <p>Taken on strength at No. 31 OTU at Debert, NS. To Clark Ruse Aircraft 15 Oct 1941 to 2 Jan 1942. To EAC and back to No. 31 OTU. when completed. Cat "B" damage at Debert aerodrome at 19:50 hrs on 3 Jul 1942. Swung on landing in strong cross wind. To Clark Ruse Aircraft for crash repairs on 7 Jul 1942. Classified as Instructional Airframe A.190 on 5 Nov 1942, used as a synthetic trainer (a simulator) at No. 36 OTU at Greenwood, NS. To No. 1 Training Command on 1 Sep 1943.</p> <p>SOS: 4 Sep 1944 - Struck off, reduced to spares and produce</p>					

BW381	Lockheed	L-414	Hudson	Mk. III	6008
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TOS: 28 Jan 1942 - Taken on strength by EAC

First served with No. 31 OTU at Debert, NS. Later to No. 36 OTU at Greenwood, NS. With No. 36 OTU when damaged in a precautionary landing, due to approaching darkness and bad weather, at Pleasant Harbour, NS at 19:15 hrs on 9 Oct 1942. Originally classified as Cat "B" but revised to Cat "C" on 14 Oct 1942. To Clark Ruse for crash repairs, 21 Oct 1942 to 6 Apr 1943. To EAC when completed, delivered on 30 Apr 1943 to user unit. To No. 4 Repair Depot on 28 Sep 1943 as a "fly in repair" after a Cat "B" crash. To No. 6 Repair Depot for overhaul, 13 Oct 1943 to 7 Feb 1944. To EAC when completed. Converted to target tug by EAC from 9 Jun 1944, also noted as on loan from BCATP to Western Air Command from this date. Allocated on 18 Aug 1944 as a spare aircraft for air-sea rescue. On 23 Nov 1944 to No. 22 Sub-Repair Depot at Vancouver, for replacement of Cyclone G205A engines with Cyclone G202A. To Coates Limited for repairs, 20 Feb 1945 to 4 Jan 1946. To storage at the Reserve Equipment Maintenance Satellite at Abbotsford when completed, pending disposal from this date. Noted with 800:10 airframe hours while in storage.

SOS: 14 Mar 1947 - Struck off, to War Assets Corporation for disposal.

BW382	Lockheed	L-414	Hudson	Mk. III	6009
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TOS: 26 Jan 1942 - Taken on strength, paper transfer only

With No. 31 OTU at Debert, NS. Reported missing on a cruise and low-level famil flight on 14 Dec 1941, while still technically on RAF books. Had taken off at 18:25 hrs for one hour local flight with the last radio contact at 18:29 hrs. Wreckage presumed to be from this a/c washed up on beach at Cape Pleasant, NS (40 mi west of Debert, at the entrance to the Minas Basin off the Bay of Fundy) on 24 Dec 1941. All 4 crew, P/O Bird (pilot), P/O Pickles(2nd pilot), Sgt Blyth (observer) and Sgt Rourke (WAG) were listed as missing. Allocated to No. 4 Repair Depot for write off, still not located, on 2 Feb 1942. Note that a/c could have come down in salt water as close as 6 miles south-west of Debert, with wreckage being carried by strong tides through Cobequid Bay to the Minas Basin.

SOS: 16 Apr 1942 - **Cat "A"** write-off

BW383	Lockheed	L-414	Hudson	Mk. III	6010
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TOS: 26 Jan 1942 - Taken on strength by EAC

With No. 31 OTU at Debert, NS when taken on RCAF books. **Cat "A"** crash at Debert in early 1944; details unknown. Allocated to No. 4 Repair Depot for salvage on 20 Mar 1944. All salvageable items returned to No. 4 Repair Depot.

SOS: 21 Apr 1944 - **Cat "A"** write-off

BW384	Lockheed	L-414	Hudson	Mk. III	6011
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TOS: 26 Jan 1942 - Taken on strength by EAC

With No. 31 OTU at Debert, NS when taken on RCAF books. Cat "B" crash at Debert aerodrome at 19:50 on 15 Mar 1942. Arrived at No. 4 Repair Depot at Scoudouc, NB for crash repairs on 25 Mar 1942, ownership transferred to No. 4 RD on 27 Mar 1942. Had 156:50 airframe hours. To EAC on 10 Nov 1942. To Clark Ruse Aircraft on 20 May 1942 for repairs. The a/c took off on 3 Dec 1942 with four employees from Clark Ruse Aircraft onboard for a familiarization flight with a RCAF test pilot at the controls. The pilot apparently lost control of the a/c at low level in snow flurries and crashed just off a breakwater in Halifax harbour. All on board were killed including: F/L J.H. Prentice (pilot), Mr. A. Cahill, Miss J. Curran, Miss M. MacQueen and Mr O. MacAulay. On the books of No. 17 Aircraft Inspection Detachment when written off.

SOS: 7 Apr 1943 - **Cat "A"** write-off

BW399	Lockheed	L-414	Hudson	Mk. III	6026
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TOS: 26 Jan 1942 - Taken on strength

With No. 31 OTU at Debert, NS when taken on RCAF books. Noted on 12 Feb 1942 as one of 55 Hudsons released from a British Lend Lease contract. Cat "B" damage 1 mile east of Sydney, NS at 06:30 on 14 Jul 1942. Pilot had become lost during night flight, attempted forced landing due to low fuel. Ownership to No. 4 Repair Depot at Scoudouc, NB on 20 Jul 1942. To Clark Ruse Aircraft for crash repairs, 30 Jul to 17 Nov 1942. To EAC when completed, noted as on loan to Home War Establishment. To No. 6 Repair Depot at Trenton for "fly in" crash repairs, 23 Feb 1944. Noted as converted to transport on 24 Aug 1944. To No. 1 Air Command when completed. Pending disposal from 1 Apr 1946. Ownership back to No. 6 RD on 19 Jun 1946, still pending disposal. Noted with 1015:10 airframe hours while in storage. Struck off and sold. To civil register as CF-FGH with Photographic Survey Co as of Dec 1946. To Aerofoto Ltda / Aero Photographia SA with registration of C-321 in 1947. Overshot the runway on take-off at Maganue, Columbia on 28 Dec 1947 and damaged beyond repair.

SOS: 23 Dec 1946 - Struck off, to War Assets Corporation for disposal and later sold

BW400	Lockheed	L-414	Hudson	Mk. III	6027
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TOS: 26 Jan 1942 - Taken on strength by EAC

With No. 31 OTU at Debert, NS when taken on RCAF books. To No. 3 Training Command on 1 Feb 1943, for use by Test and Development Establishment at RCAF Stn Rockcliffe, ON. Noted as fitted with special ASV (radar) equipment on that date. To No. 9 Repair Depot for repairs, 21 Jun to 10 Jul 1944, then back to Test & Development Establishment. To No. 1 Air Command on 15 Jan 1945. Pending disposal from 1 Apr 1946. to No. 9 (T) Group on 4 Jun 1946, still pending disposal, stored at Rockcliffe. Noted with 1203:05 airframe hours, 68:05 since overhaul, while in storage.

SOS: 19 Dec 1946 - Struck off, to War Assets Corporation for disposal.

BW401	Lockheed	L-414	Hudson	Mk. III	6028
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TOS: 22 Dec 1941 - Taken on strength by EAC

With No. 31 OTU at Debert, NS when taken on RCAF books. Crashed on Dalhousie Mountain, near Scotsburn, NS in the early morning on 10 Aug 1942. On cross country exercise, ordered to divert to Charlottetown, PEI due to deteriorating weather at Debert. The a/c acknowledged the order, but struck a mountain top at cruise speed en route to Charlottetown and completely disintegrated. All of the crew were killed, including: P/O (RAAF) J.A. Bursill (pilot); P/O A. Rogers (observer), Sgt A.W. Cooke (WAG); Sgt. J.K. Hobson (observer); Sgt. H.J. Vincent (WAG). Ownership to No. 4 Repair Depot on 13 Aug 1942 for write off.

SOS: 12 Nov 1942 - Cat "A" write-off

BW402	Lockheed	L-414	Hudson	Mk. III	6029
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TOS: 26 Jan 1942 - Taken on strength by EAC

With No. 31 OTU at Debert, NS when taken on RCAF books. "B" Cat accident at Debert on 13 Sep 1943 when the a/c swung on landing while practicing circuits. No injuries to the crew. To No. 4 Repair Depot at Scoudouc, NB on 17 Sep 1943. To Clarke Ruse Aircraft at Moncton, NB for crash repairs, 30 Nov 1943. Ownership to No. 4 Repair Depot on 8 Dec 1943 for write off. Allocated to No. 21 Repair Depot on 3 Apr 1944 for scrapping.

SOS: 6 Nov 1944 - Cat "A" write-off

BW403	Lockheed	L-414	Hudson	Mk. III	6082
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TOS: 16 Feb 1942 - Taken on strength by EAC

Noted on 12 Feb 1942 as one of 55 Hudsons to be released from RAF lend lease contract. Taken on strength at Debert, NS, may have been with No. 31 OTU at the time. Noted on 16 Feb 1942 as on loan from RAF to Home War Establishment. With No. 113 (BR) Sqn at Yarmouth, NS, in 1942. One of several Hudsons detached by this Sqn to Chatham, NB in Sep 1942, in response to German U-boat activity in the Gulf of St. Lawrence. Attacked U-165, 20 miles south of Anticosti Island in the Gulf, on 9 Sep 1942. With No. 11 (BR) Sqn, RCAF Stns Torbay, NF or Dartmouth, NS, c. 1943 to 1944. Coded "S". Pending disposal from 11 Sep 1944, when it was noted with Western Hemisphere Organization. Stored by No. 4 Repair Depot, where it was noted with 1,174:30 airframe hours, never overhauled. Sold to Ambrose Aviation of White Plains, New York. To TACA as TI-77. Broken up in San Jose, Costa Rica as of 1946.

SOS: 14 Aug 1945 - Struck off, to War Assets Corporation for disposal and later sold.

BW404	Lockheed	L-414	Hudson	Mk. III	6083
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TOS: 26 Jan 1942 - Taken on strength by EAC

With No. 31 OTU at Debert, NS when taken on RCAF books. Cat "C" damage at Dartmouth, NS at 12:38 on 30 Apr 1942. To Clarke Ruse Aircraft for crash repairs, 6 May to 11 Jul 1942. to EAC when completed. To Clarke Ruse Aircraft at Moncton, 20 Aug to 24 Nov 1943. To storage on 22 May 1944. To EAC on 9 Jun 1944, for conversion to target tug. Noted as on loan from BCATP to Western Hemisphere Organization on that date. To No. 3 Training command on 2 Sep 1944, as a target tug. To No. 1 Air Command on 15 Jan 1945. To stored reserve with EAC on 2 May 1945. Stored by No. 6 Reserve Equipment Maintenance Unit. Pending disposal from 20 Mar 1946, at the Reserve Equipment Maintenance Satellite at Mt. Pleasant, PEI. Noted with 1,367:35 airframe hours while in storage.

SOS: 21 Jun 1947 - Struck off, to War Assets Corporation for disposal.

BW405	Lockheed	L-414	Hudson	Mk. III	6084
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TOS: 26 Jan 1942 - Taken on strength by EAC

With No. 31 OTU at Debert, NS when taken on RCAF books. Cat "B" crash at Debert at 04:05 hrs on 25 Apr 1942 when the a/c swung on landing during a student's first solo night flight. To Clarke Ruse Aircraft for crash repairs, 4 May to 5 Sep 1942. Had 161:25 airframe hours when it arrived. To EAC when completed. To No. 4 Repair Depot at Scoudouc, NB on 2 Nov 1942, following another crash. To Clarke Ruse for crash repairs again on 9 Nov 1942. To EAC on 10 May 1943, for use by a training unit. Another "B" Cat crash on 18 Jan 1944 when the a/c swung on landing and hit a snowbank at Debert. Airframe to storage at No. 4 Repair Depot on 8 Feb 1944, pending allocation to a contractor. Still there when scrapped.

SOS: 16 May 1944 - Struck off, reduced to spares and produce

BW406	Lockheed	L-414	Hudson	Mk. III	6085
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TOS: 28 Jan 1942 - Taken on strength by EAC

With No. 31 OTU at Debert, NS when taken on RCAF books. To No. 1 Training Command, for use by Instructional Flight at the Central Flying School, RCAF Stn Trenton, ON, on 27 Nov 1942. To No. 1 Air Command on 15 Jan 1945. Pending disposal from 1 Apr 1946. By 19 Jun 1946 on the books of No. 6 Repair Depot. Noted with 2,460:50 airframe hours, never overhauled, while in storage.

SOS: 2 Jan 1947 - Struck off, to War Assets Corporation for disposal

BW407	Lockheed	L-414	Hudson	Mk. III	6086
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TOS: 28 Jan 1942 - Taken on strength by EAC

With No. 31 OTU at Debert, NS when taken on RCAF books. To No. 4 Repair Depot at Scoudouc, NB on 25 Sep 1943 after the a/c swung on landing and collapsed the u/c on 19 Sep 1943. At Clarke Ruse Aircraft at Moncton, NB for crash repairs, 30 Nov 1943. To No. 21 Repair Depot on 3 Apr 1944 for scrapping.

SOS: 6 Nov 1944 - **Cat "A"** write-off; Struck off, reduced to spares and produce

BW408	Lockheed	L-414	Hudson	Mk. III	6087
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TOS: 26 Jan 1942 - Taken on strength by EAC

With No. 31 OTU at Debert, NS when taken on RCAF books. Converted to target tug, date and location not known. To EAC on 8 Aug 1944, as a target tug. To storage on 2 Oct 1945. Pending disposal from 9 Jan 1946, stored by No. 6 Reserve Equipment Maintenance Unit. Noted with 1,377:45 airframe hours, never overhauled, while in storage.

SOS: 22 Nov 1946 - Struck off, to War Assets Corporation for disposal.

BW410	Lockheed	L-414	Hudson	Mk. III	6089
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TOS: 4 Aug 1942 - Taken on strength by EAC

Delivered to Debert, NS with TC. Coded "L2" Crashed at 17:25 hrs on 11 Dec 1942, while taking off from No. 4 Repair Depot at Scoudouc, NB, with passengers and parts en route back to No. 36 OTU at RCAF Stn Greenwood, NS. F/L E.O. Richards (pilot) and Sgt H.L.J. Wilkins were killed and LAC M.J. Morrison was severely injured. The precise cause was not determined.

SOS: 16 Apr 1943 - **Cat "A"** write-off

BW412	Lockheed	L-414	Hudson	Mk. III	6091
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TOS: 27 Oct 1942 - Taken on strength by EAC

Assigned to No. 4 Repair Depot at Scoudouc, NB on 2 Mar 1943. To Clarke Ruse Aircraft for crash repairs, 4 Mar to 10 Sep 1943. To EAC when completed, for use by a training unit. To stored reserve on 22 May 1944, transferred from BCATP to Western Hemisphere Organization in Aug 1944, still in storage. Issued to EAC on 15 May 1945. Back to storage on 27 Aug 1945. Stored by No. 6 Reserve Equipment Maintenance Unit at the Reserve Equipment Maintenance Satellite at Mt. Pleasant, PEI. Pending disposal at Mt. Pleasant from 20 Mar 1946. Noted with 1,272:00 airframe hours, never overhauled, while in storage.

SOS: 27 Jun 1947 - Struck off, to War Assets Corporation for disposal.

BW423 A.247	Lockheed	L-414	Hudson	Mk. III	6102
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TOS: 10 Jun 1942 - Taken on strength by EAC

With No. 31 OTU at Debert, NS when taken on RCAF books. To No. 4 Repair Depot at Scoudouc, NB on 14 Jul 1942, following a Cat "B" crash. Classified as Instructional Airframe A.247 on 28 Dec 1942. To No. 1 Training Command on 17 Aug 1943, for use by No. 1 Technical Training School at Aylmer, ON. Declared of no further instructional value on 9 May 1946, retained at Aylmer in whole state pending instructions from War Assets Corporation.

SOS: 9 May 1946 - Struck off

BW430	Lockheed	L-414	Hudson	Mk. III	6109
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TOS: 5 Feb 1942 - Taken on strength by EAC

First assigned to Home War Establishment. Noted on 12 Feb 1942 as one of 55 Hudsons released off a British Lend Lease contract. Served with No. 145 (BR) Sqn at Torbay, NF in 1942/43. To No. 31 OTU at Debert, NS on 21 Oct 1943. To storage on 22 May 1944. To No. 21 Repair Depot on 13 Jul 1944, for conversion to air-sea rescue configuration. Transferred from BCATP to Western Hemisphere Organization on same date. To WAC on 10 Nov 1944, for use by No. 122 (K) Sqn at RCAF Stn Patricia Bay, BC. To workshop reserve at Patricia Bay on 26 Jan 1945, for repairs. Back to WAC on 8 Feb 1945, for use by No. 123 (S&R) Flight at RCAF Stn Sea Island, BC. Pending disposal at Sea Island from 3 Oct 1946. To War Assets Corporation in Jun 1947, but back to Northwest Air Command on 10 Nov 1947. Pending disposal again from 20 Aug 1948. Noted with 889:35 airframe hours while in storage, date not clear.

SOS: 13 Dec 1948 - Struck off, to War Assets Corporation for disposal.

BW431	Lockheed	L-414	Hudson	Mk. III	6110
<p>TOS: 26 Jan 1942 - Taken on strength by EAC</p> <p>With No. 31 OTU at Debert, NS when taken on RCAF books. Cat "C" damage at Debert aerodrome at 13:35 hrs on 18 Apr 1942 when the a/c had to swerve into soft ground upon landing in order to avoid a Lysander a/c that taxied onto the runway. To EAC on 8 Aug 1944, as a target tug. Noted on that date as on loan from BCATP to Western Hemisphere Organization. To storage 2 Oct 1945. Noted as serviceable on that date, with 1,411:05 airframe hours, never overhauled. Stored by No. 6 Reserve Equipment Maintenance Unit. Pending disposal from 9 Jan 1946.</p> <p>SOS: 22 Nov 1946 - Struck off, to War Assets Corporation for disposal.</p>					
BW432	Lockheed	L-414	Hudson	Mk. III	6111
<p>TOS: 28 Jan 1942 - Taken on strength by EAC</p> <p>With No. 31 OTU at Debert, NS when taken on RCAF books. Coded "A1". Cat "B" damage at Aylesford, NS (about 7 miles north east of Greenwood) on 16 Jan 1943, in a gear up forced landing. Reported by No. 36 OTU at Greenwood, NS. Ownership to No. 4 Repair Depot at Scoudouc, NB on 19 Jan 1943, delivered there on 29 Jan 1943. To Clark Ruse Aircraft for repairs, 1 Feb to 10 Jun 1943. To EAC when completed. Cat "A" crash on 21 Aug 1943. The a/c took off on a famil flight with an instructor pilot, a student and two passengers on board. On take-off the u/c was retracted too early and the right wing tip touched the ground. The pilot over controlled and the a/c struck the opposite wing on the ground and cartwheeled. The student pilot, Sgt (RAF) L. Marshall was fatally injured. The remaining members were seriously injured. To No. 4 Repair Depot on 2 Sep 1943, for inspection and report. Declared beyond further aeronautical value. Scrapped at No. 4 Repair Depot.</p> <p>SOS: 5 Feb 1944 - Cat "A" write-off; struck off and reduced to spares and produce</p>					
BW433	Lockheed	L-414	Hudson	Mk. III	6112
<p>TOS: 28 Jan 1942 - Taken on strength by EAC</p> <p>With No. 31 OTU at Debert, NS when taken on RCAF books. Destroyed in Cat "A" crash at Debert aerodrome at 22:16 hrs on 4 May 1942. On the way to practice circuits with two pilots on board, the a/c swung on take-off and crashed into an embankment just off the runway and was destroyed by fire. There were no injuries to the crew. To No. 4 Repair Depot at Scoudouc, NB on 7 May 1942, for scrapping.</p> <p>SOS: 23 Jul 1942 - Cat "A" write-off; struck off and reduced to spares and produce</p>					
BW434	Lockheed	L-414	Hudson	Mk. III	6113
<p>TOS: 26 Jan 1942 - Taken on strength by EAC</p> <p>With No. 31 OTU at Debert, NS when taken on RCAF books. Cat "B" damage at Debert aerodrome at 11:25 hrs on 14 May 1942, swung off runway on takeoff, into rough ground. To No. 4 Repair Depot at Scoudouc, NB on 21 May 1942. To Clark Ruse aircraft for repairs, 26 May 1942. Probably involved in Cat "A" crash on 5 May 1943, hand written record not clear. On the books of No. 17 Aircraft Inspection Detachment when written off. Scrapped by Clark Ruse.</p> <p>SOS: 2 Feb 1944 - Cat "A" write-off; struck off and reduced to spares and produce</p>					
BW436	Lockheed	L-414	Hudson	Mk. III	6115
<p>TOS: 28 Jan 1942 - Taken on strength by EAC</p> <p>With No. 31 OTU at Debert, NS when taken on RCAF books. Cat "B" damage at Debert aerodrome at 13:22 hrs on 3 Jun 1942. Swung on takeoff, left runway, undercarriage collapsed when aircraft struck a ditch. To No. 4 Repair Depot at Scoudouc, NB, then to Clark Ruse Aircraft on 11 Jun 1942, had 262:30 airframe hours when it arrived. On the books of No. 17 Aircraft Inspection Detachment when written off.</p> <p>SOS: 2 Feb 1944 - Cat "A" write-off; struck off and reduced to spares and produce</p>					

BW437	Lockheed	L-414	Hudson	Mk. III	6116
TOS: 26 Jan 1942 - Taken on strength by EAC					
<p>With No. 31 OTU at Debert, NS when taken on RCAF books. Cat "C" damage at Debert at 03:15 on 21 Jun 1942, ground collision with Hudson BW628. Allocated to No. 4 Repair Depot on 28 May 1943. To Clark Ruse Aircraft at Moncton, NB for crash repairs, 1 Jun 1943 to 3 Jan 1944. To storage with EAC when completed. Issued from storage on 21 Feb 1944, for use at No. 31 OTU. To No. 21 Repair Depot 3 Mar 1944, for repairs. To storage with EAC on 23 May 1944, issued from storage on 16 Jun 1944. Converted to target tug by 8 Aug 1944. To No. 4 Repair Depot on 5 Feb 1945, to be held there pending allocation to pending disposal. Noted with 952:55 airframe hours while stored there. Pending disposal from 21 Mar 1945. Sold to Ambrose Aviation SA of Whitestone, Long Island, New York. To TACA as TI-78. Broken up in San Jose, Costa Rica in 1946.</p>					
SOS: 14 Aug 1945 - Struck off, to War Assets Corporation for disposal.					
BW438	Lockheed	L-414	Hudson	Mk. III	6117
TOS: 28 Jan 1942 - Taken on strength by EAC					
<p>With No. 31 OTU at Debert, NS when taken on RCAF books. Cat "B" damage at 11:45 on 26 Sep 1942, at Debert aerodrome, ground looped on landing. To No. 4 Repair Depot at Scoudouc, NB on 29 Sep 1942. To Clark Ruse aircraft for crash repairs, 6 Oct 1942 to 29 Jan 1943. To EAC when completed. To No. 4 Repair Depot on 12 Jun 1943, following another crash. To Clark Ruse again for crash repairs, 17 Jun 1943 to 25 Jan 1944. To storage with EAC when completed. Issued to No. 31 OTU on 21 Feb 1944. To No. 21 Repair Depot on 8 Jul 1944, for conversion to air-sea rescue configuration. To EAC on 2 Nov 1944. To storage at No. 6 Reserve Equipment Maintenance Unit on 4 Jan 1946. Noted with 724:15 airframe hours while in storage. Pending disposal from 9 Jan 1946.</p>					
SOS: 22 Nov 1946 - Struck off, to War Assets Corporation for disposal.					
BW439	Lockheed	L-414	Hudson	Mk. III	6118
TOS: 7 Aug 1942 - Taken on strength by EAC					
<p>With No. 36 OTU at Greenwood, NS. Cat "C" damage near Greenwood aerodrome, at 17:00 hrs on 8 Dec 1942. Struck a tree during unauthorized low flying. To Clark Ruse Aircraft for repairs, 11 Jan to 18 Mar 1943. To EAC when completed, delivered on 24 Mar 1943. To No. 4 Repair Depot on 11 Feb 1944 awaiting allotment to repair contractor, following a Cat "B" crash on 29 Jan 1944 when the port u/c collapsed during taxiing. Not repaired and scrapped there.</p>					
SOS: 16 May 1944 - Cat "A" write-off; struck off and reduced to spares and produce					
BW441		L-414	Hudson	Mk. III	6120
TOS: 10 Feb 1942 - Taken on strength by EAC					
<p>Taken on strength for Home War Establishment. Noted on 12 Feb 1942 at one of 55 Hudsons released off a British Lend Lease contract. Served with No. 145 (BR) Sqn at Torbay, NF in 1942/43. To workshop reserve at RCAF Stn Gander, NF, 9 Dec 1942 to 5 Jun 1943. To EAC when completed, for use by No. 145 Sqn at Sydney, NS. To No. 3 Training command on 11 Sep 1943, for use by Test and Development Establishment at RCAF Stn Rockcliffe, ON. Used for trials with carburettor de-icing alcohol spray. To No. 1 air Command on 15 Jan 1945. Pending disposal from 1 Apr 1946. to No. 9 (T) Group at Rockcliffe on 4 Jun 1946, still pending disposal. Reported with 784:45 airframe hours while in storage.</p>					
SOS: 16 Dec 1946 - Struck off, to War Assets Corporation for disposal					
BW442	Lockheed	L-414	Hudson	Mk. III	6121
TOS: 24 Jun 1942 - Taken on strength by EAC					
<p>To No. 4 Repair Depot at Scoudouc, NB on 24 Sep 1943, following a crash on 22 Sep 1943. During circuits, the a/c was nosed over when hard braking to correct a swing. No crew injuries To Clark Ruse Aircraft at Moncton, NB for crash repairs on 10 Jan 1944. To No. 21 RD on 3 Apr 1944 for write-off.</p>					

SOS: 6 Nov 1944 - **Cat "A"** write-off; struck off and reduced to spares and produce

BW443	Lockheed	L-414	Hudson	Mk. III	6122
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TOS: 26 Jan 1942 - Taken on strength by EAC

With No. 31 OTU at Debert, NS when taken on RCAF books. Cat "B" damage at 15:45 hrs on 9 Jun 1942, at Debert aerodrome. Swung on take off. To No. 4 Repair Depot at Scoudouc, NB on 16 Jun 1942. To Clark Ruse Aircraft for crash repairs on 17 Jun 1942. Had 329:10 airframe hours when it arrived. Scrapped at Clark Ruse. May have been scrapped as early as Dec 1942.

SOS: 5 Mar 1943 - **Cat "A"** write-off; struck off and reduced to spares and produce

BW444	Lockheed	L-414	Hudson	Mk. III	6123
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TOS: 28 Jan 1942 - Taken on strength by EAC

With No. 31 OTU at Debert, NS when taken on RCAF books. **Cat "A"** crash at 02:25 hrs on 25 Feb 1942, near Presque Isle Army Air Field, Maine. Left engine failed on approach, the a/c stalled and landed short. Only minor injuries among the 6 personnel on board. Arrived at No. 4 Repair Depot at Scoudouc, NB on 28 Feb 1942 for write off.

SOS: 1 Jun 1942 - **Cat "A"** write-off; struck off and reduced to spares and produce

BW447	Lockheed	L-414	Hudson	Mk. III	6126
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TOS: 10 Feb 1942 - Taken on strength by EAC

Noted on 10 Feb 1942 as to be loaned to Home War Establishment. Noted on 12 Feb 1942 as one of 55 Hudsons released off a British Lend Lease contract. With No. 113 (BR) Sqn at Yarmouth, NS, c.1942. Coded "BT*T". During a low-level practice bombing mission, the a/c dived or spun out of control into clump of trees 5 mi west of the station. All five of the crew, including P/O E.W. Vogelsang, F/Sgt D.M. May, Sgt L.E. Thomas and LAC W. Dale, were killed. Application for write off submitted from No. 4 Repair Depot on 11 Jan 1943.

SOS: 22 May 1943 - Struck off

BW448	Lockheed	L-414	Hudson	Mk. III	6127
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TOS: 26 Jan 1942 - Taken on strength by EAC

With No. 31 OTU at Debert, NS when taken on RCAF books. During a dual circuits and landing mission, the starboard engine cut out on take-off. The pilot aborted the take-off but the a/c swung off the runway and crashed into a snowbank. No injuries to the two-man crew. To Clarke Ruse Aircraft at Moncton, NB for crash repairs on 13 Jan 1944. To No. 21 Repair Depot for scrapping on 3 Apr 1944.

SOS: 6 Nov 1944 - **Cat "A"** write-off; struck off and reduced to spares and produce

BW449	Lockheed	L-414	Hudson	Mk. III	6128
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TOS: 10 Feb 1942 - Taken on strength by EAC

Noted on 10 Feb 1942 as to be loaned to Home War Establishment. Noted on 12 Feb 1942 as one of 55 Hudsons released off a British Lend Lease contract. Assigned to No. 145 Sqn in Torbay, NF. Reported missing on 2 Nov 1942, off coast of NF, near Torbay during a convoy escort mission; a/c wreckage was later spotted in the sea. The crew, consisting of P/O J.R. Davies (pilot), Sgt L. Feldman (nav), Sgt L.G. Robinson (WAG) and Sgt H.C. Beattie (WAG), were listed as missing presumed dead. Application for write off submitted by RCAF Stn Gander on 5 Nov 1942. Ownership to No. 19 Sub-Repair Depot at Gander on 1 Dec 1942.

SOS: 12 Jan 1943 - **Cat "A"** write-off

BW450	Lockheed	L-414	Hudson	Mk. III	6129
<p>TOS: 16 Mar 1942 - Taken on strength by EAC</p> <p>With No. 31 OTU at Debert, NS when taken on RCAF books. To No. 6 Repair Depot at RCAF Stn Trenton from 22 Nov 1943 to 24 Apr 1944. To No. 1 Training Command when completed. Used at Island Airport, Toronto, for experimental project undertaken with Research Enterprises Limited. (This was a Crown Corporation, involved in armaments research. President of this company, F.E. Coombs, would later be the founding president of the Canadian Association of Physicists.) To No. 1 Air Command on 15 Jan 1945. to storage on 3 Oct 1945. Issued from storage on 6 Nov 1945. Pending disposal from 2 Feb 1946, stored at Malton, ON. Noted in storage with 1,368:15 airframe hours, 313:10 since overhaul.</p> <p>SOS: 6 Sep 1947 - Struck off, to War Assets Corporation for disposal.</p>					
BW451	Lockheed	L-414	Hudson	Mk. III	6130
<p>TOS: 28 Jan 1942 - Taken on strength by EAC</p> <p>With No. 31 OTU at Debert, NS when taken on RCAF books. Cat "B" damage at Debert aerodrome at 12:40 on 30 Jul 1942. Nosed up after too sudden application of brakes. To No. 4 Repair Depot at Scoudouc, NB for repairs, 3 Aug to 25 Oct 1942. To EAC when completed. To storage on 25 May 1944. Pending disposal from 8 Aug 1944. Stored by No. 4 Repair Depot at Scoudouc, NB, where it was noted with 1,500:40 airframe hours. Sold to Frank Ambrose Aviation of Long Island, NY</p> <p>SOS: 28 Jul 1945 - Struck off, to War Assets Corporation for disposal.</p>					
BW452	Lockheed	L-414	Hudson	Mk. III	6131
<p>TOS: 26 Jan 1942 - Taken on strength by EAC</p> <p>With No. 31 OTU at Debert, NS when taken on RCAF books. Cat "C" damage at Debert aerodrome at 11:37 on 10 Apr 1942. Tire burst on heavy landing. To Clark Ruse Aircraft for crash repairs on 19 Jun 1942, this may have been a separate incident. Had 165:00 airframe hours when it arrived. To Clark Ruse Aircraft for further work on 19 Jun 1942. To EAC on 25 Sep 1942, for use by a training unit. Transferred to Home War Establishment on 9 Jun 1943, to replace Hudson BW723 which had crashed while on loan to BCATP from Home War Establishment. To No. 21 Repair Depot at Scoudouc, NB on 8 Jul 1944, for conversion to transport. Back to EAC on 1 Dec 1944. To storage with No. 6 Reserve Equipment Maintenance Unit on 11 Oct 1945, noted then as serviceable, with 1,251:50 airframe hours. By 10 Mar 1946 stored at Mount Pleasant, PEI.</p> <p>SOS: 27 Jun 1947 - Struck off, to War Assets Corporation for disposal.</p>					
BW453	Lockheed	L-414	Hudson	Mk. III	6132
<p>TOS: 5 Feb 1942 - Taken on strength by EAC</p> <p>With No. 31 OTU at Debert, NS when taken on RCAF books. Noted on 12 Feb 1942 as one of 55 Hudsons released off a British Lend Lease contract. Loaned to Home War Establishment in Feb 1942, for use by No. 11 (BR) Sqn, RCAF Stn Dartmouth, NS, coded "L". Cat "C" damage at Dartmouth aerodrome at 19:00 hrs on 16 Mar 1942. The a/c struck and killed a civilian fireman on the tarmac while taxiing. Cat "A" crash while with No. 11 Sqn, at Dartmouth aerodrome at 23:20 hrs on 24 Feb 1943. Crashed and exploded while attempting to land in bad weather. Acting F/Sgt H.C. Johnson (pilot), Acting F/Sgt M.M. Rowe (nav), F/Sgt D.R. Rhea (WAG) and Sgt E. MacMillan (WAG), were all killed. Ownership to No. 4 Repair Depot on 26 Feb 1943 for write off.</p> <p>SOS: 26 Apr 1943 - Cat "A" write-off</p>					
BW454	Lockheed	L-414	Hudson	Mk. III	6133
<p>TOS: 5 Feb 1942 - Taken on strength by EAC</p> <p>Noted on 5 Feb 1942 as to be loaned to Home War Establishment. Noted on 12 Feb 1942 as one of 55 Hudsons released off a British Lend Lease contract. With No. 11 (BR) Sqn, RCAF Stn Dartmouth, NS, coded "K". Did not return from patrol mission that started at 08:45 hrs GMT on 25 Sep 1942, report filed on 26 Sep 1942. F/L A.R. Booth (pilot), P/O W.L. Junge (observer), P/O C.G. Sawyer, P/O P.M. Knowles (observer) and F/Sgt J.D. Selig (WAG) were never found. Ownership to No. 4 Repair Depot at Scoudouc, NB on 29 Sep 1943.</p>					

SOS: 2 Feb 1943 - Cat "A" write-off

BW456	Lockheed	L-414	Hudson	Mk. III	6135
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TOS: 16 Mar 1942 - Taken on strength by No. 3 Training Command

Taken on strength for use by Test and Development Establishment at RCAF Stn Rockcliffe, ON for de-icing tests. Loaned to Home War Establishment for records purposes only, on 16 Mar 1942. With the Establishment when the port oleo collapsed in a heavy landing and ground loop at Rockcliffe at 09:45 hrs on 21 Mar 1942 due to visibility being obstructed by ice on the windshield. Cat "B" damage repaired on site by mobile repair party from No. 9 Repair Depot, returned to service. Had 14:00 airframe hours. Noted on 12 Nov 1942 as transferred from Home War Establishment to Canadian Training Establishment. To No. 1 Training Command on 7 Apr 1944. To Winter Experimental and Training Flight at Kapuskasing, ON on 22 Dec 1943. With this unit to RCAF Stn Gimli, Manitoba on 1 Apr 1944. To No. 2 Air Command on 1 Dec 1944. To No. 1 Air Command on 22 Jan 1945. Pending disposal from 1 Apr 1946. By 4 Jun 1946 on the books of No. 9 (T) Group, still pending disposal. Noted with 580:25 airframe hours, 21:35 hours since overhaul, while in storage.

SOS: 19 Dec 1946 - Struck off, to War Assets Corporation for disposal.

BW457	Lockheed	L-414	Hudson	Mk. III	6136
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TOS: 17 Feb 1942 - Taken on strength by EAC

With No. 31 OTU at Debert, NS when taken on RCAF books. On 11 Nov 1942 the a/c was detailed for a low-level practice bombing and air firing exercise with a normal 4-person crew. The a/c experienced carburetor icing and a complete loss of power while at low level and was forced to ditch in the ocean. There were only minor injuries to the crew. To workshop reserve at no. 4 Repair Depot at Scoudouc, NB on 13 Nov 1942. Scrapped by No. 4 Repair Depot.

SOS: 19 Jan 1943 - Cat "A" write-off; struck off and reduced to spares and produce

BW458	Lockheed	L-414	Hudson	Mk. III	6137
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TOS: 28 Jan 1942 - Taken on strength by EAC

With No. 31 OTU at Debert, NS when taken on RCAF books. Noted on 12 Feb 1942 as one of 55 Hudsons released off a British Lend Lease contract. To Clarke Ruse Aircraft for crash repairs, 2 Jul 1943 to 29 Feb 1944. To EAC when completed. Converted to Cyclone G202A engines by 29 Feb 1944. To No. 1 Training Command on 24 Apr 1944. To No. 1 Air Command on 15 Jan 1945. Pending disposal from 1 Apr 1946. By 19 Jun 1946 on the books of No. 6 Repair Depot, still pending disposal. Noted with 317:10 airframe hours while in storage. To civil register as CF-FGI with Kenting Aviation, complete with aerial survey mods as of 23 Dec 1946. Caught fire after landing at Oshawa, ON on 28 May 1956 and was damaged beyond repair.

SOS: 23 Dec 1946 - Struck off, to War Assets Corporation for disposal and later sold.

BW460	Lockheed	L-414	Hudson	Mk. III	6139
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TOS: 28 Jan 1942 - Taken on strength by EAC

With No. 31 OTU at Debert, NS when taken on RCAF books. With Test and Development Establishment at RCAF Stn Rockcliffe, ON, dates unknown. Allocated to EAC on 8 Aug 1944, as a target tug. Noted as on loan from BCATP to Western Hemisphere Organization on that date. To storage, 2 Oct to 21 Nov 1945. Noted as serviceable on 2 Oct 1945, with 1514:30 airframe hours. Pending disposal from 9 Mar 1946.

SOS: 26 May 1948 - Struck off, to War Assets Corporation for disposal.

BW461	Lockheed	L-414	Hudson	Mk. III	6138
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BW614	Lockheed	L-414	Hudson	Mk. III	6293
<p>TOS: 5 Feb 1942 - Taken on strength by EAC</p> <p>Taken on strength for the Home War Establishment. Noted on 12 Feb 1942 as one of 55 Hudsons released off a British Lend Lease contract. Converted to target tug by 8 Aug 1944, still with EAC where it was assigned to 121 Sqn in Dartmouth, NS. On 21 Jun 1945, the a/c had a near miss when a propeller struck the sea and was damaged during a low-level pass to examine an object in the water. To storage on 2 Oct 1945. Stored by No. 6 Reserve Equipment Maintenance Unit. Noted on this date as serviceable, with 1,674:35 airframe hours. Pending disposal from 9 Jan 1946.</p> <p>SOS: 22 Nov 1946 - Struck off, to War Assets Corporation for disposal.</p>					
BW616	Lockheed	L-414	Hudson	Mk. III	6295
<p>TOS: 5 Feb 1942 - Taken on strength</p> <p>Taken on strength by EAC, for the Home War Establishment. Noted on 5 Feb 1942 as one of 55 Hudsons released off a British Lend Lease contract. To storage on 24 Aug 1944. Pending disposal from 20 Mar 1945. By 25 May 1946 stored at No. 5 (E) Depot at Scoudouc, NB. Noted with 1,179:20 airframe hours while in storage at No. 4 Repair Depot at Scoudouc, never overhauled.</p> <p>SOS: 3 Sep 1946 - Struck off, to War Assets Corporation for disposal</p>					
BW617	Lockheed	L-414	Hudson	Mk. III	6296
<p>TOS: 5 Feb 1942 - Taken on strength</p> <p>Taken on strength by EAC, for the Home War Establishment. Noted on 5 Feb 1942 as one of 55 Hudsons released off a British Lend Lease contract. To No. 31 OTU at Debert, NS on 21 Oct 1943. To storage, 22 May to 19 Jul 1944. Noted on 19 Jul 1944 as on loan from BCATP to Western Hemisphere Organization. Converted to target tug by 8 Aug 1944. Used by No. 121 (K) Sqn at RCAF Stn Dartmouth, NS, 1944/45. To storage on 2 Oct 1945, noted at the time as serviceable. Stored by No. 6 Reserve Equipment Maintenance Unit, where it was pending disposal from 9 Jan 1946. Had 1,193:26 airframe hours while in final storage.</p> <p>SOS: 22 Nov 1946 - Struck off, to War Assets Corporation for disposal</p>					
BW618	Lockheed	L-414	Hudson	Mk. III	6297
<p>TOS: 5 Feb 1942 - Taken on strength</p> <p>Taken on strength by EAC, for the Home War Establishment. Noted on 12 Feb 1942 as one of 55 Hudsons released off a British Lend Lease contract. With No. 11 (BR) Sqn, RCAF Stns Torbay, NF or Dartmouth, NS, in 1942. Coded "Q". Served with No. 145 (BR) Sqn at Torbay, NF in 1942/43. Pending disposal from 11 Sep 1944. Stored at No. 4 Repair Depot at Scoudouc, NB, where it was noted with 1,057:00 airframe hours, never overhauled. By 25 Mar 1946 on the books of No. 5 (E) Depot at Scoudouc, still pending disposal.</p> <p>SOS: 3 Sep 1946 - Struck off, to War Assets Corporation for disposal</p>					
BW619	Lockheed	L-414	Hudson	Mk. III	6298
<p>TOS: 10 Feb 1942 - Taken on strength</p> <p>Taken on strength by EAC, for the Home War Establishment. Noted on 12 Feb 1942 as one of 55 Hudsons released off a British Lend Lease contract. With No. 113 (BR) Sqn at Yarmouth, NS, when it suffered Cat "B" damage in a forced landing, due to low fuel and bad weather, in a lake near Bridgewater, NS (40 miles south-south-west of Yarmouth) in mid Jul 1942. Assigned to No. 4 Repair Depot on 16 Jul 1942. Allocated to Clarke Ruse Aircraft for repairs on 24 Jul 1942, delivered on 28 Jul 1942. To EAC on 22 Feb 1943. To Clarke Ruse at Dartmouth, NS on 21 Jun 1943. To No. 4 Repair Depot on 20 Sep 1943. Allocated to RCAF Headquarters Overseas on 27 Sep 1943. To No. 1 Air Command on 2 Feb 1945. Pending disposal from 13 Jun 1946. Had 927:40 airframe hours when struck off.</p> <p>SOS: 1 Aug 1947 - Struck off, to War Assets Corporation for disposal</p>					

BW620	Lockheed	L-414	Hudson	Mk. III	6299
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TOS: 5 Feb 1942 - Taken on strength

Noted on 12 Feb 1942 as one of 55 Hudsons released off a British Lend Lease contract. Taken on strength by EAC, for use by No. 113 (BR) Sqn at Yarmouth, NS. Flew this Sqn's first operation, special search from Yarmouth on 25 Mar 1942. **Cat "A"** crash at Yarmouth on 23 Apr 1943. F/O C.L. Tripp (pilot), Sgt A.J. Baillie (Nav), F/Sgt M.E. Tarnat (WAG) and F/Sgt R.F. Cavers (WAG) were all killed. The a/c was taking off on an ASW escort mission when it crashed from 100 ft and burst into flames. Sadly two more emergency response personnel, LAC L.E. Briggs and AC1 F. Haliek, were also killed and three others injured when the depth charges on board the a/c subsequently exploded as they tried to put out the flames and rescue the crew. To No. 4 Repair depot for write off on 25 Mar 1943.

SOS: 10 Aug 1943 - **Cat "A"** write-off

BW621	Lockheed	L-414	Hudson	Mk. III	6300
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TOS: 10 Feb 1942 - Taken on strength

Taken on strength by EAC, for the Home War Establishment. Noted on 12 Feb 1942 as one of 55 Hudsons released off a British Lend Lease contract. Originally intended for No. 31 OTU at Debert, NS. With No. 113 (BR) Sqn at Yarmouth, NS, c.1942. With No. 11 (BR) Sqn, RCAF Stns Torbay, NF, c. 1942 to 1944. Coded "Z". **Cat "C"** damage at Torbay at 12:45 hrs on 16 Sep 1942, reported by No. 145 (BR) Sqn. With No. 167 (Comm) Sqn at RCAF Stn Dartmouth, NS when it was destroyed in a crash at Dartmouth on 20 Oct 1944 when the a/c ground looped on take-off during an instructional mission. To No. 4 Repair Depot at Scoudouc, NB on 13 Nov 1944 for scrapping.

SOS: 20 Nov 1944 - **Cat "A"** write-off; struck off and reduced to spares and produce

BW622	Lockheed	L-414	Hudson	Mk. III	6301
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TOS: 5 Feb 1942 - Taken on strength

Taken on strength by EAC, for the Home War Establishment. Noted on 12 Feb 1942 as one of 55 Hudsons released off a British Lend Lease contract. With No. 113 (BR) Sqn at Yarmouth, NS, when it received **Cat "B"** damage at 14:08 on 14 Oct 1942 at Mont-Joli, QC. One engine cut during takeoff on Runway 1 for maintenance test, pilot aborted before becoming airborne but ran off the end of runway. Assigned to Clarke Ruse Aircraft for repairs on 16 Oct 1942, delivered on 23 Oct 1942. Back to EAC on 8 Apr 1943. With No. 11 (BR) Sqn, RCAF Stns Torbay, NF or Dartmouth, NS, c. 1943 to 1944. Coded "A". Pending disposal from 11 Sep 1944. Stored at No. 4 Repair Depot at Scoudouc, NB, where it was noted with 1,049:15 airframe hours, never overhauled.

SOS: 3 Sep 1946 - Struck off, to War Assets Corporation for disposal

BW623	Lockheed	L-414	Hudson	Mk. III	6302
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TOS: 10 Feb 1942 - Taken on strength

Taken on strength by EAC, for the Home War Establishment. Noted on 12 Feb 1942 as one of 55 Hudsons released off a British Lend Lease contract. With No. 113 (BR) Sqn at Yarmouth, NS, c. 1942. With No. 11 (BR) Sqn, RCAF Stns Torbay, NF or Dartmouth, NS, c. 1942 to 1944. Coded "K". Pending disposal from 11 Sep 1944. Stored at No. 4 Repair Depot at Scoudouc, NB, where it was noted with 1,353:15 airframe hours, never overhauled.

SOS: 3 Sep 1946 - Struck off, to War Assets Corporation for disposal

BW624	Lockheed	L-414	Hudson	Mk. III	6303
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TOS: 5 Feb 1942 - Taken on strength

Taken on strength by EAC at Debert, NS, for the Home War Establishment. Noted on 12 Feb 1942 as one of 55 Hudsons released off a British Lend Lease contract. With No. 113 (BR) Sqn at Yarmouth, NS, c.1942. Pending disposal from 8 Aug 1944. Stored at No. 4 Repair Depot at Scoudouc, NB, where it was noted with 1,260:10 airframe hours, never overhauled. By 25 Mar 1946 on the books of No. 5 (E) Depot there.

SOS: 3 Sep 1946 - Struck off, to War Assets Corporation for disposal

BW625	Lockheed	L-414	Hudson	Mk. III	6304
<p>TOS: 5 Feb 1942 - Taken on strength</p> <p>Taken on strength by EAC, for the Home War Establishment. Noted on 12 Feb 1942 as one of 55 Hudsons released off a British Lend Lease contract. With No. 113 (BR) Sqn at Yarmouth, NS, c. 1942. Sank U-754 on 31 Jul 1942, south-east of Sable Island. Sqn's, and EAC's, first U-boat kill. Pilot F/L N.E. Small was awarded the DFC (but was killed 6 months later in crash of Canso #9737). Used by No. 167 (Comm) Sqn, RCAF Stn Dartmouth, NS, 1944 to 1945. Regular aircraft of AOC EAC. Pending disposal from 1 Jun 1946, stored at Dartmouth. Noted with 1,978:25 airframe hours while in storage, never overhauled.</p> <p>SOS: 9 Jun 1948 - Struck off, to War Assets Corporation for disposal</p>					
BW626	Lockheed	L-414	Hudson	Mk. III	6305
<p>TOS: 10 Feb 1942 - Taken on strength</p> <p>Taken on strength by EAC, for the Home War Establishment. Noted on 12 Feb 1942 as one of 55 Hudsons released off a British Lend Lease contract. With No. 113 (BR) Sqn at Yarmouth, NS, c. 1942. Cat "C" damage at Dartmouth while with this Sqn, at 12:05 on 30 Apr 1942. To No. 31 OTU at Debert, NS on 21 Oct 1943, noted then as "Returned to Central Training Establishment". Allocated for conversion to target tug on 8 Aug 1944, noted as on loan from BCATP to Western Hemisphere Organization on that date. Used by No. 121 (K) Sqn at RCAF Stn Dartmouth, NS, 1944/45. Pending disposal from 2 Jan 1946. Noted at that time with 1,185:05 airframe hours, 132:15 hours since overhaul.</p> <p>SOS: 17 Jan 1946 - Struck off</p>					
BW627	Lockheed	L-414	Hudson	Mk. III	6306
<p>TOS: 5 Feb 1942 - Taken on strength</p> <p>Taken on strength by EAC, for the Home War Establishment. Noted on 12 Feb 1942 as one of 55 Hudsons released off a British Lend Lease contract. With No. 113 (BR) Sqn at Yarmouth, NS, c. 1942. With No. 11 (BR) Sqn, RCAF Stns Torbay, NF or Dartmouth, NS, c. 1942 to 1944. Coded "X". Pending disposal from 26 Sep 1944. Stored at No. 4 Repair Depot, where it was noted with 1,632:55 airframe hours. Sold to Frank Ambrose Aviation of Whitestone, New York. Sold to TACA as TI-76 in 1945. Broken up in San Jose, Costa Rica in 1946.</p> <p>SOS: 14 Aug 1945 - Struck off, to War Assets Corporation for disposal and later sold</p>					
BW628	Lockheed	L-414	Hudson	Mk. III	6307
<p>TOS: 5 Feb 1942 - Taken on strength by EAC</p> <p>First used by No. 31 OTU at RCAF Stn Debert, NS. Cat "C" damage at Debert at 03:15 hrs on 21 Jun 1942, when this aircraft collided on the ground with Hudson BW437. Allocated to No. 4 Repair Depot at Scoudouc on 25 Jun 1943, following a Cat "B" crash. Delivered there on 1 Jul 1943. To Clarke Ruse Aircraft for repairs, 3 Jul 1943 to 29 Jan 1944. To storage with EAC when completed. Fitted with droppable life boat, for ASR, at No. 21 Repair Depot from 13 Jul 1944. To WAC, for use by Air Sea Rescue Flight of No. 122(K) Sqn in BC, on 9 Dec 1944. To workshop reserve at RCAF Stn Patricia Bay, BC on 13 Mar 1945, for further modifications for rescue work. Back to 122 Sqn on 22 Mar 1945. To No. 10 Repair Depot on 6 Oct 1945 for radar installation. Back to WAC on 4 Jan 1946, probably to No. 3 (Comm) Flight at RCAF Stn Sea Island, BC. Back to No. 10 Repair depot on 23 Jan 1946. To WAC on 17 Apr 1946 with No. 123 (S&R) Flight at Sea Island at that time. Noted in fair condition on 1 Dec 1947, with 496:38 airframe hours, one of the last serviceable Hudsons in the RCAF. Pending disposal with North West Air Command from 20 Aug 1948.</p> <p>SOS: 13 Dec 1948 - Struck off, to War Assets Corporation for disposal</p>					

BW629	Lockheed	L-414	Hudson	Mk. III	6308
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TOS: 5 Feb 1942 - Taken on strength

Taken on strength by EAC, for the Home War Establishment. Noted on 12 Feb 1942 as one of 55 Hudsons released off a British Lend Lease contract. First used by No. 113 (BR) Sqn at RCAF Stn Yarmouth, NS. Cat "B" damage at Yarmouth at 10:10 on 2 Feb 1943, when the aircraft swung on take off and struck a snow bank. To No. 31 OTU at RCAF Stn Debert, NS on 21 Oct 1943. To storage on 22 May 1944. To No. 1 Training Command on 8 Aug 1944, for conversion to transport. Intended for the Visiting Flight at RCAF Stn Trenton, ON. To storage on 21 Oct 1944. To No. 1 Air Command on 15 Jan 1945, still in storage. Issued from storage on 9 Jul 1945. To stored reserve on 3 Oct 1945. Pending disposal from 2 Jan 1946. Noted with 929:05 airframe hours while in storage.

SOS: 27 Jun 1947 - Struck off, to War Assets Corporation for disposal

BW630	Lockheed	L-414	Hudson	Mk. III	6309
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TOS: 28 Jan 1942 - Taken on strength by EAC

First used by No. 31 OTU at RCAF Stn Debert, NS. Cat "B" crash on 17 Sep 1943. To No. 4 Repair Depot, pending disposal instructions. To workshop reserve at No. 6 Repair Depot on 5 Nov 1943. To No. 3 Training Command on 21 Apr 1944, for use by Test and Development Establishment at RCAF Stn Rockcliffe, ON. To No. 1 Air Command on 15 Jan 1945. To No. 6 Repair Depot on 13 Sep 1945. Pending disposal from 2 Nov 1946. Noted with 1174:55 airframe hours, 194:25 since overhaul, while in storage.

SOS: 15 Jan 1947 - Struck off, to War Assets Corporation for disposal

BW631	Lockheed	L-414	Hudson	Mk. III	6310
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TOS: 5 Feb 1942 - Taken on strength by EAC

Taken on strength by EAC, for the Home War Establishment. Noted on 12 Feb 1942 as one of 55 Hudsons released off a British Lend Lease contract. First used by No. 113 (BR) Sqn at RCAF Stn Yarmouth, NS. Disappeared off Fundy Bay on 1 Jun 1942, apparently due to fuel exhaustion. The three-person crew, P/O T.O. Johnston, Sgt C.S. Scholey and Sgt J.K. McDonald, all perished. Ownership to No. 4 Repair Depot for write off on 17 Jun 1942.

SOS: 17 Aug 1942 - **Cat "A"** write-off

BW632	Lockheed	L-414	Hudson	Mk. III	6311
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TOS: 5 Feb 1942 - Taken on strength by EAC

First used by No. 31 OTU at Debert, NS. Cat "B" crash at 19:18 on 11 Jul 1942, at Debert aerodrome. Nosed over after heavy landing. To No. 4 Repair Depot for repairs, back to EAC and No. 31 OTU on 22 Sep 1942. Cat "B" damage at 08:40 hrs on 11 Feb 1943 at Greenwood, reported by No. 36 OTU. Aircraft swung on landing, both airscrews damaged. To Clarke Ruse Aircraft at Moncton, NB on 17 Feb 1943 for repair, back to EAC on 30 Jul 1943, for the BCATP. Transferred to Western Hemisphere Organization on 10 Aug 1944, for use by No. 11 (BR) Sqn, RCAF Stns Torbay, NF or Dartmouth, NS. Coded "Y". Used by No. 167 (Comm) Sqn, RCAF Stn Dartmouth, NS, 1944 to 1945. Reported serviceable on 2 Oct 1945, airframe hours 1053:30, never overhauled, placed in storage on that date at No. 6 Reserve Equipment Maintenance Unit. Pending disposal from 9 Jan 1946.

SOS: 22 Nov 1946 - Struck off, to War Assets Corporation for disposal

BW633	Lockheed	L-414	Hudson	Mk. III	6312
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TOS: 17 Feb 1942 - Taken on strength by EAC

First used by No. 31 OTU at Debert, NS. **Cat "A"** crash at 06:10 hrs on 25 Apr 1942, at Debert aerodrome, while being flown solo in circuits by P/O J.S. Tait. Destroyed by fire after the crash, but with no casualties. To No. 4 Repair Depot on 2 May 1942 for scrapping.

SOS: 23 Jul 1942 - **Cat "A"** write-off; struck off and reduced to spares and produce

BW634	Lockheed	L-414	Hudson	Mk. III	6313
<p>TOS: 5 Feb 1942 - Taken on strength</p> <p>Taken on strength by EAC, for the Home War Establishment. Noted on 12 Feb 1942 as one of 55 Hudsons released off a British Lend Lease contract. First used by No. 113 (BR) Sqn at RCAF Stn Yarmouth, NS. Cat "A" crash into Bay of Fundy at 12:00 hrs on 26 Feb 1943. The cause of crash is listed as "obscure"; P/O J.B. Bond (pilot), P/O J.N. Treadwell (nav), P/O K.J. Daly (WAG) and Sgt G. Beverly (WAG) were all killed. Allocated to No. 4 Repair Depot on 2 Mar 1943 for write off.</p> <p>SOS: 22 May 1943 - Cat "A" write-off</p>					
BW635	Lockheed	L-414	Hudson	Mk. III	6314
<p>TOS: 5 Feb 1942 - Taken on strength</p> <p>Taken on strength by EAC, for the Home War Establishment. Noted on 12 Feb 1942 as one of 55 Hudsons released off a British Lend Lease contract. To RCAF Stn Gander, NF on 16 Oct 1942. To workshop reserve at No. 19 Sub-Repair Depot at Gander on 30 Nov 1942. Back to EAC on 24 Mar 1943. To No. 31 OTU at RCAF Stn Debert, NS on 21 Oct 1943. Allocated to No. 4 Repair Depot for inspection and report on 23 Feb 1944, following a crash on 16 Feb when the a/c swung violently on take-off and collapsed the u/c. There were no crew injuries. Originally reported as Cat "B", but scrapped without being repaired</p> <p>SOS: 16 May 1944 - Cat "A" write-off; struck off and reduced to spares and produce</p>					
BW638	Lockheed	L-414	Hudson	Mk. III	6317
<p>TOS: 24 Feb 1942 - Taken on strength by No. 3 Training command at Rockcliffe</p> <p>To Test and Development Establishment at RCAF Stn Rockcliffe, ON for de-icing tests. Still with this unit when the nose dropped on landing at Rockcliffe on 16 Jul 1943, the aircraft skidded and caught fire and burnt out. Wreckage to No. 9 Repair Depot at St. Jean, QC on 22 Jul 1943 for scrapping.</p> <p>SOS: 9 Dec 1943 - Cat "A" write-off; struck off and reduced to spares and produce</p>					
BW639	Lockheed	L-414	Hudson	Mk. III	6318
<p>TOS: 24 Jun 1942 - Taken on strength by EAC</p> <p>Fitted with dual controls. To No. 4 Repair Depot on 1 Mar 1944, for repairs following a Cat "B" crash. Pending disposal from 31 Jul 1944, apparently never repaired. By 25 Mar 1946 on the books of No. 5 (E) Depot at Scoudouc, still pending disposal. Noted with 1157:00 airframe hours, never overhauled, while in storage at Scoudouc.</p> <p>SOS: 12 Feb 1947 - Struck off, to War Assets Corporation for disposal</p>					
BW640	Lockheed	L-414	Hudson	Mk. III	6319
<p>TOS: 16 Mar 1942 - Taken on strength by EAC</p> <p>Fitted with dual controls. First used by No. 36 OTU at RCAF Stn Greenwood, NS. Cat "B" damage at Greenwood at 20:25 hrs on 26 Jan 1943. Aircraft drifted on landing, and port wheel became stuck in snow beside runway. To No. 4 Repair Depot for repairs. Noted with 474:00 airframe hours on 10 May 1943, when it returned to EAC. To Canada Car & Foundry at Moncton, NB on 13 Jan 1944. To storage at No. 21 Repair Depot on 8 Apr 1944, pending disposal instructions.</p> <p>SOS: 6 Nov 1944 - Written off at No. 21 Repair Depot</p>					
BW641	Lockheed	L-414	Hudson	Mk. III	6320
<p>TOS: 16 Mar 1942 - Taken on strength by EAC</p> <p>Fitted with dual controls. First used by No. 36 OTU at RCAF Stn Greenwood, NS. Assigned to No. 4 Repair Depot on 18 Mar 1943, following a Cat "B" crash. Assigned to Clarke Ruse Aircraft at Moncton, NB for repairs on 24 Mar 1943, delivered there on 26 Mar 1943. Back to EAC on 25 Jul 1943. To storage on 22 May 1944. By 9 Aug 1944 stored at No. 6 Reserve Equipment Maintenance Unit at Mt. Pleasant, PEI. Pending disposal at Mount Pleasant from late 1944 with 1,231:30 airframe hours while in storage.</p>					

SOS: 3 Jul 1947 - Struck off, to War Assets Corporation for disposal

BW642	Lockheed	L-414	Hudson	Mk. III	6321
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TOS: 24 Jun 1942 - Taken on strength by EAC

Fitted with dual controls. To No. 4 Repair Depot at Scoudouc, NB on 5 Nov 1942, then to Clarke Ruse Aircraft on 9 Nov 1942. Back to EAC, for use by a training unit, on 10 May 1943. Cat "B" damage reported on 22 Aug 1943 in Griffin, not confirmed by Record Card. To storage from 22 May to 9 Jun 1944. Noted as on loan from BCATP to Western Hemisphere Organization on 9 Jun 1944. To WAC on 7 Jul 1944, for use by No. 122 (K) Sqn at RCAF Stn Patricia Bay, BC. Allocated for conversion to target tug on 9 Jun 1944. Noted as held in storage as spare for Air Sea Rescue flights on 18 Aug 1944. To No. 122 (K) Sqn on 4 Dec 1944, for use as a conversion trainer for one month. Crashed at Port Hardy, BC at 16:07 hrs on 22 Aug 1945. Originally reported as Cat "B", revised to **Cat "A"** by 8 Sep 1945 when aircraft was transferred to ownership of No. 3 Repair Depot for scrapping.

SOS: 25 Sep 1945 - **Cat "A"** write-off

BW643	Lockheed	L-414	Hudson	Mk. III	6322
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TOS: 16 Mar 1942 - Taken on strength by EAC

First used by No. 36 OTU at RCAF Stn Greenwood, NS. Cat "B" crash in early 1944 when the a/c ground looped on landing and collapsed the u/c. There were no crew injuries. To storage at No. 4 Repair Depot on 10 Feb 1944, pending allocation to a repair contractor. Scrapped at No. 4 Repair Depot without being repaired.

SOS: 16 May 1944 - **Cat "A"** write-off; struck off and reduced to spares and produce

BW644	Lockheed	L-414	Hudson	Mk. III	6323
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TOS: 5 Feb 1942 - Taken on strength

Taken on strength by EAC, for the Home War Establishment. Noted on 12 Feb 1942 as one of 55 Hudsons released off a British Lend Lease contract. With No. 11 (BR) Sqn, RCAF Stns Torbay, NF or Dartmouth, NS, 1942 to 1944. Coded "H". Used by No. 167 (Comm) Sqn, RCAF Stn Dartmouth, NS, 1944 to 1945. To storage on 20 Feb 1945, stored by No. 6 Reserve Equipment Maintenance Unit. Pending disposal from 20 Mar 1946, stored at the Reserve Equipment Maintenance Satellite at Mt. Pleasant, PEI. Noted with 1,972:15 airframe hours, never overhauled, while in storage.

SOS: 27 Jun 1947 - Struck off, to War Assets Corporation for disposal

BW645	Lockheed	L-414	Hudson	Mk. III	6324
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TOS: 5 Feb 1942 - Taken on strength

Taken on strength by EAC, for the Home War Establishment. Noted on 12 Feb 1942 as one of 55 Hudsons released off a British Lend Lease contract. Used by No. 119 (BR) Sqn at RCAF Stn Sydney, NS. Cat "B" damage at Sydney, at 16:10 hrs on 20 Feb 1943. Aircraft bounced on cross wind landing, drifted into ungraded ground at side of runway. Recommended for salvage by No. 4 Repair Depot on 4 Mar 1943, but to Clarke Ruse Aircraft for repairs on 5 Mar 1943. Back to EAC on 25 Aug 1943, for the Home War Establishment. To No. 31 OTU at RCAF Stn Debert, NS on 26 Oct 1943. "Completely demolished" in a crash at Debert on 25 Mar 1944. To No. 4 Repair Depot on 28 Mar 1944 for scrapping.

SOS: 23 May 1944 - **Cat "A"** write-off; struck off and reduced to spares and produce

BW646	Lockheed	L-414	Hudson	Mk. III	6325
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TOS: 5 Feb 1942 - Taken on strength

Taken on strength by EAC, for the Home War Establishment. Noted on 12 Feb 1942 as one of 55 Hudsons released off a British Lend Lease contract. Assigned to No. 11 (BR) Sqn, RCAF Stns Torbay, NF or Dartmouth, NS, c. 1942 to 1944. Coded "F". Failed to return from a practice bombing exercise on 19 May 1944. Seen by a small naval vessel to be on fire and to dive into the sea. The 3-man crew, which consisted of F/L D.J. Jones, WO2 L.G. Martin and WO2 J.J. Cowan, all perished. Records transferred to No. 19 Sub-Repair Depot in NF for write-off as of 24 Jun 1944.

SOS: 18 Jul 1944 - Cat "A" write-off

BW647	Lockheed	L-414	Hudson	Mk. III	6326
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TOS: 10 Feb 1942 - Taken on strength

Taken on strength by EAC, for the Home War Establishment. Noted on 12 Feb 1942 as one of 55 Hudsons released off a British Lend Lease contract. First used by No. 31 OTU at RCAF Stn Debert, NS. At No. 4 Repair Depot at Scoudouc, NB by 16 Oct 1942, ownership transferred on 2 Nov 1942. To Clarke Ruse aircraft for repairs on 7 Nov 1942, following a Cat "B" crash. Back to EAC on 12 May 1943, for the Home War Establishment. Converted to target tug by 8 Aug 1944. Used by No. 121 (K) Sqn at RCAF Stn Dartmouth, NS, 1944/45. To storage on 2 Oct 1945, noted as serviceable on that date. Stored by No. 6 Reserve Equipment Maintenance Unit, where it was pending disposal from 9 Jan 1946. Noted with 1312:55 airframe hours, never overhauled, while in storage.

SOS: 22 Nov 1946 - Struck off, to War Assets Corporation for disposal

BW648	Lockheed	L-414	Hudson	Mk. III	6327
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TOS: 5 Feb 1942 - Taken on strength

Taken on strength by EAC, for the Home War Establishment. Noted on 12 Feb 1942 as one of 55 Hudsons released off a British Lend Lease contract. With No. 119 (BR) Sqn detachment at Mt. Joli, QC, when it attacked a submarine in the Gulf of St. Lawrence, near Sept Isle, QC on 7 Jul 1942. 4 depth charges were dropped, extensive damage observed. This was 119 Sqn's fourth attack, and the first from a Hudson. Destroyed on night takeoff in Oct 1942 when it struck a parked USAAF B-17. The five-man crew escaped with only minor injuries. The Hudson was destroyed by fire and explosions of the depth charges. The B-17 was also extensively damaged. Wreckage to No. 4 Repair Depot in Scoudouc, NB on 20 Oct 1942, for scrapping.

SOS: 9 Feb 1943 - Cat "A" write-off; struck off and reduced to spares and produce

BW649	Lockheed	L-414	Hudson	Mk. III	6328
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TOS: 5 Feb 1942 - Taken on strength

Taken on strength by EAC, for the Home War Establishment. Noted on 12 Feb 1942 as one of 55 Hudsons released off a British Lend Lease contract. First used by No. 11 (BR) Sqn, RCAF Stn Dartmouth, NS. Coded "D". Cat "B" damage at Dartmouth at 17:58 on 25 Jul 1942. Swung on landing after operational patrol, left oleo "gave away". To Clarke Ruse Aircraft for repair on 3 Aug 1942, back to EAC on 25 Sep 1942. Pending disposal from 11 Aug 1944. Stored at No. 4 Repair Depot at Scoudouc, NB, where it was noted with 1322:55 airframe hours, never overhauled. By 25 Mar 1946 on the books of No. 5 (E) Depot at Scoudouc.

SOS: 3 Sep 1946 - Struck off, to War Assets Corporation for disposal

BW650	Lockheed	L-414	Hudson	Mk. III	6329
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TOS: 5 Feb 1942 - Taken on strength by EAC

First assigned to No. 31 OTU at Debert, NS. Cat "B" crash on 30 Sep 1943 when a student pilot landed with the wheels retracted. Allocated to No. 4 Repair Depot on 4 Oct 1943, pending movement to contractor. To Clarke Ruse Aircraft at Moncton, NB on 10 Oct 1944. Allocated to No. 21 Repair Depot on 3 Apr 1944 for disposal.

SOS: 6 Nov 1944 - Struck off

BW651	Lockheed	L-414	Hudson	Mk. III	6330
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TOS: 5 Feb 1942 - Taken on strength

Taken on strength by EAC, for the Home War Establishment. Noted on 12 Feb 1942 as one of 55 Hudsons released off a British Lend Lease contract. Converted to target tug by 8 Aug 1944. Pending disposal from 30 Aug 1944. Stored at No. 4 Repair Depot, where it was noted with 18:45 airframe hours. Sold to Frank Ambrose Aircraft of New York. Sold to TACA as TI-80 in 1945. Broken up in San Jose, Costa Rica in 1946.

SOS: 24 Aug 1945 - Struck off, to War Assets Corporation for disposal and later sold

BW652	Lockheed	L-414	Hudson	Mk. III	6331
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TOS: 10 Feb 1942 - Taken on strength

Taken on strength by EAC, for the Home War Establishment. Noted on 12 Feb 1942 as one of 55 Hudsons released off a British Lend Lease contract. First intended for No. 31 OTU at RCAF Stn Debert, NS. With No. 119 (BR) Sqn at RCAF Stn Sydney, NS. Destroyed at Sydney aerodrome at 12:05 hrs on 27 Sep 1942. Aircraft was returning early from patrol due to poor weather, ground looped on landing in cross wind. Post crash fire set off four 250 lb depth charges. 600 windows on base were blown out, but with no injuries. Ownership to No. 4 Repair Depot on 29 Sep 1942 for write off.

SOS: 12 Jan 1943 - **Cat "A"** write-off; struck off and reduced to spares and produce

BW653	Lockheed	L-414	Hudson	Mk. III	6332
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TOS: 5 Feb 1942 - Taken on strength

Taken on strength by EAC, for the Home War Establishment. Noted on 12 Feb 1942 as one of 55 Hudsons released off a British Lend Lease contract. With No. 119 (BR) Sqn at RCAF Stn Sydney, NS. Cat "C" damage at 15:00 hrs on 3 May 1942. Ground looped in "variable wind conditions". On 26 Jul 1942, a squadron pilot landed the a/c with the wheels up causing Cat "B" damage. Assigned to Clarke Ruse Aircraft for repairs on 13 Aug 1942, delivered there on 17 Aug 1942. Returned to EAC on 27 Nov 1942. Delivered to No. 11 (BR) Sqn at RCAF Stn Dartmouth, NS on 29 Jan 1943, still with this unit when lost. The a/c took off at 17:00 hrs on 24 Feb 1943 with five other a/c on an ASW sweep. The weather deteriorated and the a/c were recalled. The crew of BW 653 became lost and ran out of fuel. They successfully bailed out of the a/c from 3,000 ft. The a/c subsequently landed itself relatively intact on a frozen lake. Ownership to No. 4 Repair Depot at Scoudouc, NB on 26 Feb 1943, some wreckage delivered there on 12 Mar 1943. Rear fuselage shipped to RCAF Stn Mountain View, ON.

SOS: 30 Apr 1943 - **Cat "A"** write-off

BW654	Lockheed	L-414	Hudson	Mk. III	6333
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TOS: 5 Feb 1942 - Taken on strength

Taken on strength by EAC, for the Home War Establishment. Noted on 12 Feb 1942 as one of 55 Hudsons released off a British Lend Lease contract. To No. 3 Training Command on 29 Apr 1944. To No. 2 Air Command on 7 Dec 1944. To North West Air Command on 10 Oct 1945. Pending disposal from 17 Mar 1946. Noted with 1,512:35 airframe hours while in storage.

SOS: 28 Jun 1948 - Struck off, to War Assets Corporation for disposal

BW655	Lockheed	L-414	Hudson	Mk. III	6334
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TOS: 5 Feb 1942 - Taken on strength

Taken on strength by EAC, for the Home War Establishment. Noted on 12 Feb 1942 as one of 55 Hudsons released off a British Lend Lease contract. Used by No. 119 (BR) Sqn at various east coast locations. Cat "C" damage at Mont Jolie aerodrome at 12:15 on 31 Aug 1942, while with 119 Sqn detachment there. To workshop reserve at No. 4 Repair Depot at Scoudouc, NB on 8 Sep 1942, back to EAC on 1 Feb 1943. With No. 119 (BR) Sqn, probably Chatham NB detachment, when it searched for a reported submarine north of Bathurst, NB in 1943. Turned out to be log float. Converted to target tug by 8 Aug 1944. **Cat "A"** crash at Dartmouth on 9 Mar 1945, while being operated by No. 121 (K) Sqn. To No. 4 Repair Depot on 12 Mar 1945 for scrapping.

SOS: 18 Apr 1945 - **Cat "A"** write-off

BW656	Lockheed	L-414	Hudson	Mk. III	6335
<p>TOS: 10 Feb 1942 - Taken on strength</p> <p>Taken on strength by EAC, for the Home War Establishment. Noted on 12 Feb 1942 as one of 55 Hudsons released off a British Lend Lease contract. Intended for No. 31 OTU at RCAF Stn Debert, NS. Cat "A" crash at Sydney, NS on 3 May 1942. Ownership to No. 4 Repair Depot on 6 May 1942, for scrapping.</p> <p>SOS: 17 Jul 1942 - Cat "A" write-off; struck off and reduced to spares and produce</p>					
BW657	Lockheed	L-414	Hudson	Mk. III	6336
<p>TOS: 5 Feb 1942 - Taken on strength</p> <p>Taken on strength by EAC, for the Home War Establishment. Noted on 12 Feb 1942 as one of 55 Hudsons released off a British Lend Lease contract. Cat "B" crash at Sydney aerodrome at 21:20 hrs on 4 Sep 1942. The pilot mis-judged the height in heavy rain, resulting in both a heavy landing and ground loop. While assigned to No. 119 Sqn another "B" Cat crash on 29 Dec 1943 while landing after an operational sortie in a cross-wind and drifting snow, the pilot overshot the runway and crashed with no injuries to the crew. To No. 4 Repair Depot on 15 Jan 1944, then to No. 21 Repair Depot at Moncton, NB on 4 Feb 1944, apparently never repaired.</p> <p>SOS: 6 Nov 1944 - Cat "A" write-off; struck off and reduced to spares and produce</p>					
BW658	Lockheed	L-414	Hudson	Mk. III	6337
<p>TOS: 5 Feb 1942 - Taken on strength</p> <p>Taken on strength by EAC, for the Home War Establishment. Noted on 12 Feb 1942 as one of 55 Hudsons released off a British Lend Lease contract. With No. 11 (BR) Sqn, RCAF Stns Torbay, NF or Dartmouth, NS, c. 1942 to 1944. Coded "M". Pending disposal from 11 Aug 1944. Noted with 1,483:00 airframe hours, never overhauled, while in storage. Sold to Frank Ambrose Aviation of Whitestone, New York.</p> <p>SOS: 29 Aug 1945 - Struck off, to War Assets Corporation for disposal and later sold</p>					
BW659	Lockheed	L-414	Hudson	Mk. III	6338
<p>TOS: 5 Feb 1942 - Taken on strength by EAC</p> <p>First used by No. 31 OTU at RCAF Stn Debert, NS. Cat "B" crash at Debert at 15:55 on 11 May 1942. Crashed during bombing exercises, but "cause not yet available". Ownership to No. 4 Repair Depot at Scoudouc, NB on 13 May 1942. To Clarke Ruse Aircraft for repairs, 25 May to 24 Oct 1942. To EAC when completed, delivered to a training unit on 10 Nov 1942. To storage on 22 May 1944. To No. 1 Training Command on 8 Aug 1944, for conversion to transport. Used by Visiting Flight from RCAF Stn Trenton, ON. To No. 1 Air Command on 15 Jan 1945. Pending disposal from 1 Apr 1946. On the books of No. 6 Repair Depot by 19 Jun 1946. Noted with 1,098:35 airframe hours while in storage.</p> <p>SOS: 2 Jan 1947 - Struck off, to War Assets Corporation for disposal</p>					
BW660	Lockheed	L-414	Hudson	Mk. III	6339
<p>TOS: 10 Feb 1942 - Taken on strength</p> <p>Taken on strength by EAC, for the Home War Establishment. Noted on 12 Feb 1942 as one of 55 Hudsons released off a British Lend Lease contract. With No. 11 (BR) Sqn, RCAF Stns Torbay, NF or Dartmouth, NS, c. 1942 to 1944. Coded "A". Cat "C" damage at Dartmouth at 21:30 hrs on 6 Jan 1943 while with this unit. Ran into snow drifts while landing, damaged one propeller. To workshop reserve at No. 4 Repair Depot at Scoudouc, NB on 27 Mar 1944. Pending disposal from 29 Aug 1944, stored at Scoudouc. Noted with 1,303:50 airframe hours, never overhauled, while in storage. By 25 Mar 1946 on the books of No. 5 (E) Depot at Scoudouc.</p> <p>SOS: 12 Feb 1947 - Struck off, to War Assets Corporation for disposal</p>					
BW682	Lockheed	L-414	Hudson	Mk. III	6361

BW682	Lockheed	L-414	Hudson	Mk. III	6361
TOS: 16 Mar 1942 - Taken on strength by EAC					
First used by No. 36 OTU at Debert, NS. Cat "A" crash during takeoff at Debert aerodrome at 11:50 hrs on 12 Jul 1942. With a student pilot at the controls, the a/c swung on take-off. The pilot attempted to take-off but the a/c stalled, caught a wing tip, slid down the runway and then the a/c caught fire. The crew escaped with minor injuries. To No. 4 Repair Depot for write off on 21 Jul 1942.					
SOS: 15 Oct 1942 - Cat "A" write-off; struck off and reduced to spares and produce					
BW683	Lockheed	L-414	Hudson	Mk. III	6362
TOS: 10 Feb 1942 - Taken on strength by EAC					
First assigned to No. 31 OTU at Debert, NS, noted as on loan from RAF. Noted on 12 Feb 1942 as one of 55 Hudsons released off a British Lend Lease contract. Later with No. 119 (BR) Sqn at RCAF Stn Sydney, NS. Cat "B" crash at Sydney aerodrome at 10:05 hrs on 5 Aug 1942. Ground looped while attempting to take off in "varying wind conditions". To No. 4 Repair Depot on 6 Aug 1942. Re-assigned to Clarke Ruse Aircraft for repairs on 21 Aug 1942, completed on 27 Nov 1942. To EAC when completed. Converted to target tug on 8 Aug 1944. To workshop reserve at No. 4 Repair Depot on 7 Apr 1945, pending decision on disposal. Pending disposal from 24 Apr 1945, stored at Scoudouc, NB. Noted with 1243:10 airframe hours, never overhauled, while with No. 4 Repair Depot. By 25 Mar 1946 on the books of No. 5 (E) Depot, still at Scoudouc.					
SOS: 12 Feb 1947 - Struck off, to War Assets Corporation for disposal					
BW685	Lockheed	L-414	Hudson	Mk. III	6364
TOS: 16 Feb 1942 - Taken on strength by EAC					
Noted on 12 Feb 1942 as one of 55 Hudsons released off a British Lend Lease contract. First assigned to No. 31 OTU at Debert, NS, noted as on loan from RAF. Later with No. 11 (BR) Sqn, RCAF Stn Dartmouth, NS. Coded "T". The a/c went missing on 25 Oct 1942 during an operational convoy escort sortie with that unit from Mont Joli, QC. The a/c was later discovered to have crashed approximately 20 miles NE of Chandler, QC. The a/c may have had an engine fire and was attempting a forced landing. The crew of four including P/O E.R. Hodge (pilot), F/O F. Tate (Ops O), P/O E. Davies (nav) and F/Sgt R.A. Martin (WAG), were all killed. Application for write off dated 4 Nov 1942, from No. 4 Repair Depot, Scoudouc, NB.					
SOS: 24 Mar 1943 - Cat "A" write-off					
BW686	Lockheed	L-414	Hudson	Mk. III	6365
TOS: 17 Feb 1942 - Taken on strength by EAC					
First assigned to No. 31 OTU at Debert, NS. Later with No. 36 OTU at RCAF Stn Greenwood, NS. Cat "B" damage at Greenwood aerodrome at 14:55 on 22 Feb 1943, nosed over on landing. To No. 4 Repair Depot on 24 Feb 1943. To Clarke Ruse Aircraft for repairs, 25 Feb to 15 Aug 1943. To EAC when completed. Transferred from BCATP to Western Hemisphere Organization (to an operational unit) on 8 Aug 1944. To No. 4 Repair Depot from 22 Mar to 10 May 1945 for modifications, then back to EAC. Noted as Air Sea Rescue aircraft in Jun 1945. To workshop reserve at No. 6 Repair Depot from 1 Feb to 1 Jun 1946, then back to EAC. Back in storage by end of 1946. Pending disposal from summer of 1947, stored at Greenwood.					
SOS: 10 Oct 1947 - Struck off, to War Assets Corporation for disposal					
BW687	Lockheed	L-414	Hudson	Mk. III	6366
TOS: 16 Feb 1942 - Taken on strength by EAC					
Noted on 12 Feb 1942 as one of 55 Hudsons released off a British Lend Lease contract. First assigned to No. 31 OTU at Debert, NS. Later with No. 119 (BR) Sqn at Sydney, NS. Cat "C" damage at Sydney aerodrome at 20:15 hrs on 12 Sep 1942. To Clark Ruse Aircraft for repairs, 16 Oct to 2 Nov 1942. To EAC when completed, for use by Home War Establishment. Converted to target tug, still with EAC, on 8 Aug 1944. Pending disposal from 1 Apr 1946. Stored at RCAF Stn Dartmouth, NS, where it was noted with 1671:05 airframe hours, never overhauled.					

SOS: 9 Jun 1948 - Struck off, to War Assets Corporation for disposal

BW688	Lockheed	L-414	Hudson	Mk. III	6367
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TOS: 16 Feb 1942 - Taken on strength by EAC

Noted on 12 Feb 1942 as one of 55 Hudsons released off a British Lend Lease contract. First assigned to No. 31 OTU at Debert, NS. Converted to target tug on 8 Aug 1944. Pending disposal from late Aug 1944. Noted on 25 Mar 1946 as stored at Scoudouc, NB, still pending disposal with 1,569:40 airframe hours, never having been overhauled.

SOS: 12 Feb 1947 - Struck off, to War Assets Corporation for disposal

BW689 A.291	Lockheed	L-414	Hudson	Mk. III	6368
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TOS: 18 Mar 1943 - Taken on strength by EAC

First assigned to No. 36 OTU at RCAF Stn Greenwood, NS. Still with this unit when it swung on takeoff at the Greenwood aerodrome at 16:50 hrs on 13 Feb 1943. Fuselage was twisted, and buckled in several places. Originally classified as Cat "B", revised to **Cat "A"** (as beyond economical repair) on 14 Feb 1943. To No. 4 Repair Depot on 15 Feb 1943. Became Instructional Airframe A291 on 29 Apr 1943.

SOS: 5 Jul 1943 - Struck off, reduced to spares and produce

BW690	Lockheed	L-414	Hudson	Mk. III	6369
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TOS: 27 Oct 1942 - Taken on strength by EAC

Allocated for conversion to target tug on 8 Aug 1944, noted on that date as on loan from BCATP to Western Hemisphere Organization. To storage at RCAF Stn Dartmouth, NS on 11 Oct 1945. Noted as serviceable on that date, with 1,596:15 airframe hours, never overhauled. Issued from storage to RCAF Stn Greenwood, NS on 21 Nov 1945. Pending disposal from 1 Apr 1946.

SOS: 26 May 1948 - Struck off, to War Assets Corporation for disposal

BW691	Lockheed	L-414	Hudson	Mk. III	6370
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TOS: 16 Mar 1942 - Taken on strength by EAC

First assigned to No. 36 OTU at RCAF Stn Greenwood, NS. Still with this Unit when it suffered Cat "B" damage at 20:25 hrs on 3 Feb 1943, on the aerodrome at Greenwood. Swung on landing, undercarriage collapsed. Damage to wing centre section, fuselage damaged by propeller. To Clarke Ruse Aircraft for repairs, 8 Feb to 30 Sep 1943. To EAC when completed. To storage at No. 4 Repair Depot on 21 Mar 1944, following another Cat "B" crash. Reported with 779:00 airframe hours, never overhauled, while there. Pending disposal from 31 Jul 1944. By 25 Mar 1946 on the books of No. 5 (E) Depot at Scoudouc, still pending disposal.

SOS: 12 Feb 1947 - Struck off, to War Assets Corporation for disposal

BW692	Lockheed	L-414	Hudson	Mk. III	6371
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TOS: 17 Feb 1942 - Taken on strength by EAC

First assigned to No. 31 OTU at Debert, NS. To Central Flying School at RCAF Stn Trenton, ON on 27 Nov 1942, for use by the Instructional Flight. **Cat "A"** crash on 22 Sep 1944 when the u/c collapsed on a cross-country mission, while still with the Central Flying School. To No. 6 Repair Depot on 30 Sep 1944, for scrapping.

SOS: 11 Nov 1944 - **Cat "A"** write-off; Struck off and reduced to spares and produce

BW693	Lockheed	L-414	Hudson	Mk. III	6372
<p>TOS: 16 Feb 1942 - Taken on strength by EAC</p> <p>Noted on 12 Feb 1942 as one of 55 Hudsons released off a British Lend Lease contract. First assigned to No. 31 OTU at Debert, NS. Later with No. 119 (BR) Sqn at RCAF Stn Sydney, NS. Cat "C" damage at Sydney at 10:15 hrs on 20 Oct 1942. Converted to target tug on 8 Aug 1944. To storage on 2 Oct 1945. Noted as serviceable on that date, with 1,815:10 airframe hours, never overhauled. Stored at No. 6 Reserve Equipment Maintenance Unit, where it was pending disposal from 9 Jan 1946.</p> <p>SOS: 22 Nov 1946 - Struck off, to War Assets Corporation for disposal</p>					
BW694	Lockheed	L-414	Hudson	Mk. III	6373
<p>TOS: 16 Mar 1942 - Taken on strength by EAC</p> <p>First assigned to No. 36 OTU at RCAF Stn Greenwood, NS. Cat "B" crash on 28 Feb 1943, when the a/c swung to port on landing and ended up on its nose. The airframe had 693:30 airframe hours at that time.. To Clarke Ruse Aircraft for repairs, 8 Mar to 25 Jul 1943. To EAC when completed. Still with 36 OTU when it was in a Cat "A" crash on 28 Nov 1943 when the a/c ground looped upon landing after an air test and collapsed the u/c. The crew and passengers escaped uninjured. Wreckage to No. 4 Repair Depot on 8 Dec 1943. Fuselage shipped to Air Armament School at Mountain View for instructional purposes, authorized on 11 Feb 1944.</p> <p>SOS: 13 Apr 1944 - Cat "A" write-off; Struck off and reduced to spares and produce</p>					
BW695	Lockheed	L-414	Hudson	Mk. III	6374
<p>TOS: 16 Feb 1942 - Taken on strength by EAC</p> <p>First assigned to No. 31 OTU at Debert, NS. Later with No. 119 (BR) Sqn at RCAF Stn Sydney, NS. Cat "C" damage at Sydney aerodrome at 21:20 hrs on 5 Jul 1942. Cat "A" crash at Sydney aerodrome at 07:00 hrs on 25 Dec 1942. Both engines failed shortly after takeoff, and the a/c crashed. The entire crew was killed, including WO2 L. Green (pilot), F/Sgt R. MacGranachan (nav), F/Sgt W.B.E. Bailey (WAG), and Sgt J.E.P.E. Camire (WAG) . Ownership to No. 4 Repair Depot at Scoudouc, NB on 28 Dec 1942, for scrapping.</p> <p>SOS: 23 Mar 1943 - Cat "A" write-off; Struck off and reduced to spares and produce</p>					
BW696	Lockheed	L-414	Hudson	Mk. III	6375
<p>TOS: 17 Feb 1942 - Taken on strength by EAC</p> <p>First assigned to No. 31 OTU at Debert, NS. Cat "B" damage at 11:15 hrs on 27 Jan 1943, while with No. 36 OTU at RCAF Stn Greenwood, NS. Bounced on landing, hit a snow drift, undercarriage collapsed. To No. 4 Repair Depot for repairs on 30 Jan 1943, with 628:25 airframe hours. To EAC when completed. Another "B" Cat crash on 14 Oct 1943 when the a/c swung on landing during a practice circuits mission with no injuries to the crew. To workshop reserve at No. 4 Repair Depot on 22 Oct 1943. To Clarke Ruse Aircraft at Moncton, NB for repairs on 30 Nov 1943. Repairs apparently not proceeded with, allocated to No. 21 Repair Depot on 3 Oct 1944 for scrapping.</p> <p>SOS: 6 Nov 1944 - Cat "A" write-off; Struck off and reduced to spares and produce</p>					
BW697	Lockheed	L-414	Hudson	Mk. III	6376
<p>TOS: 16 Mar 1942 - Taken on strength by EAC</p> <p>First assigned to No. 36 OTU at RCAF Stn Greenwood, NS. Still with this Unit when it received Cat "C" damage at Greenwood aerodrome, at 00:15 hrs on 6 Aug 1942. To storage from 22 May to 16 Jun 1944. Noted as on loan from BCATP to Western Hemisphere Organization when issued from storage. Converted to target tug from 8 Aug 1944. To storage on 2 Oct 1945, noted as serviceable on that date. Stored by No. 6 Reserve Equipment Maintenance Unit. Still there on 9 Jan 1946, when it was pending disposal.</p> <p>SOS: 22 Nov 1946 - Struck off, to War Assets Corporation for disposal</p>					

BW698	Lockheed	L-414	Hudson	Mk. III	6377
TOS: 5 Feb 1942 - Taken on strength by EAC					
Noted on 12 Feb 1942 as one of 55 Hudsons released off a British Lend Lease contract. First assigned to an operational unit with the Home War Establishment. To No. 4 Repair Depot at Scoudouc, NB for repairs after a Cat "B" crash, 8 Sep 1943 to 23 Mar 1944. To EAC when completed, for use with a training unit. To storage on 22 May 1944. Allocated for conversion to target tug on 9 Jun 1944, noted as on loan from BCATP to Western Hemisphere Organization. To workshop reserve at No. 21 Repair Depot on 12 Jul 1944, for conversion to air-sea rescue configuration. To WAC on 10 Nov 1944. With No. 122(K) Sqn at RCAF Stn Patricia Bay, BC, 1944/45. With North West Air Command in 1947, pending disposal. Reported with 1,196:00 airframe hours while in storage.					
SOS: 10 Mar 1948 - Struck off, to War Assets Corporation for disposal					
BW700	Lockheed	L-414	Hudson	Mk. III	6379
TOS: 25 Mar 1942 - Taken on strength by EAC					
First assigned to No. 36 OTU at RCAF Stn Greenwood, NS. Still with this Unit when it crashed near Port George, NS (on the Bay of Fundy, about 9 miles west of Greenwood) at 12:00 hrs on 8 Oct 1942. Was reported missing on air to sea firing exercise, all seven crew missing were killed. These included F/O J.C. McFarlane (pilot), P/O H.R. Woodman (AG), P/O G.W. Knowles, Sgt R.O. Barrett (AG), Sgt D.W. Armstrong (AG), Sgt B. Desmarais (AG), and F/Sgt (RAF) D. Shackell. Ownership to No. 4 Repair Depot on 13 Oct 1942 for write off.					
SOS: 30 Jan 1943 - Cat "A" write-off					
BW701	Lockheed	L-414	Hudson	Mk. III	6380
TOS: 24 Jun 1942 - Taken on strength by EAC					
Severely damaged at No. 31 OTU in Debert on 7 Jul 1943, after a ground loop upon landing. The crew escaped without injury. Ownership to No. 4 Repair Depot on 8 Jul 1943 for write off.					
SOS: 1 Dec 1943 - Cat "A" write-off; Struck off and reduced to spares and produce					
BW702	Lockheed	L-414	Hudson	Mk. III	6381
TOS: 16 Mar 1942 - Taken on strength by EAC					
First assigned to No. 36 OTU at RCAF Stn Greenwood, NS. To Clarke Ruse Aircraft from 13 Mar to 29 Jun 1943. To Clarke Ruse Aircraft at Moncton for repairs, 2 Sep 1943 to 24 Mar 1944. To EAC when completed. To workshop reserve at No. 21 Repair Depot on 8 Jul 1944, for conversion to transport. Used by No. 167 (Comm) Sqn, RCAF Stn Dartmouth, NS, from Dec 1944. To storage on 11 Oct 1945, reported serviceable on that date. By 16 Apr 1946 stored by No. 6 Reserve Equipment Maintenance Unit at Mount Pleasant, PEI. Pending disposal there from 1 Apr 1946.					
SOS: 27 Jun 1947 - Struck off, to War Assets Corporation for disposal					
BW703	Lockheed	L-414	Hudson	Mk. III	6382
TOS: 16 Mar 1942 - Taken on strength by EAC					
First assigned to No. 36 OTU at RCAF Stn Greenwood, NS. The a/c went missing on a navigation exercise on 10 Oct 1942. The crew of four including Sgt D. Emond (pilot), Sgt JJ. Elder (observer), Sgt E.P. Badmington, (WAG) and Sgt M.W. Finn (WAG) were all killed. To No. 4 Repair Depot on 14 Oct 1942 for write-off, following a crash.					
SOS: 18 Mar 1943 - Cat "A" write-off					

BW704	Lockheed	L-414	Hudson	Mk. III	6383
TOS: 24 Jun 1942 - Taken on strength by EAC					
First assigned to No. 36 OTU at RCAF Stn Greenwood, NS. Cat "B" crash at Greenwood aerodrome at 01:15 on 1 Oct 1942. To Clarke Ruse Aircraft for crash repairs, 10 Oct 1942 to 24 Feb 1943. To EAC when completed, for use by training unit. To workshop reserve at No. 4 Repair Depot on 17 Sep 1943, probably following another crash on 12 Sep 1943 in with the a/c developed a violet swing and ground looped following a poor landing. . To Clarke Ruse again for crash repairs on 30 Nov 1943. Apparently not repaired. Ownership to No. 21 Repair Depot on 3 Apr 1944 for scrapping.					
SOS: 6 Nov 1944 - Cat "A" write-off; Struck off and reduced to spares and produce					
BW705	Lockheed	L-414	Hudson	Mk. III	6384
TOS: 18 Mar 1942 - Taken on strength by EAC					
First assigned to No. 36 OTU at RCAF Stn Greenwood, NS. To storage on 25 Aug 1944. Issued from storage on 22 Mar 1945, for use by No. 121 (K) Sqn at RCAF Stn Dartmouth, NS. To storage again on 23 Jul 1945. Stored by No. 6 Reserve Equipment Maintenance Unit. Pending disposal from 9 Jan 1946. Noted with 971:50 airframe hours, never overhauled, while in storage.					
SOS: 22 Nov 1946 - Struck off, to War Assets Corporation for disposal					
BW706	Lockheed	L-414	Hudson	Mk. III	6385
TOS: 24 Jun 1942 - Taken on strength by EAC					
Used by a training unit prior to Aug 1944. Reported as a target tug on 8 Aug 1944. Used by No. 121 (K) Sqn at RCAF Stn Dartmouth, NS, 1944/45. To storage on 2 Oct 1945. Reported serviceable on that date, with 1,408:40 airframe hours logged, never overhauled. Stored at No. 6 Reserve Equipment Maintenance Unit. Pending disposal there from 9 Jan 1946.					
SOS: 22 Nov 1946 - Struck off, to War Assets Corporation for disposal					
BW707	Lockheed	L-414	Hudson	Mk. III	6386
TOS: 17 Feb 1942 - Taken on strength by EAC					
First assigned to No. 31 OTU at Debert, NS. To storage on 22 May 1944. Issued from storage on 9 Aug 1944, for use by Western Hemisphere Organization. Noted in Mar 1946 as fitted for air-sea rescue. Pending disposal from 8 May 1947, with No. 10 Group.					
SOS: 10 Dec 1947 - Struck off, to War Assets Corporation for disposal					
BW708 A.181	Lockheed	L-414	Hudson	Mk. III	6387
TOS: 17 Feb 1942 - Taken on strength by EAC					
First assigned to No. 31 OTU at Debert, NS. Cat "C" damage at Debert aerodrome at 17:55 on 2 May 1942. Assigned to workshop reserve at No. 4 Repair Depot at Scoudouc, NB on 7 May 1942, delivered there on 11 May 1942. Not repaired, assigned to use as an instructional airframe A.181 on 5 Aug 1942. To No. 4 Repair Depot in 1944 for scrapping.					
SOS: 10 Feb 1945 - Struck off, scrapped					
BW709	Lockheed	L-414	Hudson	Mk. III	6388
TOS: 17 Feb 1942 - Taken on strength by EAC					
First assigned to No. 31 OTU at Debert, NS. To Clarke Ruse Aircraft for wing repairs, 4 Feb to 22 Oct 1943. To EAC when completed, for use by a BCATP unit. To workshop reserve at RCAF Stn Moncton, NB on 10 Aug 1944. Transferred to Western Hemisphere Organization on 1 Sep 1944. To EAC on completion of work, on 13 Oct 1944. Pending disposal from 1 Apr 1946. Stored at RCAF Stn Dartmouth, NS, where it was noted with 961:25 airframe hours, never overhauled.					
SOS: 26 May 1948 - Struck off, to War Assets Corporation for disposal					

BW710	Lockheed	L-414	Hudson	Mk. III	6389
<p>TOS: 17 Feb 1942 - Taken on strength by EAC</p> <p>First assigned to No. 31 OTU at Debert, NS. With No. 36 OTU at RCAF Stn Greenwood, NS when it received Cat "C" damage at Greenwood aerodrome at 11:30 hrs on 18 Jan 1943. Still with this unit when it received Cat "B" damage at Greenwood aerodrome at 13:35 hrs on 25 Jan 1943. Swung on take off, starboard undercarriage collapsed. To workshop reserve with No. 4 Repair Depot on 27 Jan 1943. Assigned to Clarke Ruse Aircraft for repairs on 1 Feb 1943, delivered there on 20 May 1943. Cat "A" crash on takeoff from Lakeburn airport (RCAF Stn Moncton) on 30 Sep 1943 due to pilot error when the a/c stalled on take-off. The a/c had just been collected by a ferry crew after repairs at Clarke Ruse when it crashed. To No. 4 Repair Depot on 14 Oct 1943 for salvage.</p> <p>SOS: 2 Jan 1944 - Cat "A" write-off; Struck off and reduced to spares and produce</p>					
BW711	Lockheed	L-414	Hudson	Mk. III	6390
<p>TOS: 17 Feb 1942 - Taken on strength by EAC</p> <p>First assigned to No. 31 OTU at Debert, NS. Suffered a heavy landing on 16 Apr 1943 when a student pilot misjudged the landing and collapsed the u/c. Assigned to Clarke Ruse Aircraft for crash repairs on 4 May 1943, delivered there on 5 Jun 1943. To EAC on 30 Sep 1943. To storage with No. 4 Repair Depot on 4 Dec 1943 following a crash when the a/c struck a mound at the end of the runway during taxiing due to obscured vision on the windscreen due to icing. To Clarke Ruse Aircraft at Moncton, NB for repairs on 10 Jan 1944. Apparently not repaired, to No. 21 Repair Depot on 3 Apr 1944 for disposal.</p> <p>SOS: 6 Nov 1944 - Cat "A" write-off; Struck off and reduced to spares and produce</p>					
BW712	Lockheed	L-414	Hudson	Mk. III	6391
<p>TOS: 17 Feb 1942 - Taken on strength by EAC</p> <p>Noted on 12 Feb 1942 as one of 55 Hudsons released off a British Lend Lease contract. First assigned to No. 31 OTU at Debert, NS. With No. 11 (BR) Sqn, RCAF Stn Dartmouth, NS, coded "E", when it received Cat "C" damage at Dartmouth on 13 Jan 1943. Taxied into a snow plough. Cat "B" crash on 29 May 1944 when the a/c was accidentally taxied into soft ground and then over a concrete catch basin collapsing the port u/c. To No. 19 Sub-Repair Depot for write off. Engines removed and sent to No. 4 Repair Depot, propellers to Pratt & Whitney Canada.</p> <p>SOS: 4 Jul 1944 - Cat "A" write-off; Struck off and reduced to spares and produce</p>					
BW713	Lockheed	L-414	Hudson	Mk. III	6392
<p>TOS: 16 Mar 1942 - Taken on strength by EAC</p> <p>First assigned to No. 36 OTU at RCAF Stn Greenwood, NS. Cat "B" damage at Greenwood aerodrome at 10:40 on 16 Jul 1942. To No. 4 Repair Depot on 28 Jul 1942. Assigned to Clarke Ruse Aircraft at Moncton, NB for repairs on 10 Dec 1942, delivered on 20 May 1943. To EAC on 25 Aug 1943, for use at a training unit. Cat "A" crash at Debert, NS on 23 Mar 1944 when the a/c swung on landing. No injuries to the crew. To No. 4 Repair Depot for scrapping on 24 Mar 1944.</p> <p>SOS: 7 Jun 1944 - Cat "A" write-off; Struck off and reduced to spares and produce</p>					
BW715	Lockheed	L-414	Hudson	Mk. III	6394
<p>TOS: 24 Jun 1942 - Taken on strength by EAC</p> <p>To No. 6 Repair Depot on 24 Jan 1944, following a Cat "B" crash. To No. 1 Training Command on 19 Jul 1944, for use by the Visiting Flight, Central Flying School, at RCAF Stn Trenton, ON. Back to No. 6 Repair Depot for scrapping in Oct 1944.</p> <p>SOS: 6 Dec 1944 - Struck off, reduced to spares and produce</p>					

BW716	Lockheed	L-414	Hudson	Mk. III	6395
<p>TOS: 17 Feb 1942 - Taken on strength by EAC</p> <p>Noted on 12 Feb 1942 as one of 55 Hudsons released off a British Lend Lease contract. Noted on 17 Feb 1942 as on loan to the Home War Establishment. With No. 11 (BR) Sqn, RCAF Stns Dartmouth, NS and Torbay, NF, coded "W". Still with this Sqn when it crashed at Dartmouth on 26 Aug 1944 when the a/c ground looped on take-off. To No. 4 Repair Depot on 14 Sep 1944 for write off.</p> <p>SOS: 26 Oct 1944 - Cat "A" write-off; Struck off and reduced to spares and produce</p>					
BW717	Lockheed	L-414	Hudson	Mk. III	6396
<p>TOS: 17 Feb 1942 - Taken on strength by EAC</p> <p>Noted on 12 Feb 1942 as one of 55 Hudsons released off a British Lend Lease contract. Noted on 17 Feb 1942 as on loan to the Home War Establishment. First assigned to No. 31 OTU at Debert, NS. To Clarke Ruse Aircraft for accident repairs, 10 Mar to 30 Apr 1943. To EAC when completed, delivered to a Home War Establishment Unit on 23 May 1943. With No. 11 (BR) Sqn, RCAF Stns Torbay, NF or Dartmouth, NS, 1943 to 1944. Coded "L". Pending disposal from 11 Aug 1944. By 25 Mar 1946 stored at Scoudouc, NB, where it was noted with 1,215:00 airframe hours, never overhauled.</p> <p>SOS: 3 Sep 1946 - Struck off, to War Assets Corporation for disposal</p>					
BW718	Lockheed	L-414	Hudson	Mk. III	6397
<p>TOS: 17 Feb 1942 - Taken on strength by EAC</p> <p>Noted on 12 Feb 1942 as one of 55 Hudsons released off a British Lend Lease contract. Noted on 17 Feb 1942 as on loan to the Home War Establishment. With No. 11 (BR) Sqn, RCAF Stns Torbay, NF or Dartmouth, NS, c. 1942 to 1944. Coded "O". Pending disposal from 11 Aug 1944. Stored by No. 4 Repair Depot at Scoudouc, NB, where it was noted with 1,854:00 airframe hours, never overhauled. By 25 Mar 1946 on the books of No. 5 (E) Depot at Scoudouc, NB</p> <p>SOS: 3 Sep 1946 - Struck off, to War Assets Corporation for disposal</p>					
BW719	Lockheed	L-414	Hudson	Mk. III	6398
<p>TOS: 17 Feb 1942 - Taken on strength by EAC</p> <p>Noted on 12 Feb 1942 as one of 55 Hudsons released off a British Lend Lease contract. Noted on 17 Feb 1942 as on loan to the Home War Establishment. With No. 11 (BR) Sqn, RCAF Stn Torbay, NF. Coded "N". Lost on training flight on 17 Dec 1943, with 5 fatalities: F/O D.H. Pawson (Pilot), F/O G.E. Weir (Pilot), F/O G.W. Mannett (Nav), P/O S.W. Morton (WAG) and F/Sgt C.W. Bennett (Nav). Was one of 3 aircraft in night cross country formation flight from Torbay to Stephenville, Gander, and back to Torbay. Reported engine trouble, and left formation at about 22:25 hrs local time. Remainder of flight encountered icing conditions shortly after. Ownership to No. 19 Sub-Repair Depot on 29 Dec 1943, for write off. Wreckage not located until 1948 near Lloyds Lake, 50 miles east of Stephenville, found by an RCMP aircraft. The a/c had struck ground nearly vertical, and was destroyed by fire. The crews' funeral on 18 Aug 1948 is widely reported as "the last wartime funeral in NF". The aircraft is often mis-identified as "719".</p> <p>SOS: 20 Mar 1944 - Cat "A" write-off</p>					
BW720	Lockheed	L-414	Hudson	Mk. III	6399
<p>TOS: 24 Jun 1942 - Taken on strength by EAC</p> <p>First assigned to No. 36 OTU at RCAF Stn Greenwood, NS. Cat "A" crash at 14:40 hrs on 29 Aug 1942, near Lawrencetown, NS (10 miles south-west of Greenwood). During a post-maintenance test flight after a change of the port mainplane, the a/c became uncontrollable with no aileron control and repeatedly stalled. The pilot ordered all occupants to bail out. The airframe nosed over, crashed and was largely destroyed by post impact fire. To No. 4 Repair Depot on 8 Sep 1942 for scrapping.</p> <p>SOS: 28 Dec 1942 - Cat "A" write-off; Struck off and reduced to spares and produce</p>					

BW722	Lockheed	L-414	Hudson	Mk. III	6401
TOS: 17 Feb 1942 - Taken on strength by EAC					
Noted on 12 Feb 1942 as one of 55 Hudsons released off a British Lend Lease contract. Noted on 17 Feb 1942 as on loan to the Home War Establishment. First assigned to No. 31 OTU at Debert, NS. To No. 4 Repair Depot for crash repairs, 19 Apr 1943. Re-assigned to Clarke Ruse Aircraft, 28 Apr to 25 Aug 1943. To EAC when completed, for the Home War Establishment. Back to No. 31 OTU on 21 Oct 1943. To storage on 22 May 1944. To No. 1 Training Command on 9 Aug 1944, for conversion to transport. Assigned to the Visiting Flight, Central Flying School, RCAF Stn Trenton, ON. To No. 6 Repair Depot for repairs on 5 Jul 1945. No record that repairs were completed. Pending disposal from 22 Jan 1946, stored at Trenton by No. 6 Repair Depot. Noted with 1,328:35 airframe hours while in storage.					
SOS: 2 Jan 1947 - Struck off, to War Assets Corporation for disposal					
BW723	Lockheed	L-414	Hudson	Mk. III	6402
TOS: 17 Feb 1942 - Taken on strength by EAC					
Noted on 12 Feb 1942 as one of 55 Hudsons released off a British Lend Lease contract. Noted on 17 Feb 1942 as on loan to the Home War Establishment. First assigned to No. 31 OTU at Debert, NS. With No. 119 (BR) Sqn at RCAF Stn Sydney, NS when it received Cat "B" damage at 21:15 hrs on 9 Jul 1942. The a/c suffered an engine failure while returning from patrol, crash-landed on Scatarie Island (17 miles south-east of Sydney aerodrome). To No. 4 Repair Depot on 8 Aug 1942. To Clarke Ruse Aircraft for repairs, 12 Aug 1942 to 10 Feb 1943. To EAC when completed, for use with a Home War Establishment unit. To No. 4 Repair Depot on 17 May 1943. Transferred to books of Central Training Establishment on 9 Jun 1943.					
SOS: 4 Aug 1943 - Struck off					
BW724	Lockheed	L-414	Hudson	Mk. III	6403
TOS: 17 Feb 1942 - Taken on strength by EAC					
Noted on 12 Feb 1942 as one of 55 Hudsons released off a British Lend Lease contract. Noted on 17 Feb 1942 as on loan to the Home War Establishment. First assigned to No. 31 OTU at Debert, NS. Later with No. 11 (BR) Sqn, RCAF Stn Dartmouth, NS, 1942. Coded "P". Cat "A" crash on 2 Jul 1942, into the Canso Strait. All crew members baled out safely. Ownership to No. 4 Repair Depot on 4 Jul 1942 for write off.					
SOS: 17 Aug 1942 - Cat "A" write-off					
BW728	Lockheed	L-414	Hudson	Mk. III	6407
TOS: 17 Feb 1942 - Scheduled date of transfer					
Noted on 17 Feb 1942 as to be loaned by RAF to Home War Establishment, transfer cancelled, reported on 2 Mar 1942.					
SOS: 2 Mar 1942 - transfer cancelled					
BW768	Lockheed	L-414	Hudson	Mk. III	6447
TOS: 16 Mar 1942 - Taken on strength by EAC					
First assigned to No. 36 OTU at RCAF Stn Greenwood, NS. Struck a tree during single engine practice flying at 09:15 on 31 Aug 1942. Originally classified as Cat "C", revised to Cat "B". and repaired. On 6 Mar 1944, the a/c was being flown by an experienced flight commander on an advanced dual control instruction mission with only a student pilot on board. The a/c was last seen descending and never recovered from the dive striking a hill and was destroyed. F/L R.A Miles and P/O T.O. Proulx were both killed. Assigned to No. 4 Repair Depot at Scoudouc, NB on 8 Mar 1943, delivered there on 11 Mar 1943.					
SOS: 22 May 1943 - Cat "A" write-off; Struck off and reduced to spares and produce					

BW770	Lockheed	L-414	Hudson	Mk. III	6449
<p>TOS: 16 Mar 1942 - Taken on strength by EAC</p> <p>First assigned to No. 36 OTU at RCAF Stn Greenwood, NS. Cat "A" crash at 11:20 hrs on 25 Jun 1942, 3 miles south-east of Greenwood when the a/c was seen to circle and spin out of control during a practice mission for single engine approaches and landings. P/O C.W.A. Blick and Sgt J.N. Hopkinson were both killed. To No. 4 Repair Depot on 3 Jul 1942 for scrapping.</p> <p>SOS: 27 Jul 1942 - Cat "A" write-off; Struck off and reduced to spares and produce</p>					
BW771	Lockheed	L-414	Hudson	Mk. III	6450
<p>TOS: 16 Mar 1942 - Taken on strength by EAC</p> <p>First assigned to No. 36 OTU at RCAF Stn Greenwood, NS. Cat "B" damage at Greenwood aerodrome at 17:40 on 26 Jan 1943, port undercarriage collapsed on landing. To No. 4 Repair Depot, 30 Jan to 18 Mar 1943. To EAC when completed, noted as intended for RAF (probably for No. 31 or No. 36 OTU). Allocated to No. 4 Repair Depot again on 21 Dec 1943, for temporary fly in repair and storage pending allocation to a contractor for further repairs. To Canada Car & Foundry at Amherst, NS on 10 Jan 1944. Back to No. 4 Repair Depot on 8 Apr 1944. Pending disposal from 31 Jul 1944. Stored at Scoudouc, NB, where it was noted with 1,146:30 airframe hours, never overhauled. By 25 Mar 1946 on the books of No. 5 (E) Depot, still stored at Scoudouc.</p> <p>SOS: 12 Feb 1947 - Struck off, to War Assets Corporation for disposal</p>					
BW772	Lockheed	L-414	Hudson	Mk. III	6451
<p>TOS: 16 Mar 1942 - Taken on strength by EAC</p> <p>First assigned to No. 36 OTU at RCAF Stn Greenwood, NS. To Clarke Ruse Aircraft at Moncton, NB on 20 Aug 1943. To No. 21 Repair Depot on 3 Apr 1944 for disposal. Pending disposal from 25 Jul 1944. Stored by No. 4 Repair Depot at Scoudouc, NB, where it was noted with 948:55 airframe hours. By 25 Mar 1946 on the books of No. 5 (E) Depot, still stored at Scoudouc.</p> <p>SOS: 12 Feb 1947 - Struck off, to War Assets Corporation for disposal</p>					
BW775	Lockheed	L-414	Hudson	Mk. III	6454
<p>TOS: 16 Mar 1942 - Taken on strength by EAC</p> <p>First assigned to No. 36 OTU at RCAF Stn Greenwood, NS. To No. 4 Repair Depot on 17 Dec 1943 for temporary repairs, following a Cat "B" crash when the a/c swung on landing on 11 Dec 1943. Assigned to Canada Car & Foundry at Amherst, NS on 10 Jan 1944. To No. 21 Repair Depot on 8 Apr 1944, to be stored pending disposal instructions. Scrapped there.</p> <p>SOS: 6 Nov 1944 - Struck off</p>					
BW776	Lockheed	L-414	Hudson	Mk. III	6455
<p>TOS: 16 Mar 1942 - Taken on strength by EAC</p> <p>First assigned to No. 36 OTU at RCAF Stn Greenwood, NS, on loan from RAF. Cat "A" crash at Greenwood on 26 Aug 1942. To No. 4 Repair Depot at Scoudouc, NB for scrapping on 8 Sep 1942.</p> <p>SOS: 10 Nov 1942 - Cat "A" write-off; Struck off and reduced to spares and produce</p>					
BW777	Lockheed	L-414	Hudson	Mk. III	6456
<p>TOS: 15 Jul 1942 - Taken on strength by EAC</p> <p>Cat "A" crash at Debert, NS on 20 Jul 1943. The a/c took off on an exercise to practice dual circuits and landings but failed to gain altitude, struck some trees and then crashed and burned. S/L R.T. Hunn and P/O W.G.M. Papworth were both killed. To No. 4 Repair Depot at Scoudouc, NB for scrapping on 22 Aug 1943</p> <p>SOS: 28 Sep 1943 - Cat "A" write-off; Struck off and reduced to spares and produce</p>					

V9069	Lockheed	L-414	Hudson	Mk. III	3714
TOS: 13 Aug 1942 - Taken on strength by EAC					
First assigned to No. 31 OTU at Debert, NS. To workshop reserve at No. 4 Repair Depot on 18 Mar 1943, following a crash. To EAC on 24 Jun 1943. To workshop reserve at No. 4 Repair Depot at Scoudouc, NB on 6 Jul 1943, following a crash. To Clarke Ruse Aircraft for crash repairs, 15 Jul 1943 to 1 Feb 1944. To EAC when completed, for use by a training unit. To storage on 22 May 1944. To No. 21 Repair Depot on 13 Jul 1944, for conversion to air-sea rescue configuration. To WAC on 9 Dec 1944, for use by No. 122(K) Sqn at RCAF Stn Patricia Bay, BC. To No. 2 Technical Support Unit at Sea Island for radar modifications, 27 Apr to 13 Jun 1945. Back to WAC when completed. To storage on 8 Aug 1946. Pending disposal from Nov 1946.					
SOS: 12 Mar 1947 - Struck off, to War Assets Corporation for disposal					
V9171	Lockheed	L-414	Hudson	Mk. III	3776
TOS: 29 Sep 1942 - Taken on strength by EAC					
Accepted by EAC for use at No. 31 OTU at Debert, NS. Destroyed in crash on 18 Mar 1943, while with No. 36 OTU at Greenwood, NS. At least one fatality. Allocated to No. 4 Repair Depot on 22 Mar 1943 for write off.					
SOS: 24 May 1943 - Cat "A" write-off					
V9223	Lockheed	L-414	Hudson	Mk. III	3808
TOS: 7 Aug 1942 - Taken on strength by EAC					
To No. 4 Repair Depot on 16 Jul 1943, for salvage following a crash. Damage revised to Cat "B", to Clarke Ruse Aircraft for repairs on 21 Jul 1943. No record that repairs were completed. To No. 21 Repair Depot on 3 Apr 1944 for disposal. Pending disposal with EAC from 25 Aug 1944. Noted in storage at No. 4 Repair Depot at Scoudouc, NB on 25 Mar 1946.					
SOS: 12 Feb 1947 - Struck off, to War Assets Corporation for disposal					
EW873	Lockheed	L-414	Hudson	Mk. VI	6757
TOS: 25 Sep 1942 - Taken on strength by EAC					
Probably in service at No. 31 OTU at Debert, NS, on the books of the RAF, when it crashed in the fall of 1942. To workshop reserve at No. 4 Repair Depot at Scoudouc, NB, then to Clark Ruse Aircraft for repairs on 27 Oct 1942, following a Cat "B" crash. To EAC on 10 Apr 1943. To No. 4 Repair Depot at Scoudouc on 13 Sep 1943, for write off.					
SOS: 26 Jan 1944 - Cat "A" write-off; Struck off and reduced to spares and produce					
EW956	Lockheed	L-414	Hudson	Mk. VI	6840
TOS: 17 Sep 1942 - Taken on strength by EAC					
With No. 36 OTU at Greenwood, NS when taken on strength. Later with No. 31 OTU at Debert, NS. Cat "B" damage at Debert aerodrome at 07:07 hrs on 4 Jan 1943. Swung on landing, port main gear collapsed. To Clark Ruse Aircraft for repairs, 15 Jan to 18 May 1943. To EAC when completed, and back to No. 31 OTU. To Clark Ruse Aircraft again for repairs following a crash, 12 Aug 1943 to 29 Feb 1944. To EAC when completed. To storage, 22 May to 10 Aug 1944. Converted to target tug while in storage, noted as on loan to Western Hemisphere Organization from 10 Aug 1944. With No. 1 Composite Detachment at Torbay NF when it suffered Cat "C" damage on 10 Nov 1944. To storage on 5 Jul 1945. To workshop reserve at No. 6 Repair Depot at Trenton on 2 Nov 1945. Pending disposal from 5 Apr 1946, still at No. 6 Repair Depot.					
SOS: 2 Jan 1947 - Struck off, to War Assets Corporation for disposal					

FH416	Lockheed	L-414	Hudson	Mk. III	6706
<p>TOS: 28 Sep 1942 - Taken on strength by No. 1 Training Command</p> <p>ex-USAAF A-29A serial # 41-37217 Delivered 17 Apr 42. Assigned to No. 31 OTU at Debert, NS. Cat "A" crash on 20 Dec 1943. Assigned for salvage as of 13 Jan 1944.</p> <p>SOS: 6 Nov 1944 - Cat "A" write-off; Struck off and reduced to spares and produce</p>					
FK393	Lockheed	L-414	Hudson	Mk. VI	6869
<p>TOS: 16 Nov 1942 - Taken on strength by No. 1 Training Command</p> <p>Crashed at King, ON, apparently while being operated by RAF Ferry Command. Wreckage recovered by No. 1 Training Command, and arrived at No. 6 Repair Depot on 23 Nov 1942. Airframe only taken on charge, engines were "found to be repairable" and were returned to RAF Ferry Command. Ownership transferred to No. 6 RD on 7 Dec 1942.</p> <p>SOS: 5 Mar 1943 - Cat "A" write-off; Struck off and reduced to spares and produce</p>					
FK399	Lockheed	L-414	Hudson	Mk. VI	6875
<p>TOS: 29 Sep 1942 - Taken on strength by EAC</p> <p>Used by No. 31 OTU at Debert, NS. Cat "B" crash at Derbert, at 11:50 hrs on 22 Dec 1942. One engine failed on takeoff, due to freezing, and the a/c overran the end of runway. Assigned to No. 4 Repair Depot at Scoudouc, NB on 24 Dec 1942 for repairs, but transferred to Clark Ruse Aircraft on 5 Jan 1943, arriving there on 11 Jan 1943. To EAC on 1 Dec 1943. Back to No. 4 Repair Depot on 24 Jan 1944, following another "B" Cat crash on 29 Dec 1943 when the a/c swung on landing after a single engine approach.</p> <p>SOS: 16 May 1944 - Cat "A" write-off; Struck off and reduced to spares and produce</p>					
FK408	Lockheed	L-414	Hudson	Mk. VI	6884
<p>TOS: 14 Nov 1942 - Taken on strength by EAC</p> <p>Used by No. 31 OTU at Debert, NS. The a/c disappeared on night navigation exercise with a three-man crew and was found to have crashed into Cape Mabou Mountain at the 1,000 ft level. Sgt T.F. Hyland (pilot) and Sgt F.W. Elliot were both fatally injured. The WAG, Sgt B.J. McCarthy survived with only minor injuries. Assigned to No. 4 Repair Depot at Scoudouc, NB for scrapping on 12 Apr 1943.</p> <p>SOS: 2 Aug 1943 - Cat "A" write-off; Struck off and reduced to spares and produce</p>					
FK409	Lockheed	L-414	Hudson	Mk. VI	6885
<p>TOS: 30 Sep 1942 - Taken on strength by EAC</p> <p>Used by No. 31 OTU at Debert, NS. On 5 Jun 1943, the a/c took off on a night navigation exercise and went missing. The five-person crew were killed including: P/O J.J. McCarry (pilot), P/O V.E. Mayhew (nav), P/O J.L. Summerhill (WAG), P/O C. Ursel (WAG) and P/O A.B. Haddow (passenger). Assigned to No. 4 Repair Depot at Scoudouc, NB for scrapping on 9 Jun 1943.</p> <p>SOS: 7 Jul 1944 - Cat "A" write-off; Struck off and reduced to spares and produce</p>					

FK443	Lockheed	L-414	Hudson	Mk. VI	6919
<p>TOS: 18 Sep 1942 - Taken on strength by EAC</p> <p>Used by No. 36 OTU at Greenwood, NS. Cat "B" damage near Kawkesbury (possibly Port Hawkesbury on Cape Breton Island), NS at 21:30 hrs on 6 Jan 1943. The a/c was forced landed in open field during local flying but with no injuries. To Clark Ruse Aircraft for repairs, 21 Jan to 20 Jul 1943. To EAC when completed. Reported missing at sea during an ASW patrol from Debert on 29 Oct 1943. The crew of four including: Sgt A.W. Young (pilot), Sgt E. Pattison (Nav), Sgt H.S.T. Fraser (WAG) and Sgt A.J. Horton (WAG) were killed. Records to No. 4 Repair Depot at Scoudouc, NB on 5 Nov 1943 for write off.</p> <p>SOS: 18 Jan 1944 - Cat "A" write-off</p>					
FK460	Lockheed	L-414	Hudson	Mk. VI	6936
<p>TOS: 25 Sep 1942 - Taken on strength by EAC</p> <p>Used by No. 31 OTU at Debert, NS. To storage, 22 May to 10 Aug 1944. Target towing gear installed during this time, but removed by 19 Oct 1944. To storage again on 20 Sep 1944, at No. 4 Repair Depot at Scoudouc, NB, pending allotment to pending disposal. Had 1,437:00 airframe hours when sent to No. 4 RD. Pending disposal from 5 Oct 1944. Ownership to No. 5 (Equipment) Depot at Scoudouc on 25 Mar 1946, still pending disposal.</p> <p>SOS: 12 Feb 1947 - Struck off, to War Assets Corporation for disposal</p>					
FK464	Lockheed	L-414	Hudson	Mk. VI	6940
<p>TOS: 30 Sep 1942 - Taken on strength by EAC</p> <p>Used by No. 31 OTU at Debert, NS. To Clark Ruse Aircraft for repairs or overhaul, 25 Aug 1943. To storage at No. 21 Repair Depot on 8 Apr 1944. Pending disposal from 25 Jul 1944. Later at No. 4 Repair Depot at Scoudouc, where it was reported with 728:40 airframe hours. Ownership to No. 5 (Equipment) Depot at Scoudouc on 25 Mar 1946, still pending disposal.</p> <p>SOS: 2 Dec 1946 - Struck off, to War Assets Corporation for disposal</p>					
FK465	Lockheed	L-414	Hudson	Mk. VI	6941
<p>TOS: 30 Sep 1942 - Taken on strength by EAC</p> <p>Used by No. 31 OTU at Debert, NS. Cat "A" crash at Debert on 16 Jul 1943 when the swung off the runway during take-off and collapsed the u/c. There were no crew injuries. To No. 4 Repair Depot at Scoudouc, NB on 19 Jul 1943, for scrapping.</p> <p>SOS: 15 Oct 1943 - Cat "A" write-off; Struck off and reduced to spares and produce</p>					
FK466	Lockheed	L-414	Hudson	Mk. VI	6942
<p>TOS: 30 Sep 1942 - Taken on strength by EAC</p> <p>Used by No. 31 OTU at Debert, NS. Then used by 1 Composite Sqn with a Uffa Fox airborne lifeboat mounted under the fuselage. Fuselage rescued from the scrapyard and preserved by Atlantic Canada Aviation Museum.</p> <p>SOS: 1947</p>					
FK467	Lockheed	L-414	Hudson	Mk. VI	6943
<p>TOS: 29 Sep 1942 - Taken on strength by EAC</p> <p>First used by No. 31 OTU at Debert, NS. The a/c experienced a heavy landing in early Jun 1943. To workshop reserve at No. 4 Repair Depot at Scoudouc, NB on 8 Jun 1943. To Clark Ruse Aircraft the next day. Back to EAC on 30 Sep 1943. To storage from 22 May to 10 Aug 1944, converted to target tug during this time. Cat "B" (or C?) crash at RCAF Stn Gander, NF on 20 Dec 1944. Reported as target towing gear removed before accident. To No. 4 Repair Depot for write off.</p> <p>SOS: 8 Mar 1944 - Struck off</p>					

FK468	Lockheed	L-414	Hudson	Mk. VI	6944
TOS: 25 Sep 1942 - Taken on strength by EAC					
First used by No. 31 OTU at Debert, NS. The a/c went missing on a night navigation exercise with a crew of four on 14 May 1943. Sgt E.R. Dixey (pilot), Sgt W.L. McDowall (nav), Sgt H.H. Carter (WAG) and Sgt R.C. Horsley (WAG) were killed. Ownership to No. 4 Repair Depot at Scoudouc, NB on 21 May 1943 for write off, after being reported missing.					
SOS: 22 Jun 1943 - Cat "A" write-off					
FK470	Lockheed	L-414	Hudson	Mk. VI	6946
TOS: 17 Sep 1942 - Taken on strength by EAC					
Used by No. 36 OTU at Greenwood, NS. Cat "B" crash on 12 Mar 1943 when the a/c bounced on landing, swung to starboard and hit a snow bank. Allocated to No. 4 Repair Depot at Scoudouc, NB on 17 Mar 1944, pending repair or disposal instructions from Air Force Headquarters.					
SOS: 16 May 1944 - Cat "A" write-off, reduced to spares and produce					
FK495	Lockheed	L-414	Hudson	Mk. VI	6971
TOS: 17 Sep 1942 - Taken on strength by EAC					
Used by No. 36 OTU at Greenwood, NS. To storage on 22 May 1944. To No. 21 Repair Depot (at Gander?) on 8 Aug 1944, for conversion to Air Sea Rescue configuration. To be used at RCAF Stn Torbay, NF. Back to EAC on 27 Dec 1944. Cat "B" crash at Gull Lake, NF, 9 Aug 1945 after the pilot ditched the a/c into a small lake after an engine failure on a post-maintenance test flight. The crew and passengers were uninjured. Ownership to No. 4 Repair Depot on 16 Aug 1945, for strike off.					
SOS: 2 Nov 1945 - Cat "A" write-off, reduced to spares and produce					
FK506	Lockheed	L-414	Hudson	Mk. VI	6982
TOS: 29 Sep 1942 - Taken on strength by EAC					
First used by No. 31 OTU at Debert, NS. To No. 4 Repair Depot at Scoudouc, NB for storage on 10 Feb 1944, following a Cat "B" crash on 29 Jan 1944 when the starboard engine failed on take-off and the pilot aborted the take-off and crashed landed. The crew was uninjured. To Clark Ruse Aircraft for repairs, 24 May to 30 Sep 1943. To EAC when completed. To No. 4 Repair Depot again on 10 Feb 1944, for scrapping.					
SOS: 16 May 1944 - Cat "A" write-off, reduced to spares and produce					
FK511	Lockheed	L-414	Hudson	Mk. VI	6987
TOS: 25 Sep 1943 - Taken on strength by EAC					
First used by No. 31 OTU at Debert, NS. Cat "B" crash late on 13 Oct 1943 when the a/c swung to port on landing and the u/c collapsed. Airframe allocated to No. 4 Repair Depot at Scoudouc, NB on 20 Oct 1943, pending allotment to a contractor. To Clark Ruse Aircraft at Moncton, NB for repairs, 10 Jan 1944. To workshop reserve at No. 21 Repair Depot on 8 Apr 1944, pending disposal instructions.					
SOS: 6 Nov 1944 - Cat "A" write-off, reduced to spares and produce					
FK512	Lockheed	L-414	Hudson	Mk. VI	6988
TOS: 18 Sep 1942 - Taken on strength by EAC					
Used by No. 36 OTU at Greenwood, NS. Cat "B" crash on 24 Nov 1942 when the a/c swung off the runway on take-off and collapsed the u/c. To Clark Ruse Aircraft for repairs, 3 Dec 1942 to 154 Mar 1943. To EAC when completed. Airframe to No. 4 Repair Depot on 25 Nov 1943, pending allocation to contractor. Engines retained for further inspection. Back to Clark Ruse at Moncton, NB on 6 Dec 1943. To No. 21 Repair Depot on 8 Apr 1944 for storage, pending further instructions.					
SOS: 6 Nov 1944 - Struck off					

FK514	Lockheed	L-414	Hudson	Mk. VI	6990
<p>TOS: 29 Sep 1942 - Taken on strength by EAC</p> <p>To stored reserve with EAC on 22 May 1944. Stored post war at No. 4 Repair Depot at Scoudouc, NB. Noted with 1,576:40 airframe hours while there. Pending disposal from 8 Aug 1944.</p> <p>SOS: 15 Sep 1945 - Struck off, to War Assets Corporation for disposal</p>					
FK518	Lockheed	L-414	Hudson	Mk. VI	6994
<p>TOS: 5 Oct 1942 - Taken on strength by EAC</p> <p>To Clark Ruse Aircraft at Moncton, NB for crash repairs, on 31 Aug 1943. To No. 21 Repair Depot on 8 Apr 1944, pending disposal instructions. Pending disposal with EAC from 25 Jul 1944, probably at No. 4 Repair Depot. Ownership to No. 5 (Equipment) Depot at Scoudouc on 25 Mar 1946, still pending disposal. Noted with 745:00 airframe hours while stored at Scoudouc.</p> <p>SOS: 21 Dec 1946 - Struck off, to War Assets Corporation for disposal</p>					
FK534	Lockheed	L-414	Hudson	Mk. VI	7010
<p>TOS: 18 Sep 1942 - Taken on strength by EAC</p> <p>Used by No. 36 OTU at Greenwood, NS. Cat "C" accident on 20 Nov 1942 when the a/c struck trees on take-off and was forced to return to land. Cat "B" crash on 4 Mar 1944 when the a/c swung on landing and crashed. To No. 4 Repair Depot on 11 Apr 1944, for storage pending disposal decision.</p> <p>SOS: 16 May 1944 - Cat "A" write-off; reduced to spares and produce at No. 4 RD</p>					
FK539	Lockheed	L-414	Hudson	Mk. VI	7015
<p>TOS: 29 Sep 1942 - Taken on strength by EAC</p> <p>Used by No. 31 OTU at Debert, NS. Cat "A" crash at Mabou, NS (on the west coast of Cape Breton Island) on 6 Aug 1943. The a/c was on a navigation exercise and went missing with a crew of five. P/O R.J. Parr (pilot), P/O H. Smith (nav), Sgt C.O. Legroulx (WAG), Sgt J.M.C. L'Heureux (WAG) and WO1 A.A. McLeod (Staff WAG) were all killed. To No. 4 Repair Depot on 7 Aug 1943, for salvage.</p> <p>SOS: 4 Nov 1943 - Cat "A" write-off; Struck off and reduced to spares and produce</p>					
FK541	Lockheed	L-414	Hudson	Mk. VI	7017
<p>TOS: 25 Sep 1942 - Taken on strength by EAC</p> <p>Used by No. 31 OTU at Debert, NS. Cat "B" damage at Derbert aerodrome at 13:35 hrs on 30 Jan 1943, when the undercarriage struck a snow bank at the end of the runway. To No. 4 Repair Depot at Scoudouc, NB for repairs, 2 Feb to 3 Nov 1943, back to No. 31 OTU when completed. Allocated to No. 4 RD for write off on 3 Apr 1944, after being reported missing at sea on a night operational training exercise on 2 Apr 1944 with four crew on board. P/O I.W. Horton (pilot), P/O J.I. Robertson (nav), Sgt CG. Keegan (WAG) and Sgt J.A.R. Renaud (WAG) were all killed. The body of Sgt Keegan was found in a dinghy by a searching navy vessel two days later.</p> <p>SOS: 9 Jun 1944 - Cat "A" write-off</p>					
FK546	Lockheed	L-414	Hudson	Mk. VI	7022
<p>TOS: 25 Sep 1942 - Taken on strength by EAC</p> <p>Used by No. 31 OTU at Debert, NS. Cat "A" crash at Derbert on 14 Oct 1943. The port tire burst during the take-off causing an uncontrollable swing. The a/c crashed and was destroyed by a post crash fire. The crew escaped uninjured. To No. 4 Repair Depot on 22 Oct 1943, for scrapping.</p> <p>SOS: 20 Jan 1944 - Cat "A" write-off; Struck off and reduced to spares and produce</p>					

FK547	Lockheed	L-414	Hudson	Mk. VI	7023
TOS: 25 Sep 1942 - Taken on strength by EAC					
Used by No. 31 OTU at Debert, NS. The a/c had a Cat "B" crash on 11 Feb 1943 when the a/c swung on take-off and crashed. To Clark Ruse Aircraft at Moncton, NB, 20 Aug to 24 Nov 1943. Back to EAC when completed. Reported missing from Debert on 29 Jan 1944 during an night operational training flight. The four-man crew consisting of Sgt W. Harrison (pilot), Sgt W. Clark (nav), Sgt W.J. Bates (WAG) and Sgt W.J. Bodell (WAG) all perished. Allocated to No. 4 Repair Depot on 15 Feb 1944 for write off.					
SOS: 24 Mar 1944 - Cat "A" write-off					
FK548	Lockheed	L-414	Hudson	Mk. VI	7024
TOS: 30 Sep 1942 - Taken on strength by EAC					
Used by No. 31 OTU at Debert, NS. Cat "B" crash on 4 Feb 1944. The a/c swung on take-off and collapsed the u/c. The crew escaped uninjured. Allocated to No. 4 Repair Depot on 16 Feb 1944, for storage pending repairs at a contractor. Scrapped there, apparently without being repaired.					
SOS: 16 May 1944 - Struck off, reduced to spares and produce					
FK550	Lockheed	L-414	Hudson	Mk. VI	7026
TOS: 25 Sep 1942 - Taken on strength by EAC					
Used by No. 31 OTU at Debert, NS. To workshop reserve at No. 4 Repair Depot in Scoudouc, NB on 8 Jun 1943. To Clark Ruse Aircraft, 9 Jun to 30 Sep 1943. Back to EAC when completed. Stored with EAC from 22 May to 10 Aug 1944, converted to target tug during this time. To storage again on 5 Jul 1945. Stored post war with No. 6 Reserve Equipment Maintenance Unit. Reported with 1,070:45 airframe hours while in storage. Pending disposal from 4 Mar 1946, when it was stored at the Reserve Equipment Maintenance Satellite at Mt. Pleasant, PEI.					
SOS: 27 Jun 1947 - Struck off, to War Assets Corporation for disposal					
FK551	Lockheed	L-414	Hudson	Mk. VI	7027
TOS: 25 Sep 1942 - Taken on strength by EAC					
Used by No. 31 OTU at Debert, NS. To Clark Ruse Aircraft at Moncton, NB, 19 Jul to 12 Oct 1943. Back to EAC when completed. Stored with EAC from 22 May to 11 Sep 1944, possibly converted to target tug during this time. To No. 21 Repair Depot on 11 Sep 1944. To workshop reserve at No. 4 Repair Depot at Scoudouc, NB on 14 Nov 1944, for installation of radios. To No. 1 Technical Signals Unit at Debert, NS on 20 Mar 1945, for further radio work (possibly for flight testing). Still with this unit in Jun 1945, when it became the RCAF TSU. To storage on 29 Aug 1945, when it was reported as serviceable, with 923:15 airframe hours. Stored at No. 6 Reserve Equipment Maintenance Unit by 2 Jan 1946.					
SOS: 27 Jun 1947 - Struck off, to War Assets Corporation for disposal					
FK552	Lockheed	L-414	Hudson	Mk. VI	7028
TOS: 25 Sep 1942 - Taken on strength by EAC					
First used by No. 31 OTU at Debert, NS. Cat "B" damage at this unit's bombing range, at 15:00 hrs on 9 Oct 1942. Assigned to No. 4 Repair Depot at Scoudouc, NB on 13 Oct 1942, then to Clark Ruse Aircraft on 20 Oct 1942 for repairs. Back to EAC on 2 Mar 1943. Back to Clark Ruse on 24 May 1943, again for crash repairs. Back to EAC on 2 Feb 1944. To storage on 22 May 1944. To No. 21 Repair Depot on 11 Sep 1944. To No. 4 Repair Depot at Scoudouc, NB on 14 Nov 1944 for conversion (or possibly for completion of conversion) to target tug. To No. 1 Technical Signals Unit at Debert, NS on 20 Mar 1945, for radio installation. Back to EAC on 14 Jun 1945. Reported serviceable on 12 Oct 1945. Pending disposal from 13 May 1946.					
SOS: 9 Jun 1948 - Struck off, to War Assets Corporation for disposal					

FK553	Lockheed	L-414	Hudson	Mk. VI	7029
TOS: 5 Oct 1942 - Taken on strength by EAC					
Used by No. 31 OTU at Debert, NS. Cat "B" crash in early 1943. Assigned to No. 4 Repair Depot on 19 Apr 1943. To Clark Ruse Aircraft at Moncton, NB for repairs, 22 Apr to 18 Nov 1943. To EAC when completed. To No. 4 Repair Depot at Scoudouc for scrapping on 21 Mar 1944, following another crash. Reported with 306:20 airframe hours while at Scoudouc. Apparently retained in whole state, pending disposal from 31 Jul 1944. By 25 Mar 1946 ownership had been transferred to No. 5 (Equipment) Depot at Scoudouc.					
SOS: 2 Dec 1946 - Struck off, to War Assets Corporation for disposal					
FK560	Lockheed	L-414	Hudson	Mk. VI	7036
TOS: 30 Sep 1942 - Taken on strength by EAC					
Used by No. 31 OTU at Debert, NS. To storage with EAC on 22 May 1944. Pending disposal from 29 Aug 1944, when it was stored at No. 2 ASU at Stanley, NS, and was noted with 1,104:10 airframe hours, 385:00 hours since overhaul. Sold to Ambrose Aviation of Ottawa, ON.					
SOS: 15 Sep 1945 - Struck off, to War Assets Corporation for disposal and later sold					
FK561	Lockheed	L-414	Hudson	Mk. VI	7037
TOS: 25 Sep 1942 - Taken on strength by EAC					
Used by No. 31 OTU at Debert, NS. Cat "C" damage at Derbert aerodrome at 21:05 hrs on 9 Jan 1943, when this aircraft was struck by Lysander #477 while on the ground. Cat "B" damage at 11:53 hrs on 18 Feb 1943, when the aircraft ground looped on take off from Derbert. Assigned to No. 4 Repair Depot at Scoudouc, NB on 9 Feb 1943, then to Clark Ruse Aircraft at Moncton for repairs, 15 Feb to 10 Jul 1943. To EAC when completed. To Clark Ruse at Moncton again, 14 to 30 Sep 1943. To No. 4 Repair Depot on 25 Feb 1944, following a Cat "B" crash.					
SOS: 16 May 1944 - Struck off					
FK562	Lockheed	L-414	Hudson	Mk. VI	7038
TOS: 29 Sep 1942 - Taken on strength by EAC					
First used by No. 31 OTU at Debert, NS. Cat "B" damage at 17:35 on 23 Jan 1943 at Derbert aerodrome. Swung off runway on take off. To No. 4 Repair Depot at Scoudouc, NB on 25 Jan 1943, back to EAC on 16 Jun 1943. To Clark Ruse Aircraft for repairs, 16 Aug to 24 Nov 1943. Back to EAC when completed. To storage on 22 May 1944 to 5 Feb 1945. To EAC, for use by Home War unit. To storage again on 5 Jul 1945, converted to target tug while in storage. Stored post war at No. 6 Reserve Equipment Maintenance Unit. Pending disposal from 4 Mar 1946, when it was stored at Mt. Pleasant, PEI. Noted with 716:35 airframe hours while there.					
SOS: 27 Jun 1947 - Struck off, to War Assets Corporation for disposal					
FK563	Lockheed	L-414	Hudson	Mk. VI	7039
TOS: 3 Oct 1942 - Taken on strength by EAC					
First used by No. 31 OTU at Debert, NS. Cat "B" crash in early 1943. To No. 4 Repair Depot at Scoudouc, NB on 17 May 1944. To Clark Ruse Aircraft for repairs, 24 May 1943 to 29 Feb 1944. To EAC when completed. To storage on 22 May 1944. Issued from storage on 23 Oct 1944 for modifications and special inspection. Back to storage on 5 Jul 1945, converted to target tug while in storage. Stored post war at No. 6 Reserve Equipment Maintenance Unit. Pending disposal from 4 Mar 1946, when it was stored at Mt. Pleasant, PEI. Noted with 746:55 airframe hours while there.					
SOS: 27 Jun 1947 - Struck off, to War Assets Corporation for disposal					
FK564	Lockheed	L-414	Hudson	Mk. VI	7040

FK564	Lockheed	L-414	Hudson	Mk. VI	7040
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TOS: 29 Sep 1942 - Taken on strength by EAC

First used by No. 31 OTU at Debert, NS. To Clark Ruse Aircraft at Moncton, NB, 20 Aug 1943 to 13 Jan 1944. To EAC when completed. To storage on 22 May 1944. Pending disposal from 8 Aug 1944, when it was stored at No. 4 Repair Depot at Scoudouc, NB, and had 1,134:45 airframe hours logged.

SOS: 15 Sep 1945 - Struck off, to War Assets Corporation for disposal

ADDITIONAL NOTES:

According to a primary reference by J.A. Griffon (and numerous other sources subsequently), the RCAF received ¹ a total of 248 Lockheed Hudson aircraft. A further cross referencing with later sources suggests this same total with a revised breakdown as follows:

- Hudson Mk I x 28
- Hudson Mk II x 1
- Hudson Mk III x 3
- Hudson Mk IIIA x 138 ²
- Hudson Mk V x 43
- Hudson Mk VI x 35

The following operational squadrons of the Home War Establishment (HWE) (i.e. those based in Canada) used these Hudson aircraft:

- 11 (BR) Squadron ((Hudson Mk I) from Oct 1939–Jul 1942; and. (Sqn code “OY”)
 - 11 (BR) Squadron (Hudson Mk III), from Mar 1942–Sep 1944; (Sqn code “OY”)
 - 12 (Comm) Squadron (Hudson Mk III),
 - 113 (BR) Squadron (Hudson Mk III), from Feb 1942–Jan 1943; (Sqn code “BT” & “LM”)
 - 119 (BR) Squadron (Hudson Mk III), from Mar 1942–Mar 1944; (Sqn code “BW”)
 - 120 (BR) Squadron (Hudson Mk III), from Aug 1940–Dec 1941; (Sqn code “MX”) ³
 - 121 (K) Squadron (Hudson Mk III), from Apr 1944- Sep1945; (Sqn code “JY” & “EN”)
 - 122 (K) Squadron (Hudson Mk III), from Nov 1944- Sep1945;
 - 123 (K) Rescue Flight, (Hudson Mk IIIA), 1947-1948
 - 145 (BR) Squadron (Hudson Mk I & II), from May 1942-Jun 1943; (Sqn code “EA”)
 - 167 (Comm) Squadron (Hudson Mk III), from Aug 1944-Sep 1945;
- +
- 13 OTU (Hudson Mk I), from Aug 1940 - Dec 1941,
 - 31 OTU (Hudson Mk III & V), from 1941-1944
 - 36 OTU (Hudson Mk III & VT, from 1942-1944
 - CFS
 - Other single examples at various schools including No. 4 AOS, No. 1 SFTS and No. 8 SFTS

The following operational squadrons of the Overseas War Establishment (OWE) (i.e. those based in England or elsewhere) used these Hudson aircraft:

- 168 (HT) Squadron (Hudson Mk III)
- 407 Squadron (Hudson Mk III & V), from Jun 1941- Apr 1943;

¹ **NB** - A number of additional Hudson a/c also allotted to the RCAF but these were lost on ferry flights to Canada or were diverted to other Allied Air Forces and consequently were never officially taken on strength. These account for some of the individual sequential gaps in in either the RCAF serial numbers or Lockheed construction numbers.

² Some references also list the following Mk IIIA aircraft as having RCAF serials: FH340, FH393, FH395 & FH466. But FH340 crashed on a delivery flight to Camp Borden, ON on 16 Jun 1942. There is no evidence it was ever formally accepted by the RCAF. FH395 was a RAF aircraft used in Canada. It crashed after stalling and spinning into Lake Louis in QC on 5 Jul 1942. FH393 was an a/c transferred to the RNZAF. FH466 was apparently a RAF a/c delivered to the UK and assigned to No. 521 Sqn.

³ No. 120 (BR) Sqn Hudson a/c were shared with No. 13 OTU at RCAF Stn Patricia Bay, BC

Aircraft (or Air Vehicle) Damage Level (ADL) Categories: ⁴

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 not directly related to the damage.

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 RCAF Hudson Cat "A" write-offs = 118 (~ 48 % of the total fleet)

Instructional Airframe Categories

In the RCAF / Canadian Forces, airframes relegated to training purposes were categorized with an alpha-numeric serial number. The letter designation denoted one of four categories as follows:

"A" prefix - identifies aircraft that are deemed repairable and potentially could be returned to flight status

"B" prefix - identifies aircraft that are permanently assigned to the ground training role

"C" prefix - identifies ground training aircraft that have been sectioned

"D" prefix - identifies aircraft consigned as demolition targets

Post-War Survivors

Unlike its other contemporary Lockheed twins (like the Lockheed 10, 12 or Ventura aircraft types) in RCAF service, relatively few RCAF Hudsons had their lives extended into post-war civilian careers. At least nine of these aircraft were bought for relatively brief use as aerial survey platforms or for executive / airline use. But most these particular aircraft did not last for more than a few years of civilian service. The vast majority of the survivors were instead scrapped for their salvage value and / or broken up for spare parts. Additionally, one aircraft was preserved in out display at a museum in Gander, NF to commemorate the loss of Sir Frederick Banting. Additionally another airframe / fuselage was subsequently salvaged from the junkyard and is now undergoing restoration at the National Air Force Museum in Trenton, ON.

ABBREVIATIONS

AF	=	Air Force
AK	=	Alaska (United States)
BC	=	British Columbia (Canada)
CA	=	California (United States)
C/N	=	Construction Number
EAC	=	Eastern Air Command
FL	=	Florida (United States)
hrs	=	hours
Mk	=	Mark
MB	=	Manitoba (Canada)
NB	=	New Brunswick (Canada)
NS	=	Nova Scotia (Canada)
ON	=	Ontario (Canada)
QC	=	Quebec (Canada)
RAF	=	Royal Air Force

⁴ Drawn from: A-GA-135-001/AA-001 *Manual of Flight Safety for the CF*

RCAF	=	Royal Canadian Air Force
SOS	=	Struck Off Strength
s/n	=	Serial Number
Stn	=	Station
Sqn	=	Squadron
TOS	=	Taken On Strength
TX	=	Texas (United States)
WAC	=	Western Air Command

RCAF RANKS

Aircraftman, 2nd Class -	AC2
Aircraftman, 1st Class -	AC1
Leading Aircraftman -	LAC
Corporal -	Cpl
Sergeant -	Sgt
Flight Sergeant -	F/Sgt
Warrant Officer, Class II -	WO II
Warrant Officer, Class I -	WO I
Pilot Officer -	P/O
Flying Officer -	F/O
Flight Lieutenant -	F/L
Squadron Leader -	S/L
Wing Commander -	W/C
Group Captain -	G/C
Air Commodore -	A/C
Air Vice-Marshal -	A/V/M
Air Chief Marshal -	A/C/M

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