

## **RCAF PT-27 Kaydet Serial Numbers**

**PT-17** - USAAF serial 41-25453 (not assigned RCAF serial #). To RCAF as of 26 Mar 1942 and originally taken on strength by No. 3 Training Command. Then assigned to No. 1 Training Command for use by the Composite Training Squadron. Back to No. 3 Training Command for use by the Test & Development Establishment at RCAF Station Rockcliffe, Ontario on 29 May 1942 and used to develop pilot's notes for the type. Struck off strength and returned to USAAC by 9 June 1942.

**Note** - The 300 PT-27 Kaydets for the RCAF were given USAAF Serial #'s 42-15570 to 42-15869 along with being assigned RAF/RCAF serial #'s; all were manufactured by Boeing Stearman plant in Wichita, Kansas. Unfortunately, because the aircraft were returned to the USAAF in 1943, the RCAF did not retain aircraft record cards for each airframe. It is not possible to accurately detail the history for each airframe. The following list has therefore been created from a variety of unofficial sources.

The PT-27 aircraft were delivered with three batches of RAF serial numbers as follows:

### **FD968 to FD999**

USAAF serial #'s 42-15570 to 42-15601 MSN (75-3759 to 75-3790). To RAF as **FD968** to **FD999** for use in Canada for BCATP. All were returned to the USAAF in 1943 in exchange for PT-26 *Cornells*

### **Known Dispositions**

42-15572 (MSN 75-3761) To RAF as FD970 (ntu); to RCAF as **FD970**; returned to USAAF in 1943; Sold post-war with US civil registration N53234; crashed in 1966 while performing aerobatics due to engine failure.

42-15574 (MSN 75-3763) To RAF as FD972 (ntu); to RCAF as **FD972**; returned to USAAF in 1943; Sold post-war with US civil registration N56044; registration cancelled in 1972.

42-15575 (MSN 75-3764); to RCAF as **FD973** - On 29 Jun 1942, in deteriorating weather conditions, an instructor and student pilot flew into a valley near Pearce, AB. The student pilot aimed for a gap between two hills but the terrain rose rapidly, With a ground collision unavoidable, the instructor took control and intentionally stalled the a/c between two trees. Both pilots escaped with minor injuries but the a/c was seriously damaged. The a/c belonged to No. 36 EFTS in Pearce, AB; returned to USAAF in 1943; Sold post-war with US civil registration N61W; damaged in 1973 accident; restored in 2011.

42-15576 (MSN 75-3765) To RAF as FD974 (ntu); to RCAF as **FD974**; returned to USAAF in 1943; Sold post-war with US civil registration NR57374; first used as a crop duster; later restored and registration changed to N57374.

42-15577 (MSN 75-3766) To RAF as FD975 (ntu); to RCAF as **FD975**; returned to USAAF in 1943; written-off 10 Jun 1943 at Echeverria Field, AZ

42-15578 (MSN 75-3767) To RAF as FD976 (ntu); to RCAF as **FD976**; returned to USAAF in 1943; written-off 24 Oct 1943 at Rockwall, TX

42-15585 (MSN 75-3774) To RAF as FD983 (ntu); to RCAF as **FD983**; returned to USAAF in 1943; withdrawn from use and declared surplus; first used as a crop duster with US civil registration NR57270; later restored circa 1990 and registration changed to N57270.

42-15586 (MSN 75-3775) To RAF as FD984 (ntu); to RCAF as **FD984**; returned to USAAF in 1943; withdrawn from use and declared surplus; to civil registry as N57374; current 2011

42-15587 (MSN 75-3776) To RAF as FD985 (ntu); to RCAF as **FD985**; returned to USAAF in 1943; withdrawn from use and declared surplus; to civil registry as N57339; current 2013

42-15589 (MSN 75-3778) To RAF as FD987 (ntu); to RCAF as **FD987**; returned to USAAF in 1943; badly damaged on 15 Dec 1942 at Isleta, NM in an accident on take-off; originally declared as a write-off but apparently repaired; later written-off 30 Dec 1943 at Tucson, AZ

42-15591 (MSN 75-3780) To RCAF as **FD989**; returned to the USAAF in 1943; next used to train pilots at Wickenburg Field, AZ, later as part of the 11<sup>th</sup> AAF Flight Training Detachment at Ryan Field near Tucson, AZ, and finally at Hicks Field near Saginaw, TX. At war's end this aircraft was declared surplus and sold for only \$372 and modified for crop spraying. In 1950, it was fitted with a Pratt & Whitney 985 with 450 hp (twice as powerful as the original engine) and became certified for a 1,200 lb special load. After only a brief time as a "duster" this aircraft was returned to its original configuration as a two place trainer in 1958. Currently part of the Stonehenge Museum at the Crystal Lakes Resort Airport in Fortine, Montana.

42-15591 (MSN 75-3780) To RAF as FD989 (ntu); to RCAF as **FD989**; returned to USAAF in 1943; withdrawn from use and declared surplus; to civil registry as N59980; current as of 2017

42-15592 (MSN 75-3781) To RCAF as **FD990** - On 29 Jun 1942, FD990 collided with FD980; LAC Gross in FD990 was killed as were P/O Clark and LAC Brand in FD980; both a/c were **Cat "A"** write-offs belonging to No. 36 EFTS in Pearce, AB

42-15595 (MSN 75-3784) To RAF as **FD993** (ntu); to RCAF as **FD993**; first assigned to stored reserve in Calgary as of 25 Mar 1942; assigned to No. 36 EFTS in Bowden, AB. returned to USAAF on 26 Dec 1942; Assigned to McKellar Field in Jackson, TN; to Southeast Training Center Airfield in Smyrna, TN; to Thunderbird Airfield in Glendale, AZ in Aug 1943; In Oct 1944, moved to Echeverria Field in Wickenburg, AZ and turned over to CAA. Purchased for \$510 (US) on 20 Oct 1945 by J. Mahalchik from New York. To civil register as NC60810 through a number of different owners; in 2015, restored to RCAF configuration as per #FK108 complete with engine cowling, enclosed canopy and with landing lights; became a prize-winner at Oshkosh; Advertised in 2017 in Portland, Maine for sale at \$140K (US)

42-15597 (MSN 75-3786) To RAF as FD995 (ntu); to RCAF as **FD995**; returned to USAAF in 1943; withdrawn from use and declared surplus; to civil registry as N48569; involved in an accident in 1965; later restored circa 1991; registration cancelled in 2013; reported sold to a new owner.

42-15599 (MSN 75-3788) To RAF as **FD997** (ntu); to RCAF as **FD997**; returned to USAAF in 1943; written-off 27 Jul 1943 at Jackson, TN

## **FJ741 to FJ999**

USAAF serial #'s 42-15602 to 42-15860 (MSN 75-3791 to 75-4049). To RAF as **FJ741** to **FJ999** for use in Canada for BCATP. All were returned to the USAAF in 1943 in exchange for PT-26 *Cornells*.

### **Known Dispositions**

42-15603 (MSN 75-3792) To RAF as FJ742 (ntu); to RCAF as **FJ742**; returned to USAAF in 1943; withdrawn from use and declared surplus; to civil registry as N61988; registration cancelled in 1977

42-15607 (MSN 75-3796) To RAF as FJ746 (ntu); to RCAF as **FJ746**; returned to USAAF in 1943; withdrawn from use and declared surplus; to civil registry as N59040; current as of 2016

42-15610 (MSN 75-3799) To RCAF as **FJ749** - On 24 Jun 1942, at Pearce, AB this a/c had a taxiing accident during a student solo mission - no injuries and the a/c sustained minor damage; returned to USAAF in 1943; issued to 513th School Squadron, 211th Base Unit, Casper Army Field, WY; withdrawn from use and declared surplus; to civil registry as N56039 as a crop duster; registration cancelled in 1981

42-15612 (MSN 75-3801) To RAF as FJ751 (ntu); to RCAF as **FJ751**; returned to USAAF in 1943;

written-off on 4 Jun 1943 at Municipal Airport, in Casa Grande, AZ; but repaired and to US civil registry as N374BV; current as of 2013

42-15613 (MSN 75-3802); To RCAF as **FJ752**; returned to USAAF in 1943; transferred to 3038th Base Unit, Contract Pilot School (Primary) in Blythe, CA; suffered a landing accident on 15 May 1944; withdrawn from use and declared surplus; to US civil registry as N73694.

42-15614 (MSN 75-3803); To RCAF as **FJ753**; returned to USAAF in 1943; withdrawn from use and declared surplus; to US civil registry as N62549; registration cancelled in 2017.

42-15619 (MSN 75-3808); To RCAF as **FJ758**; returned to USAAF in 1943; Transferred to 112th USAAF unit in Westover, MA and then on to 71st Training Detachment, Harrell Field, Camden, AR as of Mar 1943; damaged in a landing accident Mar 23, 1943 and in a take-off accident on 28 April 1943; withdrawn from use and declared surplus; to US civil registry as N59031 in 1963 for use as a crop duster and involved in several accidents; restored circa 1981; current as of 2011

42-15621 (MSN 75-3810); to RAF as FJ760 (ntu); to RCAF as **FJ760**; returned to USAAF in 1943; written-off on 27 Feb 1943 at Camden, AR

42-15622 (MSN 75-3811) To RAF as FJ761 (ntu); to RCAF as **FJ761**; returned to USAAF in 1943; withdrawn from use and declared surplus; to civil registry as N60813; registration cancelled in 2013

42-15628 (MSN 75-3817) To RAF as FJ767 (ntu); to RCAF as **FJ767**; returned to USAAF in 1943; written-off 6 Jan 1944 at Echeverria Field, AZ; repaired; withdrawn from use and declared surplus; to civil registry as N65200; current 2013

42-15630 (MSN 75-3819) To RAF as FJ769 (ntu); to RCAF as **FJ769**; returned to USAAF in 1943; written-off on 25 Sep 1943 at Jackson, TN

42-15637 (MSN 75-3826) To RAF as FJ776 (ntu); to RCAF as **FJ776** - On 3 Feb 1943, while ferrying the a/c from Calgary to Great Falls, Montana, the pilot from No. 124 Ferry Sqn landed on crusted snow at Letbridge, AB and the a/c nosed over after breaking through the crust; repaired and returned to the USAAF in 1943.

42-15646 (MSN 75-3835) To RAF as FJ785 (ntu); to RCAF as **FJ785**; returned to USAAF in 1943; withdrawn from use and declared surplus; to civil registry as N63301; current as of 2019

42-15649 (MSN 75-3838) To RAF as FJ787 (ntu); to RCAF as **FJ787**; returned to USAAF in 1943; written-off on 28 Sep 1943 at Jackson, TN

42-15650 (MSN 75-3839) To RAF as FJ788 (ntu); to RCAF as **FJ788**; returned to USAAF in 1943; withdrawn from use and declared surplus; to civil registry as N59724 but later as N31ES; current as of 2020 with N59724 registration

42-15654 (MSN 75-3843) To RAF as FJ793 (ntu); to RCAF as **FJ793**; returned to USAAF in 1943; withdrawn from use and declared surplus; to civil registry as N53232; involved in several non-fatal accidents; registration cancelled in 2001

42-15657 (MSN 75-3846); To RCAF as **FJ796** - on 1 Jun 1942, at No. 31 EFTS in De Winton, AB a student pilot landing FJ827 crashed into FJ796 but with minor damage and no injuries to either crew

42-15662 (MSN 75-3851); To RCAF as **FJ801**. On 19 Jul 1942, a minor collision occurred with **FJ840** during taxiing at No. 31 EFTS in De Winton, AB due to inexperience of the student pilot. To civil registry as N62842. In 2013, the remaining fuselage was restored at Norfolk and Suffolk Aviation Museum at Flixton, UK with components from other Stearman a/c.

42-15663 (MSN 75-3852) To RAF as FJ802 (ntu); to RCAF as **FJ802**. While ferrying the a/c from Calgary to Great Falls, Montana on 3 Feb 1943, the pilot from No. 124 Ferry Sqn landed on crusted

snow at Lethbridge, AB and the a/c nosed over after breaking through the crust. Repaired and returned to USAAF in 1943; later written-off on 4 Mar 1944 at Echeverria Field, AZ

42-15665 (MSN 75-3854) To RAF as FJ804 (ntu); to RCAF as **FJ804**; returned to USAAF in 1943; written-off on 28 Aug 1944 at Hemet, CA

42-15667 (MSN 75-3856) To RAF as FJ806 (ntu); to RCAF as **FJ806**; returned to USAAF in 1943; withdrawn from use and declared surplus; to civil registry as N53292; current 2013

42-15668 (MSN 75-3857) To RCAF as **FJ807** - No. 32 EFTS - on 29 Oct 1942, the pilot's harness came unattached while the a/c was inverted injuring the pilot and causing emergency landing near Innisfail, AB

42-15670 (MSN 75-3859) To RCAF as **FJ809** - on 5 Oct 1942, a solo student, LAC M.R. Woozley, from No. 31 EFTS in De Winton was performing unauthorized low flying; he flew over a farm house at 60 ft altitude and then banked into a turn but suddenly dove into the ground at a 45 degree angle. LAC Woozley was killed. The airframe was a **Cat "A" write-off**

42-15672 (MSN 75-3861) To RAF as FJ811 (ntu); to RCAF as **FJ811**; returned to USAAF in 1943; written-off on 29 Jun 1944 at Hunter AAAF, CA

42-15674 (MSN 75-3863) To RCAF as **FJ813** - a/c from No. 31 EFTS De Winton, on 27 Aug 1943 during forced landing practice, the a/c struck a straw stack tearing off the u/c and necessitating a forced landing on the belly of the a/c - Cat "B" damage to the airframe

42-15676 (MSN 75-3865); To RCAF as **FJ815**; to civil registry as N63268 as a crop duster; involved in several non-fatal accidents; registration cancelled in 2019

42-15678 (MSN 75-3867) To RCAF as **FJ817**; returned to USAAF in 1943; transferred to 12th AAF Flying Training Detachment in Phoenix, AZ. Damaged in a landing accident on 30 July 1943; declared surplus and to civil registry as N59269; damaged in a non-fatal accident in 1966; restored circa 1996; current as of 2015

42-15681 (MSN 75-3870) To RCAF as **FJ820**; to civil registry as N50742 as of Oct 25, 1979 and still current.

42-15682 (MSN 75-3871) To RAF as FJ821 (ntu); to RCAF as **FJ821**; returned to USAAF in 1943; Crashed on 3 May 1944 at Norton Airdrome, CA; declared surplus and brought onto US civil register as N60497 in 1950; registration cancelled in 2012.

42-15683 (MSN 75-3865); To RCAF as **FJ822**; to civil registry as N56773 as a crop duster; registration cancelled in 1981

42-15684 (MSN 75-3873) To RAF as FJ823 (ntu); to RCAF as **FJ823**; returned to USAAF in 1943; written-off on 27 Sep 1943 at Jackson, TN; restored to US civil register in 1957 as a crop duster with civil registration N48792; registration cancelled in 1977

42-15687 (MSN 75-3876) To RAF as FJ826 (ntu); to RCAF as **FJ826**; returned to USAAF in 1943; withdrawn from use and declared surplus; to civil registry as N450HS; current as of 2020

42-15692 (MSN 75-3881) To RAF as FJ831 (ntu); to RCAF as **FJ831**; returned to USAAF in 1943; written-off on 22 Sep 1944 at Thunderbird Field # 2, AZ

42-15694 (MSN 75-3883) To RAF as FJ831 (ntu); to RCAF as **FJ831**; returned to USAAF in 1943; Overturned on landing at Harrell Field in Camden, AK; withdrawn from use and declared surplus; to civil registry as NR53180; involved in non-fatal accident in 1974; later restored and current as of 2017

42-15696 (MSN 75-3885); To RCAF as **FJ835**; to civil registry as N747JR; then registered in France as F-AZXN

42-15699 (MSN 75-3888) To RAF as FJ838 (ntu); to RCAF as **FJ838**; returned to USAAF in 1943; written-off 8 Jun 1943 at Condor Field, CA

42-15699 (MSN 75-3889) To RAF as FJ839 (ntu); to RCAF as **FJ839**; returned to USAAF in 1943; withdrawn from use and declared surplus; to civil registry as N48780; current as of 2020

42-15701 (MSN 75-3890) To RAF as FJ840 (ntu); to RCAF as **FJ840**; returned to USAAF in 1943; written-off on 25 Nov 1943 at Blythe, CA

42-15704 (MSN 75-3893); to RCAF as **FJ843**. To civil registry as N53231. Flying in 1999; not registered by 2012.

42-15705 (MSN 75-3894); to RCAF as **FJ844** - assigned to No. 31 EFTS De Winton; on 20 Aug 1942, during a solo flight, a student pilot ran into a storm and attempted a forced landing downwind in a fallow field near Blackie, AB. The a/c nosed over during the landing and the a/c was seriously damaged.

42-15706 (MSN 75-3895) To RAF as FJ845 (ntu); to RCAF as **FJ845**; returned to USAAF in 1943; withdrawn from use and declared surplus; to civil registry as N1942N; current as of 2013

42-15708 (MSN 75-3897) To RAF as FJ847 (ntu); to RCAF as **FJ847** - Assigned to No. 31 EFTS in De Winton, AB. Sgt W.A. Howell and LAC J.R. Thompson were flying from Winton on 6 Sep 1942; the a/c was observed low flying and then descended into the Bow River valley. At some point the u/c was allowed to touch the river surface and a fatal crash ensued. **Cat "A" write-off.**

42-15713 (MSN 75-3902) To RAF as FJ852 (ntu); to RCAF as **FJ852**; returned to USAAF in 1943; written-off on 3 Mar 1944 at Rankin Home Field, CA

42-15718 (MSN 75-3907) To RAF as FJ857 (ntu); to RCAF as **FJ857**; withdrawn from use and declared surplus; to US civil registry as N53084 for use as an agricultural sprayer and tanker; heavily modified for spraying operations; crashed in 1992 in Edna, TX during practice spraying operations causing serious injury to the pilot

42-15720 (MSN 75-3909) To RAF as FJ859 (ntu); to RCAF as **FJ859**; returned to USAAF in 1943; withdrawn from use and declared surplus; to Christopher D. Prevost, Sonoma, CA with US civil registry N56233.current 2013

42-15821 (MSN 75-3910); To RAF as FJ960 (ntu); to RCAF as **FJ860** - assigned to No. 32 EFTS Bowden, AB. On 24 Aug 1943, during forced landing practice, a student pilot attempted a landing and hedge of trees was in the flight path. The instructor took control and attempted to climb but the a/c struck trees and crashed with Cat "B" damage. The student pilot was very seriously injured and the instructor was also injured.

42-15722 (MSN 75-3911) To RAF as FJ861 (ntu); to RCAF as **FJ861**; returned to USAAF in 1943; written-off 26 May 1943 at Jackson, TN

42-15726 (MSN 75-3915) To RAF as FJ865 (ntu); to RCAF as **FJ865**; returned to USAAF in 1943; written-off 19 Mar 1943 at Paradise Valley, AZ

42-15727 (MSN 75-3916) To RAF as FJ866 (ntu); to RCAF as **FJ866**; returned to USAAF in 1943; originally declared written-off 8 Mar 1944 at Condor Field, CA; repaired; withdrawn from use and declared surplus; to civil registry as N56749; current 2013

42-15728 (MSN 75-3917) To RAF as FJ867 (ntu); to RCAF as **FJ867** - Assigned to No. 32 EFTS in Bowden, AB. Shortly after take-off from Netook, AB, on 10 Sep 1942, this a/c piloted by LAC N.W.A. Presland collided with **FJ921**. The student pilot of FJ921 spun in but survived the crash. LAC Presland in **FJ867** lost control and the a/c dove into the ground. LAC Presland attempted to bail out but was at too low an altitude and was killed. **Cat "A" write-off** and Cat "B" to **FJ921**; both a/c from No. 32 EFTS.

42-15736 (MSN 75-3925) to RCAF as **FJ875**. With No. 32 EFTS; returned to USAAF in 1943; withdrawn from use and declared surplus; to civil registry as N50737 for use as a crop duster; heavily damaged in a crash in 1964; later restored and exported to Canada in 2002; Restored in RCAF colours and airworthy in Canada as C-GKUE with Vintage Wings of Canada. Crash landed in Brandon, MB in 2013 when one of the plane's propeller blades broke off, at its base. That caused a severe vibration that broke the plane's engine off of its mounts. The engine then fell off during flight. The two pilots sustained serious injuries during the crash; to unknown new owner in 2014

42-15737 (MSN 75-3926) to RCAF as **FJ876**. To civil registry as N56551. Restored and flying in USAAF colours.

42-157378 (MSN 75-3927) to RCAF as **FJ877**. To civil registry as N48730 for use as a crop duster in Hawaii. Crashed in 1973 during a crop dusting run; registration cancelled in 1984

42-15739 (MSN 75-3928) To RAF as FJ967 (ntu); to RCAF as **FJ878** - assigned to No. 32 EFTS in Bowden. On 21 Sep 1942, a solo student was practicing forced landings when the engine failed to pick up and the a/c crashed near Innisfail, AB; the student pilot was slightly injured

42-15740 (MSN 75-3929) To RAF as FJ879 (ntu); to RCAF as **FJ879**; returned to USAAF in 1943; written-off 13 Jul 1943 at Condor Field, CA

42-15741 (MSN 75-3930) To RAF as FJ880 (ntu); to RCAF as **FJ880**; returned to USAAF in 1943; written-off 22 Dec 1943 at Blythe, CA

42-15742 (MSN 75-3931) To RAF as FJ881 (ntu); to RCAF as **FJ881**; returned to USAAF in 1943; To US civil registry with unknown owners as NC48567 and N48567; sold out of country and registered as OB-LDF-336 and later as OB-A-336; written-off 20 May 1970 at Paramonga, Peru

42-15743 (MSN 75-3932) To RAF as FJ882 (ntu); to RCAF as **FJ882**; returned to USAAF in 1943; To US civil registry with Willett Flying Service in Lemoore, CA as N48581 as 1962; no further details

42-15744 (MSN 75-3933) To RAF as FJ883 (ntu); to RCAF as **FJ883**; returned to USAAF in 1943; written-off 10 Jul 1943 at Jackson, TN

42-15746 (MSN 75-39335) To RAF as FJ885 (ntu); to RCAF as **FJ885**; returned to USAAF in 1943; withdrawn from use and declared surplus; to John S. Wilbur in Yuma, AZ with US civil registry N56841; involved in an accident while crop dusting in 1966; later restored circa 2013 to RCAF colour scheme; registration cancelled in 2017; no further details available

42-15748 (MSN 75-3937) to RCAF as **FJ887**; withdrawn from use and declared surplus; to civil registry as N450SS, restored, still active as of 2012

42-15751 (MSN 75-3940) To RAF as FJ967 (ntu); to RCAF as **FJ890** - During a student solo, at No 32 EFTS in Bowden, AB while attempting to practice a forced landing, the engine failed to pick up and the a/c crashed due to misuse of the mixture control. Then during landing practice on 10 Jul 1942, FJ868 landed on top of FJ890 about 15 ft off the ground and both a/c locked together. No injuries to either crew; both a/c from No. 32 EFTS; returned to the USAAF in 1943. To civil registry as registered N59998, heavily modified as a single-seat crop sprayer; crashed in 1982; registration cancelled as of Nov 8, 2013.

42-15752 (MSN 75-3941) To RAF as FJ891 (ntu); to RCAF as **FJ891**; returned to USAAF in 1943; written-off 30 Dec 1943 at Morton Airdrome, CA

42-15853 (MSN 75-3942) To RAF as FJ967 (ntu); to RCAF as **FJ892** - On 13 Sep 1942, during a solo mission, the student pilot in FJ892 while landing at the relief landing field landed on top of a/c FJ895. Only minor injuries; both a/c with No. 32 EFTS in Bowden

42-15757 (MSN 75-3946) To RAF as FJ896 (ntu); to RCAF as **FJ896**; returned to USAAF in 1943; written-off 4 Feb 1944 at Echeverria Field, AZ

42-15758 (MSN 75-3947) To RAF as FJ897 (ntu); to RCAF as **FJ897**; returned to USAAF in 1943; written-off 7 Mar 1944 at Glendale, AZ

42-15759 (MSN 75-3948) To RAF as FJ898 (ntu); to RCAF as **FJ898**; returned to USAAF in 1943; written-off 15 Feb 1943 at Harrell Field, AR

42-15760 (MSN 75-3949) To RAF as FJ899 (ntu); to RCAF as **FJ899**; returned to USAAF in 1943; written-off 26 Jun 1944 at Ryan Field AAAF #2, CA

42-15762 (MSN 75-3951) To RAF as FJ901 (ntu); to RCAF as **FJ901** - On 15 Jul 1942, while landing at Netook, AB an inexperienced student stalled the a/c 30-40 ft up in the air and the a/c then hit the ground and nosed over. The pilots escaped with minor injuries. a/c with No. 32 EFTS in Bowden

42-15766 (MSN 75-3955) to RCAF as **FJ905**; returned to USAAF in 1943; withdrawn from use and declared surplus; to civil registry as N53179, from 1970 to 1986 was register as CF-CDM with Roy Briscoe of Langlet, BC and then from 1986 to 1997 with Charles Peacock of Midhurst, ON. Sold to new owner in Amarillo, TX in 1997 and restored to RCAF markings; still active as of 2016

42-15767 (MSN 75-3956) to RCAF as **FJ906**; returned to USAAF in 1943; withdrawn from use and declared surplus; to civil registry as N50739, still active as of 2015

42-15770 (MSN 75-3959) to RCAF as **FJ909**; returned to USAAF in 1943; withdrawn from use and declared surplus; to civil registry as NR48989 in 1956; registration cancelled in 2012

42-15771 (MSN 75-3960) To RAF as FJ910 (ntu); to RCAF as **FJ910**; returned to USAAF in 1943; written-off 23 May 1943 at Huntersville, TN

42-15772 (MSN 75-3961) to RCAF as **FJ911**; returned to USAAF in 1943; withdrawn from use and declared surplus; to civil registry as N56883 as a crop duster; airframe was heavily modified; registration cancelled Apr 23, 2013.

42-15774 (MSN 75-3963) to RCAF as **FJ913**; returned to USAAF in 1943; withdrawn from use and declared surplus; to civil registry as NR53181; registration later changed to N53181, airframe was fitted with engine cowling and wheel spats; still active as of 2015

42-15782 (MSN 75-3971) To RAF as FJ967 (ntu); to RCAF as **FJ921** - on 10 Sep 1942, FJ921 collided with another a/c near Netook, AB for unknown reasons. The pilot, LAC N.W.A. Bresland was killed. The airframe suffered Cat "B" damage.

42-15784 (MSN 75-3973) To RAF as FJ967 (ntu); to RCAF as **FJ923** - During a dual instruction mission on 19 Sep 1942, the a/c was observed in a spin which was part of the syllabus that day. The a/c recovered from the spin in a shallow dive but then hit the ground while still in the dive. The instructor and student, P/O G.H. Williams and LAC O.W. Wynne, were both killed and a/c was a **Cat "A"** write-off

42-15787 (MSN 75-3976) to RCAF as **FJ926** returned to USAAF in 1943; withdrawn from use and declared surplus; to civil registry as NC56259 in 1946; registration changed to N56259 in 1964; suffered a fatal crash on 28 May 2005 in Taylor, TX; airframe sold in 2011

42-15788 (MSN 75-3977) to RCAF as **FJ927** returned to USAAF in 1943; withdrawn from use and declared surplus; to civil registry as N56656 in 1964; still active as of 2019

42-15789 (MSN 75-3978) to RCAF as **FJ928** returned to USAAF in 1943; withdrawn from use and declared surplus; to civil registry as N48794 in 1963 with Bellingham Flying Services in Bellingham, WA; no further details available

42-15790 (MSN 75-3979) To RAF as FJ929 (ntu); to RCAF as **FJ929**; returned to USAAF in 1943; written-off 15 Jul 1943 at Union City, TN

42-15792 (MSN 75-3981) To RAF as FJ931 (ntu); to RCAF as **FJ931**; returned to USAAF in 1943; written-off 16 Feb 1944 at Aguila AAAF, AZ

42-15798 (MSN 75-3987) To RAF as FJ937 (ntu); to RCAF as **FJ937** - On 23 Jul 1942, a student pilot at No. 36 EFTS in Pearce, AB was taxiing solo when his a/c swung to the right and collided with a parked a/c, #**FJ852**. There were no injuries but **FJ852** received Cat "B" damage. returned to USAAF in 1943; written-off 22 Dec 1943 at Hancock Field, CA after a mid-air collision and fatal crash; the airframe was resurrected and US civil registered as N53178 in 1952 with Hammer Crop Dusters; registration cancelled in 1970

42-15800 (MSN 75-3989) to RCAF as **FJ939** returned to USAAF in 1943; withdrawn from use and declared surplus; to civil registry as N54671 with Central Aircraft in 1955 as a spruce bud worm spray plane; still active as of 2017

42-15801 (MSN 75-3990) to RCAF as **FJ939** returned to USAAF in 1943; withdrawn from use and declared surplus; to civil registry as NX56837 with George V. Waltz in 1947 and used for cinematography work; still active as of 2017

42-15802 (MSN 75-3991) To RAF as FJ941 (ntu); to RCAF as **FJ941**; returned to USAAF in 1943; written-off 4 Dec 1943 at Glendale, AZ

42-15803 (MSN 75-3992) to RCAF as **FJ942** returned to USAAF in 1943; withdrawn from use and declared surplus; to civil registry as NR56789 with Aero Corps Crop Dusters in Brawley, CA in 1964; heavily modified as a single-seat crop duster, preserved as of 2017

42-15804 (MSN 75-3993) to RCAF as **FJ943** returned to USAAF in 1943; withdrawn from use and declared surplus; to civil registry as N48795 with Inland Crop Dusters in Bakersfield, CA in 1963 - 1978; restored circa 1988; still active as of 2017

42-15810 (MSN 75-3999) to RCAF as **FJ949**; returned to USAAF in 1943; withdrawn from use and declared surplus; to civil registry as N19PN with unknown owner; later restored and re-registered as N949FJ and later as N62886; still active as of 2019

42-15811 (MSN 75-4000); to RCAF as **FJ950**; returned to USAAF in 1943; withdrawn from use and declared surplus; to civil registry as N54035 with Farm Air Services in Nome TX; rebuilt and refurbished circa 1998 for service with Red Baron Pizza team as N806RB; still active as of 2019

42-15814 (MSN 75-4003) To RAF as FJ953 (ntu); to RCAF as **FJ953**; returned to USAAF in 1943; written-off 9 Oct 1943 at Peoria, AZ

42-15816 (MSN 75-4005) To RAF as FJ955 (ntu); to RCAF as **FJ955**; returned to USAAF in 1943; written-off 9 Mar 1943 at Trenton, TN

42-15818 (MSN 75-4007) To RAF as FJ957 (ntu); to RCAF as **FJ957**; returned to USAAF in 1943; written-off 1 Feb 1943 at Jackson, TN; rebuilt and restored to the US civil register in 1987 as N47897

42-15820 (MSN 75-4009) To RAF as FJ959 (ntu); to RCAF as **FJ959**; returned to USAAF in 1943; written-off 27 Nov 1943 at Glendale, AZ

42-15827 (MSN 75-4016); To RAF as FJ966 (ntu); to RCAF as **FJ966**; returned to USAAF in 1943; written-off 10 Nov 1943 at Peoria, AZ

42-15829 (MSN 75-4018); To RCAF as **FJ968**; returned to USAAF in 1943; withdrawn from use and declared surplus; to civil registry in 1964 as N50756; Suffered a fatal crash in 1966; the airframe was re-built and registered as N747Q in 1971; still active as of 2014

42-15833 (MSN 75-4022); To RCAF as **FJ970**; returned to USAAF in 1943; transferred to 71st AAF Flying Training Detachment in Camden, AR; damaged in a landing accident / ground collision on 14 May 1943; withdrawn from use and declared surplus; to civil registry as N7711J; modified with engine cowling; still active as of 2018

42-15839 (MSN 75-4028) To RAF as FJ978 (ntu); to RCAF as **FJ978**; returned to USAAF in 1943; restored to the US civil register in 1946 as N50501 with Gulf Coast Dusting Company in Houston, TX; registration cancelled in 1948

42-15841 (MSN 75-4030) To RAF as FJ980 (ntu); to RCAF as **FJ980**; returned to USAAF in 1943; written-off 26 May 1943 at Jackson, TN

42-15847 (MSN 75-4036) To RAF as FJ986 (ntu); to RCAF as **FJ986**; returned to USAAF in 1943; written-off 25 Dec 1942 at Weston, CO; the airframe was restored and US civil registered to Moore Aviation in Tulare, CA as N56747 for use as a crop sprayer; the airframe was restored circa 1995 and was still active as of 2016

42-15848 (MSN 75-4037); to RCAF as **FJ987**; returned to USAAF in 1943; restored to US civil registry as N59260 Jun 1968 as a crop duster with Blue Mountain; crashed in 1999; Re-registered Mar 2014 following restoration.

42-15849 (MSN 75-4038) To RAF as FJ988 (ntu); to RCAF as **FJ988**; returned to USAAF in 1943; written-off 27 Sep 1943 at Jackson, TN

42-15851 (MSN 75-4040); to RCAF as **FJ990**; with Tillsonburg AS 1994.

42-15852 (MSN 75-4041) to RCAF as **FJ991**, to civil registry as N75857. Registered G-RJAH Apr 6, 1990.

42-15854 (MSN 75-4043) To RAF as FJ993 (ntu); to RCAF as **FJ993**; returned to USAAF in 1943; restored to the US civil register in 1986 as N752JT; restored to USAAF markings; exported to Brazil in 2018 and repainted in USN markings with registration PR-ZZR

42-15857 (MSN 75-4046) To RAF as FJ996 (ntu); to RCAF as **FJ996**; returned to USAAF in 1943; restored to the US civil register in 1956 as N60555; restored to USAAC colour scheme; still active as of 2016

### **FK100 to FK108**

USAAF serial #'s 42-15861 to 42-15869 (MSN 75-4050 to 75-4058). 42-15861 to 42-15869 to RAF as **FK100 to FK108** for use in Canada for BCATP. All were returned to the USAAF in 1943 in exchange for PT-26 *Cornells*.

### **Known Dispositions**

42-15689 (MSN 75-4058) **FK-108** - this a/c was originally retained at the factory at Wichita and was the only a/c to actually receive all of the intended modifications recommended for the type for use in the BCATP. These included an enclosed cockpit, a blind flying hood, cockpit heating, an oil tank hopper, an artificial horizon, a reversed mixture control, and the installation of landing lights; returned to USAAF in 1943; withdrawn from use and declared surplus; to civil registry in 1964 as N60821;

Suffered a serious crash in 1997; the airframe was re-built and registered as N60821 in 2019; still active as of 2019

### **Aircraft Damage Level (ADL) Categories:** <sup>1</sup>

The Canadian Forces ADL is a qualitative categorization system used to determine the level of damage sustained by an aircraft during a flight safety occurrence. The following damage level definitions are used to reflect the degree of damage:

Category "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.

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

Category "C" = Serious: The aircraft has sustained damage to a major component;

Category "D" = Minor: The aircraft has sustained damage to non-major components; and

Category "E" = Nil: The aircraft, including the power plant, has not been damaged.

**Stearman Kaydet Category "A" Crashes** = 4 (or 4 / 300 = 1% of the fleet)

### **Abbreviations:**

AAAF = Army Auxiliary Air Field

AB = Alberta

a/c = aircraft

AR = Arkansas

AZ = Arizona

BCATP = British Commonwealth Air Training Plan

CA = California

CAA = Civil Air Authority

CO = Colorado

MSN = Manufacturer's Serial Number (i.e. Stearman Aircraft Division of Boeing)

ntu = not taken up

RCAF = Royal Canadian Air Force

TN = Tennessee

TX = Texas

USAAF = United States Army Air Force

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<sup>1</sup> Drawn from: A-GA-135-001/AA-001 *Manual of Flight Safety for the Canadian Forces*

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