



**CANADA AVIATION
AND SPACE MUSEUM**

CANADA AVIATION AND SPACE MUSEUM AIRCRAFT

**WESTLAND LYSANDER
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.

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

Acknowledgements

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Dedication

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

Cover Image Notes

A view of the RCAF Westland Lysander #R9003 preserved at the Canada Aviation & Space Museum in Ottawa, ON. This is actually a composite airframe made from the parts of other three individual aircraft - Canada Aviation and Space Museum Photo

RCAF Westland Lysander Serials

RCAF #	Designer	Manufacturer	Name	Variant	C/N
V9281	Westland	UK-built	Lysander	Mk. IIITT	
<p>TOS: 7 May 1942</p> <p>Taken on strength at Fleet Aircraft at Crumlin, ON. Converted to target tug configuration during assembly at Central Aircraft. To storage with No. 1 TC on 21 Nov 1942, issued from storage on 16 Mar 1943. Back to storage on 20 May 1944. Pending disposal from 12 Jan 1945. to No. 1 AC on 15 Jan 1945, still pending disposal. Stored at No. 6 RD at Trenton, where it was noted with 439:10 airframe hours; never overhauled.</p> <p>SOS: 25 April 1946 - Struck off, to War Assets Corporation for sale and later sold</p>					
V9290	Westland	UK-built	Lysander	Mk. IIITT	
<p>TOS: 8 April 1942</p> <p>Taken on strength at Fleet Aircraft at Crumlin, ON. Converted to target tug during assembly at Central Aircraft. To storage with No. 1 TC on 16 Nov 1942, issued from storage on 21 Nov 1942. Back to storage on 20 May 1944. Pending disposal from 12 Jan 1945. to No. 1 AC on 15 Jan 1945, still pending disposal. Stored at No. 6 RD at Trenton, where it was noted with 490:25 airframe hours; never overhauled.</p> <p>SOS: 25 April 1946 - Struck off, to War Assets Corporation for sale</p>					
V9301	Westland	UK-built	Lysander	Mk. IIITT	
<p>TOS: 22 April 1942</p> <p>Taken on strength at Fleet Aircraft at Crumlin, ON. Converted to target tug during assembly at Central Aircraft. To storage with No. 1 TC on 21 Nov 1942, issued from storage on 16 Mar 1943. To workshop reserve at No. 6 Repair Depot, 29 Feb to 1 June 1944, "for such repairs as may be required". To storage with No. 1 TC when completed. Pending disposal from 12 Jan 1945. to No. 1 AC on 15 Jan 1945, still pending disposal. Stored at No. 6 RD at Trenton, where it was noted with 510:40 airframe hours, never overhauled.</p> <p>SOS: 25 April 1946 - Struck off, to War Assets Corporation for sale and later sold</p>					
V9312	Westland	UK-built	Lysander	Mk. IIITT	Y1363
<p>TOS: 22 October 1942</p> <p>Originally saw service with Nos. 4, 225 and 613 Sqns in the RAF. Disassemble and shipped to Canada. Assembled at Central Aircraft, converted to target tug during assembly. To No. 4 TC on 23 Jan 1943, for use at No. 2 B&GS at Mossbank, SK. To No. 2 AC on 1 Dec 1944, and to storage on the same day. Pending disposal from 5 Jan 1945. Some surviving components of this airframe were purchased by a private individual in 2007 and eventually it went on display at the Florida Air Museum in Lakeland, Florida. It was then acquired by Kermit Weeks Fantasy of Flight Museum and was painted in a temperate sea scheme (extra dark sea grey and dark slate grey over sky) and marked as BA-C serial #V9545. Later acquired by Aircraft Restoration Company in Duxford. Registered as G-CCOM to Propshop Ltd, in Duxford. Undergoing a long term restoration planned to fly at Duxford in 2018.</p> <p>SOS: 1 October 1946 - Struck off, to War Assets Corporation for sale and later sold</p>					
V9315	Westland	UK-built	Lysander	Mk. IIITT	
<p>TOS: 8 April 1942</p> <p>Taken on strength at Fleet Aircraft at Crumlin, ON. Converted to target tug configuration during assembly at Central Aircraft. To storage with No. 2 TC on 23 Dec 1942. Issued from storage on 4 Jan 1944, for use by No. 3 B&GS at MacDonald, MB. To No. 2 AC on 1 Dec 1944. Pending disposal from 10 Feb 1945. Stored by No. 10 Repair Depot at MacDonald, where it was noted with 467:00 airframe hours; never overhauled.</p> <p>SOS: 22 Nov 1946 - Struck off, to War Assets Corporation for sale and later sold</p>					

V9318	Westland	UK-built	Lysander	Mk. IIITT
TOS: 22 April 1942				
Taken on strength at Fleet Aircraft at Crumlin, ON. Converted to target tug configuration during assembly at Central Aircraft. To storage with No. 1 TC on 22 Oct 1942. Issued from storage on 2 Mar 1943. To No. 3 TC on 16 Feb 1944, for use by No. 31 SFTS at Kingston, Ontario. To storage 13 July to 8 Nov 1944. To No. 2 AC on 15 Jan 1945. Pending disposal from 1 May 1945. Stored by No. 6 Repair Depot, where it was noted with 580:15 airframe hours; never overhauled.				
SOS: 2 May 1946 - Struck off, to War Assets Corporation for sale				
V9320	Westland	UK-built	Lysander	Mk. IIITT
TOS: 8 September 1942				
Converted to target tug during assembly at Central Aircraft. To storage with No. 2 TC on 5 Jan 1943. Issued from storage on 4 Jan 1944, for use by No. 3 B&GS at MacDonald, MB. To No. 2 AC on 1 Dec 1944. Pending disposal from 10 Feb 1945. Stored at MacDonald, where it was noted with 780:00 airframe hours;.				
SOS: 12 June 1946 - Struck off, to War Assets Corporation for sale and later sold				
V9323	Westland	UK-built	Lysander	Mk. IIITT
TOS: 14 October 1942				
Converted to target tug during assembly at Central Aircraft. To storage with No. 2 TC on 15 Jan 1943. Issued from storage on 28 Jan 1944, for use by No. 3 B&GS at MacDonald, MB. To No. 2 AC on 1 Dec 1944. Pending disposal from 10 Feb 1945. Stored at MacDonald, where it was noted with 323:50 airframe hours.				
SOS: 25 March 1946 - Struck off, to War Assets Corporation for sale and later sold				
V9324	Westland	UK-built	Lysander	Mk. IIITT
TOS: 22 April 1942				
Taken on strength at Fleet Aircraft at Crumlin, ON. Converted to target tug during assembly at Fleet / Central Aircraft. To No. 1 TC on 8 Oct 1942. To storage from 27 Jan 1943 to 21 June 1944. To No. 1 AC on 15 Jan 1945. Pending disposal from 24 Mar 1945. Stored at No. 6 Repair Depot, where it was noted with 428:10 hours logged; never overhauled.				
SOS: 24 April 1946 - Struck off, to War Assets Corporation for sale and later sold				
V9347	Westland	UK-built	Lysander	Mk. IIITT
TOS: 21 April 1942				
Taken on strength at Fleet Aircraft at Crumlin, ON. Converted to target tug during assembly at Fleet / Central Aircraft. To storage with No. 2 TC on 1 Feb 1943. Issued from storage on 4 Jan 1944, for use by No. 3 Bombing & Gunnery School at MacDonald, Manitoba. To No. 2 AC on 1 Dec 1944. Pending disposal from 10 Feb 1945. Stored at MacDonald, where it was noted with 639:20 total time.				
SOS: 12 June 1946 - Struck off, to War Assets Corporation for sale and later sold				
V9351	Westland	UK-built	Lysander	Mk. IIITT
TOS: 7 April 1942				
Taken on strength at Fleet Aircraft at Crumlin, ON. Converted to target tug during assembly at Fleet / Central Aircraft. To No. 1 TC on 7 Oct 1942. To storage from 22 Feb to 16 Mar 1943. To storage again on 5 Oct 1944. Pending disposal from 12 Jan 1945. To No. 1 AC on 15 Jan 1945, still pending disposal. Stored at No. 6 Repair Depot, where it was noted with 610:45 hour total time; 542:15 hours since overhaul.				
SOS: 25 April 1946 - Struck off, to War Assets Corporation for sale and later sold				

V9365	Westland	UK-built	Lysander	Mk. IIITT
TOS: 30 June 1942				
Taken on strength at Fleet Aircraft at Crumlin, ON. Converted to target tug during assembly at Fleet / Central Aircraft. To No. 4 TC on 15 Jan 1943. To storage from 10 August 1943 to 7 July 1944. To No. 2 AC on 1 Dec 1944. Pending disposal from 5 Jan 1945. Stored at No. 3 Satellite Equipment Holding Unit and at No. 407 Equipment Holding Unit, where it was noted with 289:45 airframe hours; never overhauled.				
SOS: 1 October 1946 - Struck off, to War Assets Corporation for sale and later sold				
V9370	Westland	UK-built	Lysander	Mk. IIITT
TOS: 21 April 1942				
Taken on strength at Fleet Aircraft at Crumlin, ON. Converted to target tug during assembly at Fleet / Central Aircraft. To storage with No. 1 TC on 15 Oct 1942. To Fairchild Aircraft at Longueil, QC for modifications on 1 June 1943. Back to storage with No. 1 TC on 2 July 1943. To No. 3 TC on 14 August 1943, for use by the Test & Development Establishment at RCAF Stn Rockcliffe, Ontario. To storage with No. 2 TC on 11 Dec 1944. To No. 1 AC on 15 Jan 1945, still in storage. Pending disposal from 27 April 1945. Stored by No. 6 Repair Depot, where it was noted with just 60:40 airframe hours; never overhauled.				
SOS: 24 April 1946 - Struck off, to War Assets Corporation for sale and later sold				
V9371	Westland	UK-built	Lysander	Mk. IIITT
TOS: 21 April 1942				
Taken on strength at Fleet Aircraft at Crumlin, ON. Converted to target tug during assembly at Fleet / Central Aircraft. To storage with No. 2 TC on 24 September 1942. Issued from storage on 4 Jan 1944, for use by No. 3 B&GSI at MacDonald, MB. To storage on 17 May 1944. To No. 2 AC on 1 Dec 1944, still in storage. Pending disposal from 22 Dec 1944. Stored at MacDonald, where it was noted with 301:05 airframe hours.				
SOS: 25 March 1946 - Struck off, to War Assets Corporation for sale and later sold				
V9378	Westland	UK-built	Lysander	Mk. IIITT
TOS: 25 February 1942				
Taken on strength at Fleet Aircraft at Crumlin, ON. Converted to target tug during assembly at Fleet / Central Aircraft. To storage with No. 1 TC on 10 Nov 1942. To WAC on 8 April 1943, for use by No. 3 OTU at Patricia Bay. To No. 3 Repair Depot for crash repairs, 31 Jan to 1 August 1944. To storage with WAC when completed, issued from storage on 27 Nov 1944. Pending disposal from 23 April 1945. Stored by No. 10 Repair Depot at Patricia Bay by 1 May 1946. Noted with 2732:25 airframe hours; never overhauled, while in storage.				
SOS: 21 August 1946 - Struck off, to War Assets Corporation for sale				
V9383	Westland	UK-built	Lysander	Mk. IIITT
TOS: 25 February 1942				
Taken on strength at Fleet Aircraft at Crumlin, ON. Converted to target tug during assembly at Fleet / Central Aircraft. To storage with No. 1 TC on 5 Nov 1942. To WAC on 8 April 1943. Pending disposal from 1 Dec 1944. By 1 May 1946 stored by No. 10 Repair Depot at Patricia Bay, where it was noted with 405:15 airframe hours.				
SOS: 13 December 1946 - Struck off, to War Assets Corporation for sale and later sold				

V9386	Westland	UK-built	Lysander	Mk. IIITT
TOS: 22 October 1942				
Converted to target tug during assembly at Central Aircraft. To storage with No. 4 TC on 15 Jan 1943. To No. 2 TC on 28 Jan 1944, still in storage. To No. 2 AC on 1 Dec 1944, still in storage. Pending disposal from 12 Feb 1945. Stored by No. 10 Repair Depot at No. 3 B&GS at MacDonald, MB, where it was reported with 326:05 airframe hours.				
SOS: 25 March 1946 - Struck off, to War Assets Corporation for sale and later sold				
V9407	Westland	UK-built	Lysander	Mk. IIITT
TOS: 8 June 1942				
Converted to target tug during assembly at Central Aircraft. To No. 3 TC on 14 Dec 1942, for use by the Test & Development Establishment at RCAF Stn Rockcliffe, ON for "special tests". To storage with No. 1 TC on 29 September 1943. Pending disposal from 12 Jan 1945. To No. 1 AC on 15 Jan 1945, still pending disposal. Stored by No. 6 Repair Depot, where it was noted with 217:05 airframe hours.				
SOS: 15 May 1946 - Struck off, to War Assets Corporation for sale and later sold				
V9409	Westland	UK-built	Lysander	Mk. IIITT
TOS: 8 June 1942				
Converted to target tug during assembly at Central Aircraft. To storage with No. 2 TC on 28 Jan 1943. Issued from storage on 4 Jan 1944, for use by No. 3 B&GS at MacDonald, MB. To No. 2 AC on 1 Dec 1944. Pending disposal from 10 Feb 1945. Stored by No. 10 Repair Depot at MacDonald, where it was noted with 458:00 airframe hours.				
SOS: 12 June 1946 - Struck off, to War Assets Corporation for sale and later sold				
V9413	Westland	UK-built	Lysander	Mk. IIITT
TOS: 8 April 1942				
Converted for prototype glider towing configuration while at Fleet / Central Aircraft, but still designated IIITT. To No. 12 Aircraft Inspection Detachment at de Havilland Canada on 12 Oct 1942. Assigned to storage on 27 Nov 1942, delivered on 4 Dec 1942. To No. 1 AC on 15 Jan 1945, still in storage. Pending disposal from 16 Jan 1945. Also noted as assigned to storage on 14 June 1945, pending disposal from 12 July 1945. Stored at No. 6 Repair Depot, where it was noted with only 22:50 hours logged, never overhauled.				
SOS: 16 May 1946 - Struck off, to War Assets Corporation for sale and later sold				
V9417	Westland	UK-built	Lysander	Mk. IIITT
TOS: 17 February 1942				
Taken on strength at Fleet Aircraft at Crumlin, ON. Converted to target tug during assembly at Fleet / Central Aircraft. May have been briefly with No. 4 or No. 1 TCs in early 1943, records are not clear. May have been damaged while ferrying from Central Aircraft. To Central Aircraft 27 Mar to 19 April 1943 for repairs. To storage with No. 4 TC when completed, delivered on 8 May 1943. Issued from storage on 27 May 1943. Back to storage on 28 September 1943. To No. 2 TC on 28 Jan 1944, for use by No. 3 B&GS at MacDonald, MB. To No. 2 AC on 1 Dec 1944. Pending disposal from 10 Feb 1945. Stored by No. 10 Repair Depot at MacDonald, where it was noted with 324:00 airframe hours.				
SOS: 12 June 1946 - Struck off, to War Assets Corporation for sale and later sold				
V9423	Westland	UK-built	Lysander	Mk. IIITT
TOS: 22 April 1942				
Taken on strength at Fleet Aircraft at Crumlin, ON. Converted to target tug configuration during assembly at Fleet / Central Aircraft. To storage with No. 1 TC on 7 Oct 1942. To No. 1 AC on 15 Jan 1945, still in storage. Pending disposal from 3 April 1945. Stored at No. 6 Repair Depot, where it was noted with only 4:40 airframe hours; never overhauled.				

SOS: 15 May 1946 - Struck off, to War Assets Corporation for sale and later sold

V9442	Westland	UK-built	Lysander	Mk. III TT
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TOS: 21 April 1942

Taken on strength at Fleet Aircraft at Crumlin, ON. Converted to target tug configuration during assembly at Fleet / Central Aircraft. To storage with No. 1 TC on 28 Oct 1942. To No. 1 AC on 15 Jan 1945, still in storage. Pending disposal from 3 April 1945. Stored at No. 6 Repair Depot, where it was noted with only 4:30 airframe hours; never overhauled.

SOS: 15 May 1946 - Struck off, to War Assets Corporation for sale and later sold

V9443	Westland	UK-built	Lysander	Mk. III TT
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TOS: 25 February 1942

Taken on strength at Fleet Aircraft at Crumlin, ON. Converted to target tug configuration during assembly at Fleet / Central Aircraft. To storage with No. 1 TC on 24 Nov 1942. Issued from storage on 16 Mar 1943. To No. 1 AC on 15 Jan 1945. Pending disposal from 23 Feb 1945. Stored by No. 6 Repair Depot, where it was noted with 468:30 hours logged; never overhauled.

SOS: 2 May 1946 - Struck off, to War Assets Corporation for sale and later sold

V9449	Westland	UK-built	Lysander	Mk. III TT
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TOS: 9 April 1942

Taken on strength at Fleet Aircraft at Crumlin, ON. Converted to target tug during assembly at Fleet / Central Aircraft. To storage with No. 1 TC on 12 Nov 1942. Pending disposal from 12 Jan 1945. To No. 1 AC on 15 Jan 1945, still pending disposal. Stored by No. 6 Repair Depot, where it was noted with 131:00 hours logged; never overhauled.

SOS: 15 May 1946 - Struck off, to War Assets Corporation for sale

V9486	Westland	UK-built	Lysander	Mk. III TT
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TOS: 23 June 1942

Converted to target tug during assembly at Central Aircraft. To storage with No. 1 TC on 28 Jan 1943. Issued from storage on 10 April 1943. To No. 6 Repair Depot on 29 Feb 1944 for "such repairs as may be necessary", prior future allotment to a user unit. To storage with No. 1 TC on 9 June 1944. Pending disposal from 12 Jan 1945. To No. 1 AC on 15 Jan 1945, still pending disposal. Stored by No. 6 Repair Depot, where it was noted with 454:25 hours logged; never overhauled.

SOS: 25 April 1946 - Struck off, to War Assets Corporation for sale and later sold

V9502	Westland	UK-built	Lysander	Mk. III TT
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TOS: 17 February 1942

Taken on strength at Fleet Aircraft at Crumlin, ON. Converted to target tug during assembly at Fleet / Central Aircraft. To storage with No. 1 TC on 18 Nov 1942. Issued from storage on 2 Mar 1943. To No. 3 TC on 16 Feb 1944, for use by No. 31 OTU at Debert, NS. To storage on 13 July 1944. Pending disposal from 1 Jan 1945. To No. 1 AC on 15 Jan 1945, still pending disposal. Stored by No. 9 Repair Depot at No. 5 Warehouse at St. Jean, QC, where it was noted with 465:40 airframe hours; never overhauled.

SOS: 7 November 1945 - Struck off, to War Assets Corporation for sale and later sold

V9504	Westland	UK-built	Lysander	Mk. III TT
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TOS: 8 September 1942

Converted to target tug during assembly at Central Aircraft. To storage with No. 2 TC on 21 Dec 1942. To No. 4 TC on 25 Mar 1943, for use by No. 2 B&GS at Mossbank, SK. To storage from 10 August 1943 to 13 July 1944. Back to storage again on 4 Oct 1944. To No. 2 AC on 1 Dec 1944, still in storage. Pending disposal from 2 Dec 1944. Stored by No. 3 Satellite Equipment Holding Unit at Swift Current, SK.

SOS: 1 October 1945 - Struck off, to War Assets Corporation for sale and later sold

V9508	Westland	UK-built	Lysander	Mk. IIITT
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TOS: 22 April 1942 - Taken on strength

Taken on strength at Fleet Aircraft at Crumlin, ON. Converted to target tug configuration during assembly at Fleet / Central Aircraft. To storage with No. 1 TC on 10 Nov 1942. Issued from storage on 2 Mar 1943. To No. 3 TC on 16 Feb 1944, for use by No. 31 SFTS at Kingston, ON. To storage on 13 July 1944. Pending disposal from 12 Jan 1945. To No. 1 AC on 15 Jan 1945, still pending disposal. Stored by No. 9 Repair Depot at No. 5 Warehouse at St. Jean, QC, where it was noted with 418:35 airframe hours; never overhauled.

SOS: 7 Nov 1945 - Struck off, to War Assets Corporation for sale and later sold

V9519	Westland	UK-built	Lysander	Mk. IIITT
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TOS: 8 April 1942 - Taken on strength

Taken on strength at Fleet Aircraft at Crumlin, ON. Converted to target tug configuration during assembly at Fleet / Central Aircraft. To storage with EAC on 9 Dec 1942. Issued from storage on 25 Jan 1943. Used by No. 121 (K) Squadron as a target tug configuration, RCAF Station Dartmouth, NS. To No. 3 TC on 9 Dec 1943, for use by No. 1 Wireless School at Montreal, QC. To storage from 19 June to 8 Nov 1944. To No. 1 AC on 15 Jan 1945. Pending disposal from 1 May 1945. Stored by No. 6 Repair Depot, where it was noted with 427:05 airframe hours; 315:15 hours since overhaul.

SOS: 2 May 1946 - Struck off, to War Assets Corporation for sale and later sold

V9520	Westland	UK-built	Lysander	Mk. IIITT
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TOS: 30 June 1942 - Taken on strength at Central Aircraft at Crumlin, ON

To stored reserve with EAC on 9 Dec 1942, noted as converted to target tug configuration on that date. Issued from storage on 13 Jan 1943, on loan to Home War Establishment, delivered on 31 April 1943. To storage with No. 1 TC on 26 April 1944, noted as returned to BCATP. Pending disposal from 12 Jan 1945. to No. 1 AC on 15 Jan 1945, still pending disposal. Stored by No. 6 Repair Depot, where it was noted with 221:55 airframe hours; never overhauled.

SOS: 25 April 1946 - Struck off, to War Assets Corporation for sale and later sold

V9546	Westland	UK-built	Lysander	Mk. IIITT	Y1530
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TOS: 22 October 1942 - Taken on strength at Central Aircraft at Crumlin, ON

Converted to target tug configuration during erection at Central Aircraft. Assigned to No. 4 TC on 26 Feb 1943, for use by No. 8 B&GS at Lethbridge, AB. Delivered on 22 April 1943. To storage on 5 August 1943. To No. 2 AC on 1 Dec 1944, still in storage. Pending disposal from 22 Dec 1944. Stored at No. 3 Satellite Equipment Holding Unit at Swift Current, SK, where it was noted with 342:55 total time, never overhauled. Acquired by Wes Agnew, in Hartney, MB. Later recovered from a farm in Cabri, SK. Acquired by the Musée Royal de l'Armée, in Brussels, 1971-1982 and stored. Acquired by the Sabena Old Timers, in Brussels, July 1982-2001. Arrived at Saffraanberg AFB for restoration, Oct. 1982. Restoration later moved to Brustem AFB. Restored to airworthy using parts from RCAF #'s #2341, #2360, and #2442. Registered as OO-SOT, 11 Sep 1987. First flight, 27 Aug 1988. Flown in colours as #2442/MA-D. Damaged in forced landing near Florennes AFB, 4 Sep 1988. Crashed and ground looped during landing, Brussels, 17 Jul 2001. Restored for static display at the Musee Royal de l'Armée, Brussels, 2001-2002.

SOS: 1 October 1946 - Struck off, to War Assets Corporation for sale and later sold

V9553	Westland	UK-built	Lysander	Mk. IIITT
<p>TOS: 10 September 1942 - Taken on strength at Central Aircraft at Crumlin, ON</p> <p>Converted to target tug configuration during erection at Central Aircraft. Assigned to storage with No. 1 TC on 10 Nov 1942, delivered on 17 Nov 1942. Issued from storage on 2 Mar 1943. To No. 3 TC on 16 Feb 1944, for use by No. 31 SFTS at Kingston, ON. Pending disposal from 18 Nov 1944. To No. 1 AC on 15 Jan 1945, still pending disposal. Stored by No. 9 Repair Depot at St. Jeans, QC, where it was noted with 757:40 hours total time, 477:55 hours since overhaul.</p> <p>SOS: 8 November 1945 - Struck off, to War Assets Corporation for sale and later sold</p>				
V9556	Westland	UK-built	Lysander	Mk. IIITT
<p>TOS: 8 June 1942 - Taken on strength at Central Aircraft at Crumlin, ON</p> <p>Converted to target tug configuration during erection at Central Aircraft. Assigned to storage with EAC on 25 Jan 1943. Issued from storage on 4 Feb 1943, for use by a Home War Establishment unit. Back to storage on 1 Nov 1943. To No. 2 TC on 1 Dec 1943. To No. 2 AC on 1 Dec 1944, still in storage. Pending disposal from 5 Jan 1945. Stored at No. 206 Reserve Equipment Maintenance Satellite at Weyburn, SK, where it was noted with 213:25 airframe hours; 29:45 hours since overhaul.</p> <p>SOS: 22 August 1946 - Struck off, to War Assets Corporation for sale and later sold</p>				
V9570	Westland	UK-built	Lysander	Mk. IIITT
<p>TOS: 14 October 1942 - Taken on strength at Central Aircraft at Crumlin, ON</p> <p>Converted to target tug configuration during erection at Central Aircraft. To storage with No. 4 TC on 23 Jan 1943. Assigned to WAC on 15 May 1943, delivered on 30 May 1943. To No. 2 TC on 7 Jan 1944, for use by No. 3 B&GS at MacDonald, MB. To No. 2 AC on 15 Jan 1945. Pending disposal from 10 Feb 1945. Stored by No. 10 Repair Depot at MacDonald, where it was noted with 915:80 airframe hours; 610:25 hours since overhaul.</p> <p>SOS: 25 April 1946 - Struck off, to War Assets Corporation for sale and later sold</p>				
V9577	Westland	UK-built	Lysander	Mk. IIITT
<p>TOS: 9 April 1942 - Taken on strength</p> <p>Assembled by Fleet Aircraft at Crumlin, ON. To storage with No. 1 TC on 8 Oct 1942. Pending disposal from 12 Jan 1945. To No. 1 AC on 15 Jan 1945, still pending disposal. Stored by No. 6 Repair Depot, where it was noted with only 84:05 airframe hours; never overhauled.</p> <p>SOS: 15 May 1946 - Struck off, to War Assets Corporation for sale and later sold</p>				
V9589	Westland	UK-built	Lysander	Mk. IIITT
<p>TOS: 8 June 1942 - Taken on strength at Central Aircraft at Crumlin, ON</p> <p>Converted to target tug configuration during erection at Central Aircraft. Assigned to storage with No. 2 TC on 25 Dec 1942. Category "C" damage on 18 Jan 1943, while being operated by No. 124 (Ferry) Squadron. Issued from storage on 4 Jan 1944, for use by No. 3 B&GS at MacDonald, MB. To storage on 17 May 1944. To No. 2 AC on 1 Dec 1944, still in storage. Pending disposal from 22 Dec 1944. Stored by No. 10 Repair Depot at MacDonald, where it was reported with 253:45 airframe hours.</p> <p>SOS: 25 April 1946 - Struck off, to War Assets Corporation for sale and later sold</p>				
V9607	Westland	UK-built	Lysander	Mk. IIITT
<p>TOS: 1 October 1942 - Taken on strength at Central Aircraft at Crumlin, ON</p> <p>Converted to target tug configuration during erection at Central Aircraft. To storage with No. 2 TC on 27 Dec 1942. Issued from storage on 4 Jan 1944, for use by No. 3 B&GS at MacDonald, MB. To No. 2 AC on 1 Dec 1944. Pending disposal from 10 Feb 1945. Stored at MacDonald, where it was noted with 641:15 airframe hours.</p> <p>SOS: 25 November 1946 - Struck off, to War Assets Corporation for sale and later sold</p>				

V9642	Westland	UK-built	Lysander	Mk. IIITT
<p>TOS: 14 October 1942 - Taken on strength at Central Aircraft at Crumlin, ON</p> <p>Converted to target tug configuration during erection at Central Aircraft. To storage with No. 4 TC on 23 Jan 1943. To storage with No. 2 TC on 27 Jan 1944. To No. 2 AC on 1 Dec 1944, still in storage. Pending disposal from 12 Feb 1945. Stored at No. 3 B&GS at MacDonald, MB, where it was noted with 326:05 airframe hours. Status changed to stored reserve on 15 April 1946, still at MacDonald. Noted on 18 April 1946 as "to be retained in the RCAF for purposes of public display." Pending disposal from 11 September 1951. Sold to Ajax Aircraft Parts.</p> <p>SOS: 22 October 1953 - Struck off, to Crown Assets Disposal Corporation for sale and later sold</p>				
V9651	Westland	UK-built	Lysander	Mk. IIITT
<p>TOS: 30 June 1942 - Taken on strength at Central Aircraft at Crumlin, ON</p> <p>Converted to target tug configuration during erection at Central Aircraft. To storage with No. 1 TC on 23 Nov 1942, issued from storage on 16 Mar 1943. To No. 6 Repair Depot on 29 Feb 1944 for "such repairs as may be required". To storage with No. 1 TC on 9 June 1944. Pending disposal from 12 Jan 1945. To No. 1 AC on 15 Jan 1945, still pending disposal. Stored at No. 6 Repair Depot, where it was noted with 415:50 airframe hours.</p> <p>SOS: 25 April 1946 - Struck off, to War Assets Corporation for sale and later sold</p>				
V9676	Westland	UK-built	Lysander	Mk. IIITT
<p>TOS: 1 October 1942 - Taken on strength at Central Aircraft at Crumlin, ON</p> <p>Converted to target tug configuration during erection at Central Aircraft. To storage with No. 4 TC on 19 Jan 1943, issued from storage on 27 May 1943. Noted on that date as on loan from Central Training Establishment to Home War Establishment. Back to storage on 28 September 1943. To No. 2 TC on 28 Jan 1944. To No. 2 AC on 1 Dec 1944. Pending disposal from 12 Feb 1945. Stored at No. 3 B&GS at MacDonald, MB, where it was noted with 729:50 airframe hours.</p> <p>SOS: 12 June 1946 - Struck off, to War Assets Corporation for sale and later sold</p>				
V9678	Westland	UK-built	Lysander	Mk. IIITT
<p>TOS: 22 April 1942 - Taken on strength at Fleet Aircraft at Crumlin, ON</p> <p>Converted to target tug configuration during erection at Fleet Aircraft. Assigned to No. 2 TC on 23 September 1942, delivered on 9 Oct 1942. To storage, 9 Jan to 9 Mar 1943. To storage again on 2 August 1943. Issued from storage on 4 Jan 1944, for use by No. 3 B&GS at MacDonald, MB. To No. 2 AC on 1 Dec 1944. Pending disposal from 4 Jan 1945. Stored by No. 10 Repair Depot at MacDonald, where it was noted with 630:05 airframe hours.</p> <p>SOS: 11 June 1946 - Struck off, to War Assets Corporation for sale and later sold</p>				
V9712	Westland	UK-built	Lysander	Mk. IIITT
<p>TOS: 21 April 1942 - Taken on strength at Fleet Aircraft at Crumlin, ON</p> <p>Converted to target tug configuration during erection at Fleet Aircraft. To storage with No. 1 TC on 22 Oct 1942. To No. 1 AC on 15 Jan 1945, still in storage. Pending disposal from 26 Jan 1945. Stored at No. 6 RD, where it was noted with only 40:35 airframe hours.</p> <p>SOS: 27 January 1945 - Struck off, to War Assets Corporation for sale and later sold</p>				
V9716	Westland	UK-built	Lysander	Mk. IIITT
<p>TOS: 8 September 1942 - Taken on strength at Central Aircraft at Crumlin, ON</p> <p>Converted to target tug configuration during erection at Central Aircraft. To storage with No. 1 TC on 13 Nov 1942, issued from storage on 16 Mar 1943. Delivered from storage on 21 Mar 1943. To No. 6 Repair Depot on 29 Feb 1944, for "such repairs as may be required prior to re-allotment". Back to No. 6 Repair Depot on 10 Mar 1944, for inspection following a Cat "B" crash. Scrapped at No. 6 Repair Depot.</p> <p>SOS: 14 April 1944 - Struck off, reduced to spares and produce</p>				

V9733	Westland	UK-built	Lysander	Mk. IIITT
<p>TOS: 25 February 1942 - Taken on strength at Fleet Aircraft at Crumlin, ON</p> <p>Converted to target tug configuration during erection at Fleet Aircraft. Assigned to No. 2 TC on 19 September 1942, delivered on 10 Oct 1942. To storage on 2 August 1943. Issued from storage on 4 Jan 1944, for use by No. 3 B&GS at MacDonald, MB. To No. 2 AC on 1 Dec 1944. Pending disposal from 10 Feb 1945. Stored by No. 10 Repair Depot at MacDonald, where it was noted with 592:30 airframe hours.</p> <p>SOS: 12 June 1946 - Struck off, to War Assets Corporation for sale and later sold</p>				
V9739	Westland	UK-built	Lysander	Mk. IIITT
<p>TOS: 30 June 1942 - Taken on strength at Central Aircraft at Crumlin, ON</p> <p>Converted to target tug configuration during erection at Central Aircraft. To storage with No. 4 TC on 15 Jan 1943. Assigned to WAC on 15 May 1943, delivered on 30 May 1943. To No. 2 TC on 7 Jan 1944, for use by No. 3 B&GS at MacDonald, MB. To stored reserve on 17 May 1944. To No. 2 AC on 1 Dec 1944, still in storage. Pending disposal from 22 Dec 1944. Stored by No. 10 Repair Depot at MacDonald, where it was noted with 190:40 airframe hours; 168:00 hours since overhaul.</p> <p>SOS: 25 November 1946 - Struck off, to War Assets Corporation for sale and later sold</p>				
416	Westland	National Steel Car	Lysander	Mk. II
<p>TOS: 16 August 1939 - First flight at Malton, ON, by Leigh Capreol</p> <p>First Canadian built Lysander. Accepted by RCAF 1 September 1939. Delivered in overall aluminum finish. With No. 110 (AC) Squadron, RCAF Stn Rockcliffe, ON, in silver finish, Jan 1940. Also with No. 112 (AC) Squadron, RCAF Stn Rockcliffe, ON, in 1940. Operated by No. 111 (AC) Squadron, RCAF Stn Patricia Bay, BC, 1940/1941, coded "IM*A", in full camouflage. Used by No. 122 (K) Squadron, RCAF Stn Patricia Bay, BC, as a target tug configuration, 1942 to 1943. Assigned to No. 3 Repair Depot on 15 Sep 1943 probably after a crash. Not repaired.</p> <p>SOS: 23 December 1943 - written-off and reduced to spares and produce</p>				
417	Westland	National Steel Car	Lysander	Mk. II
<p>TOS: 8 September 1939</p> <p>Delivered in overall aluminum finish. Outfitted as a dual control a/c (1 of 6). The a/c was assigned to No. 34 SFTS in Medicine Hat, AB. The a/c was airborne on a test flight when it suffered a Cat "A" crash on 22 September 1941. The a/c was performing authorized low flying when it flew into rising ground near Suffield, AB. S/L K.L. Ashfold and F/O B.F. Langmack were both killed.</p> <p>SOS: 23 February 1942 - Cat "A" write-off</p>				
418	Westland	National Steel Car	Lysander	Mk. II
<p>TOS: 6 October 1939</p> <p>Delivered in overall aluminum finish. First assigned to ATS in Trenton and then placed in stored reserve in Trenton on 27 Oct 1939. Issued to No. 2 (AC) Sqn at RCAF Station Rockcliffe, 16 Nov 1939. With No. 110 (AC) Sqn, in silver finish, as of 16 Dec 1939. Transferred to No. 112 (AC) Sqn. "B" Cat crashes on 19 Feb 1940 and 22 Sep 1940. Converted to target tug configuration on 11 June 1941. Used by No. 121 (K) Squadron as a target tug configuration, RCAF Station Dartmouth, 1942 to 1944. "C" Cat accident in Dartmouth on 25 Nov 1943. Placed in stored reserve as of 4 Dec 1943. Stored post-war at No. 4 Depot Scoudouc with 415:55 airframe hours; 6:40 hours since overhaul.</p> <p>SOS: 4 September 1946 - to War Assets for disposal and later sold</p>				

419	Westland	National Steel Car	Lysander	Mk. II
TOS: 28 September 1939				
Delivered in overall aluminum finish. Outfitted as a dual control a/c (1 of 6). First assigned to ATS in Trenton and then placed in stored reserve in Trenton on 27 Oct 1939. Issued to No. 2 (AC) Sqn at RCAF Station Rockcliffe, 16 Nov 1939. With No. 110 (AC) Squadron, RCAF Station Rockcliffe, ON, in silver finish, as of 16 Dec 1939. Transferred to No. 112 (AC) Sqn. Struck off, after Cat "A" crash at Alexandria Bay, NY on 10 Mar 1940 (probably during a ferry flight). No accident details are available. Total flying time of just 115:30 hours.				
SOS: 22 April 1940 - Cat "A" write-off - reduced to spares and produce				
420	Westland	National Steel Car	Lysander	Mk. II
TOS: 2 October 1939				
Delivered in overall aluminum finish. First assigned to ATS in Trenton and then placed in stored reserve in Trenton on 27 Oct 1939. Assigned to No. 110 (AC) Sqn as of 7 Jan 1940. Then operated by No. 112 (AC) Sqn, RCAF Station Rockcliffe, ON, as of 7 Feb 1940. Cat "C" damage at Rockcliffe on 3 May 1940. Coded "A". Transferred to the School of Army Cooperation. To National Steel Company for overhaul on 14 Apr 1941. Operated by No. 118 (B) Squadron, from RCAF Station Saint John, NB, in 1942. To EAC stored reserve as of 15 Feb 1944. Stored post-war at No. 4 Depot Scoudouc with 597:05 airframe hours; 370:20 hours since overhaul.				
SOS: 4 September 1946 - to War Assets for disposal and later sold				
421	Westland	National Steel Car	Lysander	Mk. II
TOS: 16 October 1939				
Delivered in overall aluminum finish. Outfitted as a dual control a/c (1 of 6). First assigned to RCAF Stn Trenton and then placed in stored reserve in Trenton on 16 Oct 1939. Next served with No. 2 (AC) Sqn and then No. 110 (AC) Sqn in 1939. Operated by No. 112 (AC) Squadron, RCAF Station Rockcliffe, ON, as of 7 Feb 1940. Did not accompany squadron to England in June 1940. To RCAF Stn Ottawa as of 6 Jun 1940. To stored reserve at No. 5 SFTS as of 20 May 1941. Assigned to 1 TC as of 1 Oct 1941. To RCAF Stn Rockcliffe as of 20 Oct 1941. Then to No. 3 TC as of 1 Nov 1941. Later served with No. 123 (AC) Sqn as of 19 Mar 1942 at RCAF Stations Rockcliffe, ON and Derbert, NS. Stored post-war at No. 4 Depot Scoudouc with 760:10 airframe hours.				
SOS: 4 September 1946 - to War Assets for disposal and later sold				
422	Westland	National Steel Car	Lysander	Mk. II
TOS: 18 November 1939				
First Lysander delivered in camouflage. Served with No. 2 (AC) Squadron, in Nova Scotia and at RCAF Station Rockcliffe, 1939. Operated by No. 118 (AC) Squadron, from RCAF Station Saint John, NB, 1939 to 1940.				
SOS: 4 September 1946				
423	Westland	National Steel Car	Lysander	Mk. II
TOS: 18 November 1939				
Outfitted as a dual control a/c (1 of 6). Operated by No. 118 (B) Squadron, from RCAF Station Saint John, NB, 1939 to 1940. Flew anti-submarine patrols over Bay of Fundy, with the last one on 27 April 1940. Struck off, after Category "A" crash at St. John, NB on 11 Nov 1941. P/O J.W. Wood and F/L A.B. Jobin were both killed. The a/c was seen to stall on landing after an overshoot. The a/c dove into the ground from approximately 40 ft and burst into flames.				
SOS: 10 December 1941 - Cat "A" write-off				

424	Westland	National Steel Car	Lysander	Mk. II
TOS: 21 November 1939				
Operated by No. 111 (AC) Squadron, RCAF Station Patricia Bay, BC, 1940. Converted to target tug configuration on 1 July 1941. Coded " C ". Cat " C " accident there on 14 Jan 1943 when the a/c was hit by a gust of wind while taxiing close to a hangar, and, as a result, veered off the tarmac into the hangar blister damaging the wing and propeller. No injuries.				
SOS: 17 April 1944				
425	Westland	National Steel Car	Lysander	Mk. II
TOS: 21 November 1939				
Outfitted as a dual control a/c (1 of 6). Served with No. 2 (AC) Squadron, in Nova Scotia and at RCAF Station Rockcliffe, 1939. Then operated by No. 111 (AC) Squadron, RCAF Station Patricia Bay, BC, 1940, coded " IM-B ". Transferred to No. 122 (C) Sqn and coded " GV*B ". Cat " A " accident on 16 Oct 1943 when the pilot had to execute a forced landing in a wooded area near Point Grey, Vancouver, BC. Minor injuries.				
SOS: 21 October 1943 - Cat " A " write-off; reduced to spares and produce				
426	Westland	National Steel Car	Lysander	Mk. II
TOS: 6 December 1939				
Operated by No. 2 (AC) Squadron and/or No. 110 (AC) Squadron RCAF Station Rockcliffe, ON, December 1939 to Feb 1940. Did not accompany squadron to England in Feb 1940. Operated by No. 111 (AC) Squadron, RCAF Station Patricia Bay, BC, 1940. Later with No. 123 (AC) Squadron, RCAF Rockcliffe. Damaged during forced landing due to bad weather at Magentic, QC, during the sqn's move from Rockcliffe to Derbert, NS in Feb/Mar 1942.				
SOS: 4 September 1946				
427	Westland	National Steel Car	Lysander	Mk. II
TOS: 6 December 1939				
First served with the School of Army Cooperation. Outfitted as a dual control a/c (1 of 6). Converted to target tug configuration on 1 July 1941. Operated by No. 122 (K) Squadron on the west coast, 1942.				
SOS: 13 December 1946				
428	Westland	National Steel Car	Lysander	Mk. II
TOS: 28 December 1939				
Operated by No. 110 (AC) Squadron RCAF Station Rockcliffe, ON, December 1939 to Feb 1940. Did not accompany squadron to England in Feb 1940. Operated by No. 111 (AC) Squadron, RCAF Station Patricia Bay, BC, 1940. Flew this squadron's first war mission, search for reported submarine near Otter Point, 29 June 1940. Also flew squadron's last mission before reforming on fighters; Used in army cooperation exercise from Patricia Bay, 31 Jan 1941. Category "B" damage at Patricia Bay on 13 May 1941.				
SOS: 13 December 1946				
429	Westland	National Steel Car	Lysander	Mk. II
TOS: 30 December 1939				
Operated by No. 110 (AC) Squadron RCAF Station Rockcliffe, ON, December 1939 to Feb 1940. Did not go with squadron to England in Feb 1940 probably at a result of overturning while landing in snow conditions. With No. 112 (AC) Squadron later in 1940.				
SOS: 4 September 1946				

430	Westland	National Steel Car	Lysander	Mk. II
TOS: 28 December 1939				
Operated by No. 118 (B) Squadron, from RCAF Station Saint John, NB, 1939 to 1940.				
SOS: 4 September 1946				
431	Westland	National Steel Car	Lysander	Mk. II
TOS: 10 January 1940				
Operated by No. 118 (B) Squadron, from RCAF Station Saint John, NB, 1939 to 1940. C Cat damage on 13 Aug 1940 when the a/c was hit by a gust of wind while taxiing, hit a hole off the tarmac and nosed over. Serving with No. 2 CAC Detachment when a Cat "C" accident occurred on 3 Oct 1941. Coded "IQ-B" The a/c was taxiing out for take-off when it hit a ditch under construction damaging the prop and cowling. Still with No. 2 CAC when a Category "A" crash occurred at Dartmouth, NS on 24 July 1942. The a/c took off on a photographic mission and ran out of fuel as the a/c had not been properly serviced prior to the flight. The pilot attempted to reach an open field in the vicinity of Dutch Village but crashed short of the field into some trees. The pilot was seriously hurt and the photographer suffered minor injuries.				
SOS: 6 October 1942 - Cat "A" write-off ; reduced to spares and produce				
432	Westland	National Steel Car	Lysander	Mk. II
TOS: 2 February 1940				
Operated by No. 110 (AC) Squadron RCAF Station Rockcliffe, ON, December 1939 to Feb 1940. Did not accompany squadron to England in Feb 1940. Operated by No. 118 (B) Squadron, from RCAF Station Saint John, NB, in 1940. Struck off after Cat "A" crash near Cardinal, ON on 5 April 1941. The a/c struck trees during low flying and then crashed. P/O R.B. Aitken and Sgt N.W. Chase were both killed. Operated by School of Army Co-operation, RCAF Rockcliffe, ON, at time of crash.				
SOS: 3 May 1941 - Cat "A" write-off ; reduced to spares and produce				
433	Westland	National Steel Car	Lysander	Mk. II
TOS: 2 February 1940				
Operated by No. 110 (AC) Squadron RCAF Station Rockcliffe, ON, December 1939 to Feb 1940. Did not accompany squadron to England in Feb 1940. Assigned to No. 118 CAC Sqn. Suffered a Cat "B" accident near Weymouth, NS, when the pilot became lost and had to complete a forced landing and nosed over. Repaired and assigned to No. 2 CAC in Dartmouth, NS. Suffered another Cat "B" accident near Clam Harbour on 15 Oct 1940 when the engine quit running while airborne. In the ensuing forced landing, the a/c struck a wire fence and nosed over caused significant damage but only minor injuries. Later used at Suffield, AB by the RCAF detachment. Cat "C" accident there on 5 Aug 1942 when the a/c ground-looped during a cross-wind landing and collapsed the port tire. Struck off to the civil register post war as CF-DRL. Used for crop spraying by Westland Spraying Service, AB. Converted by NW Industries, Edmonton, AB				
SOS: 9 April 1946- and later sold				
434	Westland	National Steel Car	Lysander	Mk. II
TOS: 25 January 1940				
The a/c suffered an electrical fire during a flight at RCAF Stn Rockcliffe, ON on 28 Feb 1940 while assigned to No. 112 (AC) Sqn. The generator was subsequently found to have been wired incorrectly at the factory. Shipped from National Steel Car directly to No. 112 (AC) Squadron in UK, 27 May 1940. Passed to RAF as #DG442. Became RAF instructional airframe later in the war.				
SOS: 25 May 1940				

435	Westland	National Steel Car	Lysander	Mk. II
TOS: 11 March 1940				
Brought on strength at RCAF Stn Rockcliffe, ON but returned to National Steel Car for modifications. Returned to Ottawa and used at the station flight. Assigned to EAC. Returned to Central Aircraft in Crumlin as "time expired" on 22 Sep 1942. Re-issued to EAC on 18 Feb 1943. Category "B" damage at Dartmouth, NS on 30 October 1943. To No. 4 RD as of 13 Nov 1943. Instead of being repaired, the a/c was written off and reduced to spares.				
SOS: 18 March 1944 - written off; reduced to spares and produce				
436	Westland	National Steel Car	Lysander	Mk. II
TOS: 15 May 1940				
Shipped from National Steel Car directly to No. 112 (AC) Squadron in UK, 25 May 1940. Passed to RAF as #DG443. Became RAF instructional airframe later in the war.				
SOS: May 1940				
437	Westland	National Steel Car	Lysander	Mk. II
TOS: 15 May 1940				
Shipped from National Steel Car directly to No. 112 (AC) Squadron in UK, 25 May 1940. Passed to RAF as #DG444.				
SOS: May 1940				
438	Westland	National Steel Car	Lysander	Mk. II
TOS: 15 May 1940				
Shipped from National Steel Car directly to No. 112 (AC) Squadron in UK, 25 May 1940. Passed to RAF as #DG445. Became instructional airframe later in the war.				
SOS: May 1940				
439	Westland	National Steel Car	Lysander	Mk. II
TOS: 15 May 1940				
Shipped from National Steel Car directly to No. 112 (AC) Squadron in UK, 25 May 1940. Passed to RAF as #DG446.				
SOS: May 1940				
440	Westland	National Steel Car	Lysander	Mk. II
TOS: 16 May 1940				
Shipped from National Steel Car directly to No. 112 (AC) Squadron in UK, 25 May 1940. Served with this squadron from High Post, UK. Passed to RAF as #DG447. Later served in India with RAF.				
SOS: May 1940				
441	Westland	National Steel Car	Lysander	Mk. II
TOS: 16 May 1940				
Brought on strength at the School of Army Cooperation in Ottawa. Then allocated to RCAF Stn Ottawa as of 6 Jun 1940. Back to National Steel Car for mods as of 4 Nov 1940. In stored reserve at No. 4 B& GS at Fingal, ON as of 20 May 1941. Transferred to No. 4 TC at assigned to No. 34 SFTS but In use by RCAF Det in Suffield, AB as of 19 Aug 1941. Returned to Central Aircraft Crumlin, ON as of 1 Jun 1943 and in EAC stored reserve as of 10 Dec 1943. Stored post-war at No. 4 Depot Scoudouc with 389:15 airframe hours; 8:00 hours since overhaul.				
SOS: 4 September 1946 - to War Assets for disposal and later sold				

442	Westland	National Steel Car	Lysander	Mk. II / TT
TOS: 5 June 1940				
Delivered to RCAF Stn, Ottawa ON. Transferred to No. 1 CAC Det, St John, NB. Cat "B" accident at St John on 3 Oct 1940. To Workshop Reserve with No. 4 RD in Dartmouth, NS on 25 Jul 1941. To Clark Ruse Aircraft as of 9 Dec 1942. To Central Aircraft in Crumlin for repairs as of 29 Jan 1943. Issued to EAC unit on 29 May 1943. Returned to Central Aircraft in Crumlin on 23 Aug 1943. Modified for target towing. To EAC stored reserve as of 17 Jan 1944. Stored post-war at No. 4 Depot Scoudouc with 102:25 airframe hours; 32:35 hours since overhaul.				
SOS: 4 September 1946 - to War Assets for disposal and later sold				
443	Westland	National Steel Car	Lysander	Mk. II
TOS: 5 June 1940				
Assigned to the School of Army Cooperation at RCAF Stn Rockcliffe, ON. Struck off, after Category "A" crash on 11 June 1940. The a/c took off from Rockcliffe on a tactical reconnaissance exercise and the pilot became lost. In an emergency landing in a field near L'Original, ON for the pilot to check upon his whereabouts and also to check on the fuel supply, the a/c crashed upon landing and was written-off. Minor injuries to the pilot and airframe mechanic onboard. Total Airframe Hours = just 6:50 hrs.				
SOS: 25 November 1940 - Cat "A" write-off				
444	Westland	National Steel Car	Lysander	Mk. II
TOS: 9 November 1940				
Assigned to Eastern Air Command in 1940 to replace damaged a/c #433. Returned to Central Aircraft in Crumlin as of 12 Sep 1942 for overhaul. Reissued to EAC on 18 Mar 1943. Placed in EAC stored reserve as of 27 Oct 1943. Awaiting disposal instructions as of 30 Apr 1944. Stored post-war at No. 4 Depot Scoudouc with 691:25 airframe hours; 47:40 hours since overhaul.				
SOS: 4 September 1946 - to War Assets for disposal and later sold				
445	Westland	National Steel Car	Lysander	Mk. II/TT
TOS: 9 November 1940				
Brought on strength at RCAF Stn Rockcliffe by the School of Army Cooperation. Placed in stored reserve. Assigned to 118 (F) Sqn in Rockcliffe as of 23 May 1941. To No. 3 RD in Vancouver, BC for reserve storage as of 1 Jul 1941. Issued to WAC for use by No. 122 (K) Squadron, RCAF Station Patricia Bay, BC, as a target tug configuration, as of 2 Feb 1942. Coded "AG*K". On 11 Feb 1943, the a/c hit high tension wires and severing them. The wires landed amongst children playing injuring one. The a/c recovered safely to base with Cat "C" damage. Awaiting disposal instructions as of 23 May 1944. Stored post-war at Patricia Bay, BC with 635:35 airframe hours; 40:00 hours since overhaul.				
SOS: 13 December 1946 - to War Assets for disposal and later sold				
446	Westland	National Steel Car	Lysander	Mk. II/TT
TOS: 9 November 1940				
Brought on strength at RCAF Stn Rockcliffe by the School of Army Cooperation. Placed in stored reserve. Assigned to 118 (F) Sqn in Rockcliffe as of 23 May 1941. To No. 3 RD in Vancouver, BC for reserve storage as of 1 Jul 1941. Issued to WAC and converted to a target tug configuration on 17 April 1942. Used by No. 122 (K) Squadron, RCAF Station Patricia Bay, BC, in target tug configuration, 1942 to 1944. Coded "S" in 1943. Awaiting disposal instructions as of 23 May 1944. Stored post-war at Patricia Bay, BC with 529:15 airframe hours; 486:50 hours since overhaul.				
SOS: 13 December 1946 - to War Assets for disposal and later sold				

447	Westland	National Steel Car	Lysander	Mk. II/TT
TOS: 9 November 1940				
Brought on strength at RCAF Stn Rockcliffe by the School of Army Cooperation. Placed in EAC stored reserve in Dartmouth on 6 Mar 1941.. Converted to a target tug configuration on 11 Jun 1941 and allotted to EAC on 5 August 1941 for "Target Towing Flight". Cat "C" accident on 12 Jul 1942 in Dartmouth, NS while assign to No. 121 (K) Sqn. Also may have been used in Newfoundland, unit unknown. Back to EAC stored reserve as of 15 Jan 1944. Awaiting disposal instructions as of 30 Apr 1944. Stored post-war at Scoudouc, NB with 551:20 airframe hours; 0 hours since overhaul.				
SOS: 4 September 1946 - to War Assets for disposal and later sold				
448	Westland	National Steel Car	Lysander	Mk. II
TOS: 9 November 1940				
Brought on strength at RCAF Stn Rockcliffe by the School of Army Cooperation. Back to National Steel Car for modifications as of 21 Feb 1941. To No. 6 RD, Trenton in Workshop Reserve as of 3 Jun 1941. To RCAF Stn Rockcliffe as of 20 Oct 1941. Assigned to No. 3 TC and then to EAC and served with No. 123 (Army Co-operation) Sqn as of 19 Mar 1942. To EAC stored reserve as of 27 Oct 1943. Awaiting disposal instructions as of 30 Apr 1944. Stored post-war at Scoudouc, NB with 566:55 airframe hours; 0 hours since overhaul.				
SOS: 4 September 1946 - to War Assets for disposal and later sold				
449	Westland	National Steel Car	Lysander	Mk. II
TOS: 12 November 1940				
Assigned to EAC Stored Reserve in Dartmouth on 12 Nov 1940. To EAC and No. 2 CAC as of 6 Mar 1941. To RCAF Stn Dartmouth as of 1 Sep 1942. Returned to Central Aircraft in Crumlin as "time expired" on 12 Sep 1942. Re-assigned to EAC on 16 Jan 1943. To EAC stored reserve as of 12 Nov 1943. Awaiting disposal instructions as of 30 Apr 1944. Stored post-war at Scoudouc, NB with 993:25 airframe hours; 0 hours since overhaul.				
SOS: 4 September 1946 - to War Assets for disposal and later sold				
450	Westland	National Steel Car	Lysander	Mk. II/TT
TOS: 12 November 1940				
Brought on strength at RCAF Stn Rockcliffe, ON. Assigned to EAC Stored Reserve in Dartmouth, NS on 6 Mar 1941. Converted to target towing configuration on 11 Jun 1941 by No. 4 RD. To No. 2 CAC as of 5 Aug 1941. Used by No. 121 (K) Squadron as a target tug configuration, at RCAF Station Dartmouth, 1942 to 1943. Written off in a Cat "A" crash at Sydney, NS. No accident details available. Allocated to No. 4 RD for salvage as of 4 Oct 1943.				
SOS: 15 March 1944 - Cat "A" write-off ; reduced to spares and produce				
451	Westland	National Steel Car	Lysander	Mk. II
TOS: 12 November 1940				
Brought on strength at RCAF Stn Rockcliffe, ON. Assigned to EAC Stored Reserve in Dartmouth, NS on 6 Mar 1941. To No. 4 CAC as of 22 Apr 1941. Returned to Central Aircraft in Crumlin as "time expired" on 20 Oct 1942. Assigned to No. 4 TC as of 13 Aug 1943. Assigned to No. 4 TC stored reserve as of 20 Oct 1944. Awaiting disposal instructions as of 23 Nov 1944. Stored post-war at Edmonton, AB with 715:30 airframe hours; 117:35 hours since overhaul. To civil register post war as CF-DGI-X. Used for crop spraying by Westland Spraying Service, AB. Converted by NW Industries, Edmonton, AB				
SOS: 5 December 1945 - to War Assets for disposal and later sold				

452	Westland	National Steel Car	Lysander	Mk. II
TOS: 3 December 1940				
Brought on strength at RCAF Stn Rockcliffe by the School of Army Cooperation but assigned directly into stored reserve. Assigned to WAC stored reserve as of 6 Mar 1941. Assigned to No. CAC Det as of 9 Dec 1941. Operated by No. 122 (K) Sqn on west coast, in 1942. Awaiting disposal instructions as of 23 May 1944. Stored post-war at Patricia Bay, BC with 560:50 airframe hours; 43:50 hours since overhaul.				
SOS: 13 December 1946 - to War Assets for disposal and later sold				
453	Westland	National Steel Car	Lysander	Mk. II
TOS: 28 November 1940				
Brought on strength at RCAF Stn Rockcliffe by the School of Army Cooperation but assigned directly into stored reserve. Assigned to No. 3 CAC Det at RCAF Stn Patricia Bay, BC. During the ferry flight from Ottawa to Patricia Bay the a/c suffered Category "B" damage when bad weather necessitated a forced landing near Slocan, BC on 4 May 1941. The soft ground caused the u/c to collapse turning the a/c over onto its back causing significant damage. The crew escaped without any injuries. Although "B" Cat damage, the a/c was not repaired and was instead written-off and reduced to spares and produce.				
SOS: 4 September 1941 - "A" Cat write-off; reduced to spares and produce				
454	Westland	National Steel Car	Lysander	Mk. II
TOS: 28 November 1940				
Brought on strength at RCAF Stn Rockcliffe by the School of Army Cooperation. Next assigned to No. 1 B&GS as of 12 Apr 1941. Allotted to No. 6 RD from No. 1 B&GS for installation of target towing gear but apparently not converted. Returned to Rockcliffe as of 20 Oct 1941. Served with No. 123 (AC) Sqn at RCAF Stations Rockcliffe, ON and Derbert, NS. Cat "C" accidents while at Rockcliffe on 19 Nov 1941 and 19 Jan 1942. To Fleet Aircraft in Crumlin as of 7 Apr 1942. Assigned to EAC as of 23 Sep 1942. To EAC stored reserve as of 15 Jan 1944. Awaiting disposal instructions as of 30 Apr 1944. Stored post-war at Scoudouc, NB with 474:50 airframe hours; 0 hours since overhaul.				
SOS: 4 September 1946 - to War Assets for disposal and later sold				
455	Westland	National Steel Car	Lysander	Mk. II
TOS: 28 November 1940				
Brought on strength at RCAF Stn Rockcliffe by the School of Army Cooperation. Cat "C" accident at Rockcliffe on 20 Mar 1941. Assigned to No. 4 CAC Det as of 16 Apr 1941. Returned to Central Aircraft in Crumlin on 20 Oct 1942. Returned to EAC as of 24 Apr 1943. Coded "B". Allotted to No. 4 RD for Salvage on 25 May 1944 and reduction to spares and produce. Recorded as "Fully Radio Equipped". Apparently, the airframe lingered around in storage for many years post-war and the last entry is annotated "struck off having been destroyed by fire"				
SOS: 24 September 1957 - reduced to spares and produce				
456	Westland	National Steel Car	Lysander	Mk. II
TOS: 13 January 1941				
Initially placed directly into stored reserve at RCAF Stn Picton, ON and then moved to Rockcliffe on 6 Mar 1941 and allotted to the School of Army Cooperation. Assigned to No. 118 (F) Sqn in Rockcliffe on 23 May 1941. Assigned to No 1 TC on 26 Jul 1941. Back to Rockcliffe on 20 Oct 1941. Assigned to No. 3 TC on 1 Nov 1941. Assigned to No. 123 (AC) Sqn on 19 Mar 1942. Suffered an accident with this unit on 31 Aug 1942 not of Bedeque, PEI due to an engine failure. Placed in EAC stored reserve as of 27 Oct 1943. Awaiting disposal instructions as of 30 Apr 1944. Stored post-war at Scoudouc, NB with 560:00 airframe hours; 0 hours since overhaul.				
SOS: 4 September 1946 - to War Assets for disposal and later sold				

457	Westland	National Steel Car	Lysander	Mk. II / TT
TOS: 13 January 1941				
Initially placed directly into stored reserve at RCAF Stn Picton, ON and then moved to Rockcliffe on 6 Mar 1941 and allotted to the School of Army Cooperation. Assigned to EAC No. 4 CAC as of 16 Apr 1941. Suffered a Cat "B" accident at Fredericton, NB on 19 Apr 1941. Sent to Clarke Ruse Aircraft Ltd on 4 Aug 41 for initial damage assessment and repairs and then Shipped to National Steel on 20 Dec 41 for completion of repairs. To Central Aircraft in Crumlin for conversion to target towing configuration on 29 Jun 1942. Issued to EAC on 24 Jun 1943. Placed in EAC stored reserve as of 27 Oct 1943. Awaiting disposal instructions as of 30 Apr 1944. Stored post-war at Scoudouc, NB with just 33:10 airframe hours; 9:05 hours since overhaul. Recorded as "Fully Radio Equipped".				
SOS: 4 September 1946 - to War Assets for disposal and later sold				
458	Westland	National Steel Car	Lysander	Mk. II / TT
TOS: 13 January 1941				
Initially placed directly into stored reserve at RCAF Stn Picton, ON and then moved to Rockcliffe on 6 Mar 1941 and allotted to the School of Army Cooperation. Assigned to EAC No. 4 CAC as of 16 Apr 1941. Suffered a Category "B" damage at No. 3 SFTS in Calgary, AB, date unknown. Sent to Clarke Ruse Aircraft Ltd on 4 Jan 43 for damage assessment and repairs. To Central Aircraft in Crumlin for conversion to target towing configuration on 29 Jan 1943. Issued to No. 4 TC on 4 Sep 1943. Recorded as "Fully Radio Equipped". Reduced to "spares & produce" at No. 10 RD				
SOS: 14 September 1944 - written-off and reduced to spares and produce				
459	Westland	National Steel Car	Lysander	Mk. II
TOS: 13 January 1941				
Initially placed directly into stored reserve at RCAF Stn Picton, ON and then moved to Rockcliffe on 6 Mar 1941 and allotted to the School of Army Cooperation. Assigned to T&D Establishment on 5 May 1941 and used to test skiis at RCAF Rockcliffe, and later from Porquis Junction, ON, in 1942. Later assigned to Eastern Air Command on 7 Dec 1942. Cat "A" accident when the a/c went missing between Scoudouc, NB and Sydney, NS on 24 Feb 1943 and was not found for some time. F/O P. Bosloy and F/Sgt J.J. Slabick were both killed.				
SOS: 28 April 1943 - Cat "A" write-off				
460	Westland	National Steel Car	Lysander	Mk. II
TOS: 13 January 1941				
Initially placed directly into stored reserve at RCAF Stn Picton, ON and then moved to Rockcliffe in Mar 1941 and allotted to the School of Army Cooperation. Assigned to T&D Establishment on 3 Mar 1941 and used for prototype target tug configuration. Assigned to No. 1 TC at No. 1 B&GS for service trials. Modified at No. 6 B&GS at Jarvis, ON to use Grumman 4A electric winch. Returned to factory to make production drawings on 28 May 1941. Assigned to EAC on 4 May 1942. Served at Gander, NF and suffered a Cat "B" accident at Placentia Bay, NF on 8 Dec 1942. Assigned to Central Aircraft Ltd for repairs as of 7 Jan 1943. Returned to EAC as of 25 Sep 1943. Placed in EAC stored reserve as of 15 Jan 1944. Awaiting disposal instructions as of 30 Apr 1944. Stored post-war at Scoudouc, NB with 201:25 airframe hours; 64:45 hours since overhaul.				
SOS: 11 September 1946 - to War Assets for disposal and later sold				
461	Westland	National Steel Car	Lysander	Mk. II
TOS: 15 January 1941				
Initially placed directly into stored reserve at RCAF Stn Picton, ON and then moved to Rockcliffe in Mar 1941 and allotted to the School of Army Cooperation. As of 17 May 1941, at RCAF Station Patricia Bay, BC, coded "GV*C", assigned to No. 3 (CAC) Detachment. Struck off, after Category "A" crash at Piers Island, BC on 14 April 1942. The a/c took off on a practice bombing mission with 2 crew using the No. 2 Bombing Range near Pier Island. After completing 5 dives the a/c levelled off but developed engine trouble. The pilot ordered the passenger to bail out which he did successfully. The pilot attempted to return to base but lost control and crashed into 52 ft of water. P/O W.S. Wooster was killed. The a/c was later salvaged.				

SOS: 8 May 1942 - Cat "A" write-off

462	Westland	National Steel Car	Lysander	Mk. II
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TOS: 15 January 1941

Initially placed directly into stored reserve at RCAF Stn Picton, ON and then moved to Rockcliffe in Mar 1941 and allotted to the School of Army Cooperation. Assigned to RCAF Set in Sydney, NS on 6 Mar 1941 and then to No. 4 CAC on 5 Apr 1941. Category "B" damage on 14 May 1941, at Sydney, NS. Allotted to Workshop Reserve at No. 4 RD on 30 Jul 1941. To Central Aircraft in Crumlin on 5 Feb 1943. On 17 Jul 1943, this a/c was involved in another Cat "B" crash three mi W of Uplands, ON while being ferried back to EAC. Re-allotted to No. 3 TC. Placed in EAC stored reserve as of 6 Nov 1943. Awaiting disposal instructions as of 30 Apr 1944. Stored post-war at Scoudouc, NB with 320:55 airframe hours; 8:05 hours since overhaul.

SOS: 4 September 1946 - to War Assets for disposal and later sold

463	Westland	National Steel Car	Lysander	Mk. II
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TOS: 6 March 1941

Assigned directly to EAC stored reserve in Yarmouth, NS in 1941. With No. 1 CAC as of 18 Nov 1941. Placed in back into EAC stored reserve as of 15 Jan 1944. Awaiting disposal instructions as of 30 Apr 1944. Stored post-war at Scoudouc, NB with 639:00 airframe hours; 0 hours since overhaul.

SOS: 4 September 1946 - to War Assets for disposal and later sold

464	Westland	National Steel Car	Lysander	Mk. II
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TOS: 6 March 1941

Assigned directly to EAC stored reserve in Yarmouth, NS in 1941. Issued to EAC as of 6 Aug 1941. Category "B" damage at Dartmouth, NS on 3 Feb 1943 while with No. 121 Sqn. Assigned to Central Aircraft for repairs on 11 May 1943 and completed on 6 Nov 1943. Placed into EAC stored reserve as of 6 Nov 1943. Awaiting disposal instructions as of 30 Apr 1944. Stored post-war at Scoudouc, NB with 302:20 airframe hours; 8:45 hours since overhaul.

SOS: 4 September 1946 - to War Assets for disposal and later sold

465	Westland	National Steel Car	Lysander	Mk. II
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TOS: 6 March 1941

Assigned directly to stored reserve with No. 5 SFTS. Returned to National Steel Car on 16 Oct 1941 for trial installation of skiis. To No. 3 TC as of 1 Nov 1941. Assigned to No. 123 (AC) Sqn in EAC as of 19 Mar 1942. "C" Cat crash near Debert, NS on 1 Jun 1942 and another "C" Cat crash at Debert on 11 Jan 1943. Placed into EAC stored reserve as of 27 Oct 1943. Awaiting disposal instructions as of 30 Apr 1944. Stored post-war at Scoudouc, NB with 371:25 airframe hours; 0 hours since overhaul.

SOS: 4 September 1946 - to War Assets for disposal and later sold

466	Westland	National Steel Car	Lysander	Mk. II / TT
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TOS: 13 March 1941

Assigned directly to EAC stored reserve in Yarmouth, NS in 1941. Assigned to No. 121 Composite Sqn in Dartmouth, NS as of 16 Mar 1942 for target towing duties. Struck off, after **Category "A"** crash at Dartmouth, NS on 16 July 1942. For unknown reasons, the a/c crashed into the water in Goose Bay near Wedgeport, NS. Sgt L.W. Kerr and LAC C.E. Wright were both killed. The a/c was later salvaged.

SOS: 9 October 1942 - Cat "A" write-off

467	Westland	National Steel Car	Lysander	Mk. II
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TOS: 12 May 1941

Assigned directly to stored reserve with No. 5 SFTS. Assigned to EAC in 1942. Placed into EAC stored reserve as of 27 Oct 1943. Awaiting disposal instructions as of 30 Apr 1944. Stored post-war at Scoudouc, NB with 330:15 airframe hours; 0 hours since overhaul.

SOS: 4 September 1946 - to War Assets for disposal and later sold

468	Westland	National Steel Car	Lysander	Mk. II / TT
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TOS: 13 March 1941

Assigned directly to EAC stored reserve in Yarmouth, NS in 1941. Assigned to No. 4 RD War Reserve as of 18 Aug 1941. Assigned to EAC on 19 Mar 1942 and converted to target tug configuration. Assigned to EAC in 1942. Cat "C" accident in Bagotville, QC on 24 Aug 1942. Placed into EAC stored reserve as of 15 Feb 1944. Awaiting disposal instructions as of 30 Apr 1944. Stored post-war at Scoudouc, NB with 240:10 airframe hours; 0 hours since overhaul.

SOS: 4 September 1946 - to War Assets for disposal and later sold

469	Westland	National Steel Car	Lysander	Mk. II
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TOS: 13 March 1941

Assigned directly to EAC stored reserve in Yarmouth, NS in 1941. Assigned to No. 4 RD War Reserve as of 18 Aug 1941. Assigned to EAC on 27 Apr 1942. Placed into EAC stored reserve as of 12 Nov 1943. Awaiting disposal instructions as of 30 Apr 1944. Stored post-war at Scoudouc, NB with 489:10 airframe hours; 0 hours since overhaul.

SOS: 4 September 1946 - to War Assets for disposal and later sold

470	Westland	National Steel Car	Lysander	Mk. II / TT
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TOS: 13 March 1941

Assigned directly to EAC stored reserve in Yarmouth, NS in 1941. Assigned to No. 4 RD War Reserve as of 18 Aug 1941. Assigned to EAC on 16 Mar 1942 and converted to target tug configuration. Cat "C" accident at St John with No. 121 Sqn on 5 Jul 1942. Assigned to Clark Aircraft for repairs as of 3 Dec 1942 and then to Central Aircraft in Crumlin as of 8 Jan 1943 and completed as of 9 Oct 1943. Placed into EAC stored reserve as of 15 Jan 1944. Awaiting disposal instructions as of 30 Apr 1944. Stored post-war at Scoudouc, NB with 172:00 airframe hours; 6:15 hours since overhaul.

SOS: 4 September 1946 - to War Assets for disposal and later sold

471	Westland	National Steel Car	Lysander	Mk. II / TT
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TOS: 20 March 1941

Assigned directly to EAC stored reserve in Yarmouth, NS in 1941. Assigned to No. 4 RD War Reserve as of 18 Dec 1941. Assigned to EAC on 19 Mar 1942 and converted to target tug configuration. Cat "B" accident and assigned to Clark Ruse Aircraft for repairs as of 1 Dec 1942 and completed as of 15 Apr 1943. Placed into EAC stored reserve as of 27 Oct 1943. Awaiting disposal instructions as of 30 Apr 1944. Stored post-war at Scoudouc, NB with 211:55 airframe hours; 0 hours since overhaul.

SOS: 4 September 1946 - to War Assets for disposal and later sold

472	Westland	National Steel Car	Lysander	Mk. II
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TOS: 6 March 1941

Assigned directly to EAC stored reserve in Yarmouth, NS in 1941. Assigned to No. 4 RD War Reserve as of 16 Jan 1942. Assigned to EAC No. 2 CAC on 27 Apr 1942. Allotted to Central Aircraft for repairs on 29 Jan 1943. Returned to EAC on 5 Jun 1943. Placed into EAC stored reserve as of 27 Oct 1943. Awaiting disposal instructions as of 30 Apr 1944. Stored post-war at Scoudouc, NB with 244:45 airframe hours; 7:05 hours since overhaul.

SOS: 4 September 1946 - to War Assets for disposal and later sold

473	Westland	National Steel Car	Lysander	Mk. II
TOS: 26 March 1941				
Originally assigned directly to EAC stored reserve in Yarmouth, NS in 1941 but crashed enroute. Allotted to No. 6 RD for repairs on 7 Jun 1941 and also converted to target tug configuration. Assigned to RCAF Stn Rockcliffe as of 20 Oct 1941. Assigned to No. 3 TC and School of Army Cooperation on 1 Nov 1941. Assigned to EAC and No. 123 (AC) Sqn on 19 Mar 1942. Placed into EAC stored reserve as of 27 Oct 1943. Awaiting disposal instructions as of 30 Apr 1944. Stored post-war at Scoudouc, NB with 544:30 airframe hours; 0 hours since overhaul.				
SOS: 4 September 1946 - to War Assets for disposal and later sold				
474	Westland	National Steel Car	Lysander	Mk. II
TOS: 31 March 1941				
Assigned initially to EAC stored reserve in Halifax, NS. Next assigned to No. 5 CAC Detachment in NF. Struck off, after Category "A" crash near Punch Cove on the Avalon Peninsula, NF on 5 Feb 1943. The a/c was attempting to force land at night after engine trouble and crashed on the side of a hill. The crew escaped with minor injuries. It was subsequently determined that the engine fuel pump had failed.				
SOS: 20 October 1943 - Cat "A" write-off				
475	Westland	National Steel Car	Lysander	Mk. II
TOS: 25 April 1941				
Assigned directly to stored reserve with No. 5 SFTS. Assigned to EAC and served with No. 123 (AC) Sqn as of 29 Apr 1942. Suffered some type of serious accident (no details available) and allotted to No. 4 RD for salvage as of 22 Jun 1943.				
SOS: 5 August 1943 - Cat "A" write-off				
476	Westland	National Steel Car	Lysander	Mk. II
TOS: 31 March 1941				
Assigned directly to stored reserve with No. 5 SFTS. Assigned to EAC and served with No. 121 (K) Sqn as of 21 May 1942. Category "B" damage on 3 October 1942, near Port Hilford, NS; no crew injuries. Assigned to Central Aircraft for repairs as of 20 Oct 1942 and returned to EAC as of 20 Sep 1943. Placed into EAC stored reserve as of 15 Jan 1944. Awaiting disposal instructions as of 30 Apr 1944. Stored post-war at Scoudouc, NB with 95:30 airframe hours; 17:00 hours since overhaul.				
SOS: 4 September 1946 - to War Assets for disposal and later sold				
477	Westland	National Steel Car	Lysander	Mk. II
TOS: 29 January 1941				
Assigned directly to stored reserve with No. 5 SFTS. Assigned to EAC and served with No. 123 (AC) Sqn as of 29 Apr 1942. Placed into EAC stored reserve as of 15 Jan 1944. Awaiting disposal instructions as of 30 Apr 1944. Stored post-war at Scoudouc, NB with 258:55 airframe hours; 0 hours since overhaul.				
SOS: 4 September 1946 - to War Assets for disposal and later sold				
478	Westland	National Steel Car	Lysander	Mk. II
TOS: 9 April 1941				
Assigned directly to stored reserve with No. 5 SFTS. Assigned to EAC and to an unknown unit as of 24 Mar 1942. Placed into EAC stored reserve as of 15 Jan 1944. Awaiting disposal instructions as of 30 Apr 1944. Stored post-war at Scoudouc, NB with 500:35 airframe hours; 0 hrs since overhaul.				
SOS: 4 September 1946 - to War Assets for disposal and later sold				

479	Westland	National Steel Car	Lysander	Mk. II
TOS: 9 April 1941				
Assigned directly to stored reserve with No. 5 SFTS. Assigned to No. 1 CAC Flt at Saint John, NB in EAC as of 21 Jul 1942. The a/c suffered a Cat "B" accident on 1 May 1943 when the a/c had to be force landed into soft ground approximately 4 min SE of Saint John. The crew escaped with minor injuries. The a/c was not repaired and was instead written-off.				
SOS: 6 July 1943 - Cat "A" write-off				
480	Westland	National Steel Car	Lysander	Mk. II
TOS: 25 April 1941				
Assigned directly to stored reserve with No. 5 SFTS. Assigned to EAC and served with No. 123 (AC) Sqn as of 4 Apr 1942. Placed into EAC stored reserve as of 15 Jan 1944. Awaiting disposal instructions as of 30 Apr 1944. Stored post-war at Scoudouc, NB with 545:45 airframe hours; 0 hours since overhaul.				
SOS: 4 September 1946 - to War Assets for disposal and later sold				
481	Westland	National Steel Car	Lysander	Mk. II
TOS: 21 April 1941				
Assigned directly to stored reserve with No. 5 SFTS. Assigned to EAC and served with No. 123 (AC) Sqn as of 4 Apr 1942. Placed into EAC stored reserve as of 15 Jan 1944. Awaiting disposal instructions as of 30 Apr 1944. Stored post-war at Scoudouc, NB with 487:55 airframe hours; 0 hours since overhaul.				
SOS: 4 September 1946 - to War Assets for disposal and later sold				
482	Westland	National Steel Car	Lysander	Mk. II
TOS: 21 April 1941				
Assigned directly to stored reserve with No. 5 SFTS. Assigned to EAC and to an unknown unit as of 24 Mar 1942. Placed into EAC stored reserve as of 12 Nov 1943. Awaiting disposal instructions as of 30 Apr 1944. Stored post-war at Scoudouc, NB with 483:50 airframe hours; 0 hrs since overhaul.				
SOS: 4 September 1946 - to War Assets for disposal and later sold				
483	Westland	National Steel Car	Lysander	Mk. II
TOS: 21 April 1941				
Assigned directly to stored reserve with No. 5 SFTS. Assigned to WAC and served with No. 122 (K) (AC) Sqn at RCAF Stn Patricia Bay, BC as of 17 Apr 1942. Awaiting disposal instructions as of 23 May 1944. Stored post-war at Patricia Bay, BC with 395:20 airframe hours; 32:00 hours since overhaul.				
SOS: 13 December 1946 - to War Assets for disposal and later sold				
484	Westland	National Steel Car	Lysander	Mk. II
TOS: 21 April 1941				
Assigned directly to stored reserve with No. 5 SFTS. Assigned to WAC first into stored reserve as of 17 Apr 42 and then with No. 122 (K)(AC) Sqn at RCAF Stn Patricia Bay, BC as of 14 May 1942. Awaiting disposal instructions as of 23 May 1944. Stored post-war at Patricia Bay, BC with 556:15 airframe hours; 35:25 hours since overhaul.				
SOS: 13 December 1946 - to War Assets for disposal and later sold				

485	Westland	National Steel Car	Lysander	Mk. II
TOS: 25 April 1941				
Assigned directly to stored reserve with No. 5 SFTS. Assigned to WAC first into stored reserve as of 17 Apr 42 and then with No. 122 (K)(AC) Sqn at RCAF Stn Patricia Bay, BC as of 14 May 1942. Cat "B" accident when the a/c overturned while landing at Tofino, BC on 4 Jul 1942. Coded "AG*Q". To CP Airlines for repairs on 29 Jul 1942 and returned to WAC on 3 Feb 1943. Awaiting disposal instructions as of 23 May 1944. Stored post-war at Patricia Bay, BC with 428:35 airframe hours; 29:15 hours since overhaul.				
SOS: 13 December 1946 - to War Assets for disposal and later sold				
486	Westland	National Steel Car	Lysander	Mk. II
TOS: 25 April 1941				
Assigned directly to stored reserve with No. 5 SFTS. Assigned to EAC stored reserve as of 27 Apr 1942 and then to an unknown unit as of 1 Aug 1942. Awaiting disposal instructions as of 16 May 1944. Stored post-war at Scoudouc, NB with 434:50 airframe hours; 0 hrs since overhaul.				
SOS: 4 September 1946 - to War Assets for disposal and later sold				
487	Westland	National Steel Car	Lysander	Mk. II
TOS: 9 April 1941				
Assigned directly to stored reserve with No. 5 SFTS. Assigned to EAC and allotted to No. 1 CAC Flt at Saint John, NB as of 24 Mar 1942. Struck off after a Cat "A" crash at Redhead, NB on 26 July 1943. The engine caught fire over Saint John harbour necessitating a forced ditching into the water. The crew escaped with minor injuries. The scavage oil lines on the engine were subsequently found to be loose.				
SOS: 27 August 1943 - Cat "A" write-off				
488	Westland	National Steel Car	Lysander	Mk. II
TOS: 12 May 1941				
Assigned directly to stored reserve with No. 5 SFTS. Served with No. 123 (AC) Sqn at RCAF Stns Rockcliffe, ON and Derbert, NS. Cat "B" damage at Ludger, QC on 4 April 1942, while with this unit. Assigned to Fleet Aircraft in Crumlin for repairs and returned to service on 25 Jul 1942. Flew squadron's last operational mission, a harbour entrance patrol at Halifax, 19 Jan 1943. Placed into EAC stored reserve as of 12 Nov 1943. Awaiting disposal instructions as of 30 Apr 1944. Stored post-war at Scoudouc, NB with 487:25 airframe hours; 0 hrs since overhaul.				
SOS: 4 September 1946 - to War Assets for disposal and later sold				
489	Westland	National Steel Car	Lysander	Mk. II
TOS: 29 April 1941				
Assigned directly to stored reserve with No. 5 SFTS. Assigned to EAC and served with No. 123 (AC) Sqn as of 29 Apr 1942. Placed into EAC stored reserve as of 12 Nov 1943. Awaiting disposal instructions as of 30 Apr 1944. Stored post-war at Scoudouc, NB with 590:05 airframe hours; 0 hours since overhaul.				
SOS: 4 September 1946 - to War Assets for disposal and later sold				
490	Westland	National Steel Car	Lysander	Mk. II
TOS: 9 April 1941				
Assigned directly to stored reserve with No. 5 SFTS. Assigned to EAC stored reserve as of 27 Apr 1942 and then to No. 2 (CAC) Sqn as of 16 Sep 1942. Awaiting disposal instructions as of 16 May 1944. Stored post-war at Scoudouc, NB with 571:15 airframe hours; 0 hrs since overhaul.				
SOS: 4 September 1946 - to War Assets for disposal and later sold				

700	Westland	built in UK	Lysander	Mk. II
TOS: 18 April 1942				
Ex-RAF R2047. Re-assembled at Fleet Aircraft in Crumlin. To WAC as of 20 Aug 1942. Coded "Q". To WAC stored reserve as of 12 Jun 1944. Awaiting disposal instructions as of 23 Nov 1944. Stored post-war at Suffield, AB with 375:35 airframe hours; 0 hrs since overhaul.. To civil register post war as CF-GFJ. Used for crop spraying by Westland Spraying Service, AB. Converted by NW Industries, Edmonton, AB				
SOS: 1 July 1946 - to War Assets for disposal and later sold				
1536	Westland	built in UK	Lysander	Mk. III TT
TOS: 20 January 1942 - Taken on strength at National Steel Car Company, Malton				
Ex-RAF V9477. To Fleet Aircraft at Crumlin, ON on 7 April 1942, for erection and conversion to prototype target tower configuration. To No. 4 TC on 18 August 1942, for use by No. 2 B&GS at Mossbank, SK. To storage on 24 April 1944. To No. 2 Air Command on 1 December 1944, still in storage. To No.10 Repair Depot for write off action on 11 Jan 1945.				
SOS: 24 April 1946 - Struck off, reduced to spares and produce at No. 10 Repair Depot				
1537	Westland	built in UK	Lysander	Mk. III TT
TOS: 20 January 1942 - Taken on strength				
Ex-RAF V9306. Taken on strength at Fleet Aircraft, Crumlin, ON. Converted to target tug configuration during erection at Fleet, completed 29 Jul 1942. To storage with No. 1 TC when completed. Issued from storage on 13 August 1942. Back to storage, 27 Jan to 26 Jun 1943. To storage again on 2 May 1944. Pending disposal from 12 Jan 1945. To No. 1 Air Command on 15 Jan 1945, still pending disposal. Stored at No. 6 RD, where it was noted with 290:50 hours total time, never overhauled.				
SOS: 25 April 1946 - Struck off, to War Assets Corporation for disposal and later sold				
1538	Westland	built in UK	Lysander	Mk. III TT
TOS: 20 January 1942 - Taken on strength				
Ex-RAF V9294. Taken on strength at Fleet Aircraft, Crumlin, ON. Converted to target tug configuration during erection at Fleet, completed 29 Jul 1942. To storage with No. 1 TC when completed. Issued from storage on 13 Aug 1942. Back to storage, 27 Jan to 12 Aug 1943. To storage again on 18 Mar 1944. Pending disposal from 12 Jan 1945. To No. 1 AC on 15 Jan 1945, still pending disposal. Stored at No. 6 RD, where it was noted with 277:05 hrs total time, never overhauled.				
SOS: 25 April 1946 - Struck off, to War Assets Corporation for disposal and later sold				
1539	Westland	built in UK	Lysander	Mk. III TT
TOS: 20 January 1942 - Taken on strength				
Ex-RAF V9432. Taken on strength at Fleet Aircraft, Crumlin, ON. Converted to target tug configuration during erection at Fleet, completed 5 Aug 1942. To storage with No. 1 TC when completed. Issued from storage on 13 Aug 1942. Back to storage, 27 Jan 1943 to 8 Nov 1944. To No. 1 AC on 15 Jan 1945. Pending disposal from 23 Feb 1945. Stored at No. 6 RD, where it was noted with 339:40 hours total time, never overhauled.				
SOS: 25 April 1946 - Struck off, to War Assets Corporation for disposal and later sold				

1540	Westland	built in UK	Lysander	Mk. III TT
TOS: 20 January 1942 - Taken on strength				
Ex-RAF V9446. Taken on strength at Fleet Aircraft, Crumlin, ON. Converted to target tug configuration during erection at Fleet, completed 5 Aug 1942. To storage with No. 1 TC when completed. Issued from storage on 13 Aug 1942. Involved in a fatal crash on 6 Jan 1943, near Shebdon, ON while at No. 4 B&GS, Fingal, ON. An elevator trim problem was suspected after the a/c dove into the ground at high speed. F/Sgt R. Prentice and Cpl K.E. Nicolson were both killed. Wreckage to No. 6 Repair Depot on 9 March 1943 for write off action. Investigation later confirmed cause as tail gear friction damper had become impregnated with grease allowing tail trim gear to slip to nose down position				
SOS: 22 March 1943 - Cat "A" write-off - Struck off, reduced to spares and produce				
1541	Westland	built in UK	Lysander	Mk. III TT
TOS: 20 January 1942 - Taken on strength				
Ex-RAF V9509. Taken on strength at Fleet Aircraft, Crumlin, ON. Converted to target tug configuration during erection at Fleet, completed 5 Aug 1942. To storage with No. 1 TC when completed. Issued from storage on 13 Aug 1942. Back to storage on 18 Mar 1944. Pending disposal from 12 Jan 1945. To No. 1 AC on 15 Jan 1945, still pending disposal. Stored at No. 6 RD, where it was noted with 614:50 airframe hours; never overhauled.				
SOS: 25 April 1946 - Struck off, to War Assets Corporation for disposal and later sold				
1542	Westland	built in UK	Lysander	Mk. III TT
TOS: 20 January 1942 - Taken on strength				
Ex-RAF V9518. Taken on strength at Fleet Aircraft, Crumlin, ON. Converted to target tug configuration during erection at Fleet, completed 29 Jul 1942. To storage with No. 1 TC when completed. Issued from storage on 13 Aug 1942. Back to storage, 22 Feb to 17 Mar 1943. To storage again on 18 Mar 1944. Pending disposal from 12 Jan 1945. To No. 1 AC on 15 Jan 1945, still pending disposal. Stored at No. 6 RD, where it was noted with 631:50 airframe hours.				
SOS: 25 April 1946 - Struck off, to War Assets Corporation for disposal and later sold				
1543	Westland	built in UK	Lysander	Mk. III TT
TOS: 20 January 1942 - Taken on strength				
Ex-RAF V9719. Taken on strength at Fleet Aircraft, Crumlin, ON. Converted to target tug configuration during erection at Fleet, completed 26 June 1942. To No. 1 TC when completed. To storage on 4 Mar 1944. Pending disposal from 12 Jan 1945. To No. 1 AC on 15 Jan 1945, still pending disposal. Stored at No. 6 RD, where it was noted with 560:20 fours total time.				
SOS: 25 April 1946 - Struck off, to War Assets Corporation for disposal and later sold				
1544	Westland	built in UK	Lysander	Mk. III TT
TOS: 20 January 1942 - Taken on strength				
Ex-RAF V9732. Taken on strength at Fleet Aircraft, Crumlin, ON. Converted to target tug configuration during erection at Fleet, completed 26 Jun 1942. To No. 1 TC when completed. To storage on 9 Mar 1944. Pending disposal from 12 Jan 1945. To No. 1 AC on 15 Jan 1945, still pending disposal. Stored at No. 6 RD, where it was noted with 561:05 hours total time.				
SOS: 25 April 1946 - Struck off, to War Assets Corporation for disposal and later sold				
1545	Westland	built in UK	Lysander	Mk. III TT
TOS: 20 January 1942 - Taken on strength				
Ex-RAF V9746. Taken on strength at Fleet Aircraft, Crumlin, ON. Converted to target tug configuration during erection at Fleet, completed 26 Jun 1942. To No. 1 TC when completed. To storage on 9 Mar 1944. Pending disposal from 12 Jan 1945. To No. 1 AC on 15 Jan 1945, still pending disposal. Stored at No. 6 RD, where it was noted with 362:45 hours total time.				
SOS: 25 April 1946 - Struck off, to War Assets Corporation for disposal and later sold				

1546	Westland	built in UK	Lysander	Mk. III TT
<p>TOS: 20 January 1942 - Taken on strength</p> <p>Ex-RAF V9747. Taken on strength at Fleet Aircraft, Crumlin, ON. Converted to target tug configuration during erection at Fleet, completed 26 Jun 1942. To No. 1 TC when completed. Assigned to No. 31 B&GS in Picton, ON. On 30 Dec 1942, the a/c took off on a drogue towing flight with Sgt W. Spencelay as the pilot and LAC J.G. Holt, as the drogue operator. The a/c crashed in the water in Gravelly Bay, after an engine failure which was subsequently determined to have been caused by the seizure of exhaust valves within the engine. The crew perished. The wreckage was salvaged and sent to No. 6 RD at Trenton on 5 Jan 1943, for write off action following the crash.</p> <p>SOS: 20 February 1943 - Cat "A" write-off, reduced to spares and produce</p>				
1547	Westland	built in UK	Lysander	Mk. III TT
<p>TOS: 20 January 1942 - Taken on strength</p> <p>Ex-RAF V9750. Taken on strength at Fleet Aircraft, Crumlin, ON. Converted to target tug configuration during erection at Fleet, completed 26 Jun 1942. To No. 1 TC when completed. To storage on 9 Mar 1944. Pending disposal from 12 Jan 1945. To No. 1 AC on 15 Jan 1945, still pending disposal. Stored at No. 6 RD, where it was noted with 571:05 airframe hours.</p> <p>SOS: 25 April 1946 - Struck off, to War Assets Corporation for disposal</p>				
1548	Westland	built in UK	Lysander	Mk. III TT
<p>TOS: 27 January 1942 - Taken on strength</p> <p>Ex-RAF V9653. Taken on strength at Fleet Aircraft, Crumlin, ON. Converted to target tug configuration during erection at Fleet, completed 29 Jul 1942. To storage with No. 1 TC when completed. Issued from storage on 13 Aug 1942. Back to storage, 7 May 1944. Pending disposal from 12 Jan 1945. To No. 1 AC on 15 Jan 1945, still pending disposal. Stored at No. 6 RD, where it was noted with 633:25 airframe hours; never overhauled.</p> <p>SOS: 25 April 1946 - Struck off, to War Assets Corporation for disposal and later sold</p>				
1549	Westland	built in UK	Lysander	Mk. III TT
<p>TOS: 27 January 1942 - Taken on strength</p> <p>Ex-RAF V9480. Taken on strength at Fleet Aircraft, Crumlin, ON. Converted to target tug configuration during erection at Fleet, completed 29 Jul 1942. To Eastern Air Command on 10 Oct 1942, for use by No. 121 (K) Sqn at RCAF Station Dartmouth, NS. Category "C" damage while with this sqn, reported on 19 Mar 1943. To storage with no. 3 TC on 9 May 1944. Pending disposal from 6 Jan 1945. To No. 1 AC on 15 Jan 1945, still pending disposal. Stored at No. 9 RD at St. Jean, QC, with only 232:15 airframe hours.</p> <p>SOS: 7 November 1945 - Struck off, to War Assets Corporation for disposal and later sold.</p>				
1550	Westland	built in UK	Lysander	Mk. III TT
<p>TOS: 27 January 1942</p> <p>Ex-RAF V9404. Taken on strength at Fleet Aircraft, Crumlin, ON. Converted to target tug configuration during erection at Fleet, completed 15 Oct 1942. To No. 1 TC when completed; Issued on 23 Nov 1942. To No. 1 AC on 15 Jan 1945, pending disposal. Stored at No. 6 RD, where it was noted with 798:05 airframe hours; never overhauled.</p> <p>SOS: 2 May 1946</p>				
1551	Westland	built in UK	Lysander	Mk. III TT
<p>TOS: 27 January 1942</p> <p>Ex-RAF V9481. Taken on strength at Fleet Aircraft, Crumlin, ON. Converted to target tug configuration during erection at Fleet, completed, completed 15 Oct 1942. To storage with No. 1 TC when completed. Issued from storage on 16 Mar 1943. To No. 6 RD (War Reserve) as of 23 Jun 1943. Involved in a Cat "A" crash; no details available. Written off as of 23 Feb 1944.</p> <p>SOS: 23 February 1944 - Cat "A" write-off</p>				

1552	Westland	built in UK	Lysander	Mk. III TT
TOS: 27 January 1942				
Ex-RAF V9643. Taken on strength at Fleet Aircraft, Crumlin, ON. Converted to target tug configuration during erection at Fleet, completed, completed 9 Dec 1942. Sent to EAC stored reserve as of 9 Dec 1942. As of 1 Jul 1943, used by No. 31 OTU at Derbert, NS, an RAF unit training crews for RAF Coastal Command and Ferry Command. To No. 3 TC stored reserve as of 9 May 1944. Issued to No. 1 TC as of 21 Jun 1944. Back to No. 1 TC stored reserve as of 12 Sep 1944. Awaiting disposal instructions as of 12 Jan 1945. Stored post-war at No. 6 RD and noted with 151:25 airframe hours; never overhauled.				
SOS: 25 April 1946 - Struck off, to War Assets Corporation for disposal and later sold				
1553	Westland	built in UK	Lysander	Mk. III TT
TOS: 27 January 1942				
Ex-RAF V9422. Taken on strength at Fleet Aircraft, Crumlin, ON. Converted to target tug configuration during erection at Fleet, completed, completed 7 Nov 1942. Sent to EAC stored reserve as of 7 Nov 1942. As of 1 Jul 1943, used by No. 4 B&GS at Fingal. Cat "C" damage on 20 Jan 1943. Involved in another crash and allotted to No. 6 RD for repairs as of 2 Jul 43. Re-allotted to Central Aircraft on 2 Sep 1943. Not clear if repairs were ever completed. Written-off as of 14 Jan 1944.				
SOS: 26 February 1944 - written-off and reduced to spares and produce				
1554	Westland	built in UK	Lysander	Mk. III TT
TOS: 27 January 1942				
Ex-RAF V9652. Taken on strength at Fleet Aircraft, Crumlin, ON. Converted to target tug configuration during erection at Fleet, completed, 7 Oct 1942. Issued to No. 1 TC. Transferred to No. 1 AC as of 15 Jan 1945. Awaiting disposal instructions as of 23 Feb 1945. Stored post-war at No. 6 RD and noted with 178:00 airframe hours; never overhauled.				
SOS: 2 May 1946 - Struck off, to War Assets Corporation for disposal and later sold				
1555	Westland	built in UK	Lysander	Mk. III TT
TOS: 27 January 1942				
Ex-RAF V9329. Taken on strength at Fleet Aircraft, Crumlin, ON. Converted to target tug configuration during erection at Fleet, completed, 23 Oct 1942. Placed into No. 1 TC stored reserve. Transferred to No. 1 AC stored reserve as of 15 Jan 1945. Awaiting disposal instructions as of 3 Apr 1945. Stored post-war at No. 6 RD and noted with just 7:10 airframe hours; never overhauled.				
SOS: 15 May 1946 - Struck off, to War Assets Corporation for disposal and later sold				
1556	Westland	built in UK	Lysander	Mk. III TT
TOS: 27 January 1942				
Ex-RAF V9731. Taken on strength at Fleet Aircraft, Crumlin, ON. Converted to target tug configuration during erection at Fleet, completed, 23 July 1942. Assigned to No. 1 TC on that date. As of 16 Feb 1944 assigned to No. 3 TC and used by No.31 SFTS at Kingston, ON. Transferred to No. 1 AC stored reserve as of 15 Jan 1945. Awaiting disposal instructions as of 1 May 1945. Stored post-war at No. 6 RD and noted with 481:05 airframe hours; never overhauled.				
SOS: 2 May 1946 - Struck off, to War Assets Corporation for disposal and later sold				

1557	Westland	built in UK	Lysander	Mk. III TT	
TOS: 27 January 1942					
Ex-RAF V9358. Taken on strength at Fleet Aircraft, Crumlin, ON. Converted to target tug configuration during erection at Fleet, completed, 24 Oct 1942. Assigned to No. 1 TC stored reserve on that date. Assigned to WAC on 8 Apr 1943 and used at No. 3 OTU at Patricia Bay, BC. Coded "TX". Awaiting disposal instructions as of 23 Apr 1945. Stored post-war at Patricia Bay and noted with 470:30 airframe hours; never overhauled.					
SOS: 21 July 1946 - Struck off, to War Assets Corporation for disposal and later sold					
1558	Westland	built in UK	Lysander	Mk. III TT	504/39
TOS: 27 January 1942					
Ex-RAF V9300. Taken on strength at Fleet Aircraft, Crumlin, ON. Converted to target tug configuration during erection at Fleet, completed, 18 Aug 1942. Assigned to No. 4 TC and used at No. 2 B&GS at Mossbank, SK. To No. 4 TC stored reserve as of 24 Apr 1944. Transferred to No. 2 AC stored reserve as of 1 Dec 1944. Awaiting disposal instructions as of 22 Dec 1944. Stored post-war at Swift Current, SK and noted with 472:45 airframe hours; never overhauled. Purchased by D. Bradshaw from Saskatoon, SK. Recovered from a Saskatchewan farm during 1973, this a/c arrived in the UK in a dismantled state during Nov 1982 to be restored by the Aircraft Restoration Company based at RAF Duxford. Obtained by the IWM in 1991 and, after restoration, went on static display in 1993 as Lysander Mk IIIA #V9673 / MA-J of No. 161 (RAF) Sqn					
SOS: 1 October 1946 - Struck off, to War Assets Corporation for disposal and later sold					
1559	Westland	built in UK	Lysander	Mk. III TT	
TOS: 27 January 1942					
Ex-RAF V9317. Taken on strength at Fleet Aircraft, Crumlin, ON. Converted to target tug configuration during erection at Fleet, completed, 9 Oct 1942. Assigned to EAC as of that date and used by No. 121 (K) Sqn as a target tug at RCAF Station Dartmouth, NS, until 1943. Placed in No. 2 TC stored reserve as of 9 Aug 1943. Transferred to No. 2 AC stored reserve as of 2 Dec 1944. Awaiting disposal instructions as of 22 Dec 1944. Stored post-war at No. 3 B&GS and noted with 362:15 airframe hours; never overhauled.					
SOS: 25 November 1946 - Struck off, to War Assets Corporation for disposal and later sold					
1560	Westland	built in UK	Lysander	Mk. III TT	
TOS: 27 January 1942					
Ex-RAF V9314. Taken on strength at Fleet Aircraft, Crumlin, ON. Converted to target tug configuration during erection at Fleet, completed, 13 Nov 1942. Assigned to No. 1 TC stored reserve on that date. Assigned to No. 1 TC on 2 Mar 1943. Transferred to No. 3 TC on 16 Feb 1944 and used at No. 31 SFTS at Kingston, ON. To No. 3 TC stored reserve as of 13 Jul 1944. Awaiting disposal instructions as of 1 Jan 1945. Stored post-war at No. 9 RD and noted with 528:20 airframe hours; never overhauled.					
SOS: 7 November 1945 - Struck off, to War Assets Corporation for disposal and later sold					
1561	Westland	built in UK	Lysander	Mk. III TT	
TOS: 27 January 1942					
Ex-RAF V9416. Taken on strength at Fleet Aircraft, Crumlin, ON. Converted to target tug configuration during erection at Fleet, completed, 5 Oct 1942. Assigned to No. 1 TC on that date. Assigned to No. 1 TC stored reserve on 9 Mar 1944. Awaiting disposal instructions as of 1 Jan 1945. Stored post-war at No. 6 RD and noted with 429:45 airframe hours; never overhauled.					
SOS: 25 April 1946 - Struck off, to War Assets Corporation for disposal and later sold					

1562	Westland	built in UK	Lysander	Mk. III TT
TOS: 27 January 1942				
Ex-RAF V9582. Taken on strength at Fleet Aircraft, Crumlin, ON. Converted to target tug configuration during erection at Fleet, completed, 7 Nov 1942. Assigned to No. 1 TC stored reserve on that date. Assigned to No. 1 TC on 16 Mar 1943. and used at No. 1 B&GS in Jarvis, ON. On 10 Dec 1943, the a/c took off on a drogue mission and the engine failed 3 mi SE of the aerodrome. The crew bailed out safely but the pilot incurred a broken ankle. Struck off, after this Category "A" crash				
SOS: 13 January 1944 - Cat "A" write-off				
1563	Westland	built in UK	Lysander	Mk. III TT
TOS: 27 January 1942				
Ex-RAF V9412. Taken on strength at Fleet Aircraft, Crumlin, ON. Converted to target tug configuration during erection at Fleet, completed, 5 Oct 1942. Assigned to No. 1 TC on that date. Assigned to No. 1 TC stored reserve on 9 Mar 1944. Awaiting disposal instructions as of 1 Jan 1945. Stored post-war at No. 6 RD and noted with 522.35 airframe hours; never overhauled.				
SOS: 25 April 1946 - Struck off, to War Assets Corporation for disposal				
1564	Westland	built in UK	Lysander	Mk. III TT
TOS: 27 January 1942				
Ex-RAF V9425. Converted to target tug configuration during erection at Fleet, completed, 5 Aug 1942. Assigned to No. 1 TC as that date. Transferred to No. 3 TC as of 2 Dec 1943 and used at No.1 Wireless School at Winnipeg, MB. Transferred to No. 9 RD Workshop Reserve as of 7 Jan 1944. Written off there and reduced to spares and produce there.				
SOS: 15 August 1944 - reduced to spares and produce				
1565	Westland	built in UK	Lysander	Mk. III TT
TOS: 27 January 1942				
Ex-RAF V9357. Taken on strength at Fleet Aircraft, Crumlin, ON. Converted to target tug configuration during erection at Fleet, completed, 24 Oct 1942. Assigned to No. 1 TC stored reserve on that date. Assigned to WAC on 8 Apr 1943 and used at No. 3 OTU at Patricia Bay, BC. Awaiting disposal instructions as of 23 Apr 1945. Stored post-war at Patricia Bay and noted with 475:35 airframe hours; never overhauled.				
SOS: 21 August 1946 - Struck off, to War Assets Corporation for disposal and later sold				
1566	Westland	built in UK	Lysander	Mk. III TT
TOS: 27 January 1942				
Ex-RAF V9366. Taken on strength at Fleet Aircraft, Crumlin, ON. Converted to target tug configuration during erection at Fleet, completed, 5 Aug 1942. Assigned to No. 1 TC stored reserve on that date. Assigned to No. 1 TC on 13 Aug 1942. Back to No. 1 TC stored reserve as of 18 May 1944. Awaiting disposal instructions as of 12 Jan 1945. Stored post-war at No. 6 RD and noted with 709:50 airframe hours; never overhauled.				
SOS: 25 April 1946 - Struck off, to War Assets Corporation for disposal and later sold				
1567	Westland	built in UK	Lysander	Mk. III TT
TOS: 27 January 1942				
Ex-RAF V9419. Taken on strength at Fleet Aircraft, Crumlin, ON. Converted to target tug configuration during erection at Fleet, completed, 18 Aug 1942. Assigned to No. 4 TC on that date and used by No. 2 B&GS at Mossbank, SK. Struck off, after Cat "A" crash while there on 27 May 1943. After running out of fuel, etc pilot was attempting a forced landing into soft ground. The wheels dug in upon landing and the a/c turned over causing significant damage. The crew escaped with minor injuries.				
SOS: 9 July 1943 - Cat "A" write-off				

1568	Westland	built in UK	Lysander	Mk. III TT
TOS: 27 January 1942				
Ex-RAF V9539. Taken on strength at Fleet Aircraft, Crumlin, ON. Converted to target tug configuration at Central Aircraft, completed, 29 Jan 1943. Assigned to No. 4 TC as of that date. Transferred to No. 2 AC on 1 Dec 1944. To No. 2 AC stored reserve on 5 Dec 1944. Awaiting disposal instructions as of 5 Jan 1945. Stored post-war at Swift Current, SK and noted with 578:55 airframe hours; never overhauled.				
SOS: 1 October 1946 - Struck off, to War Assets Corporation for disposal and later sold				
1569	Westland	built in UK	Lysander	Mk. III TT
TOS: 4 March 1942				
Ex-RAF V9354. Taken on strength at Fleet Aircraft, Crumlin, ON. Converted to target tug configuration at Central Aircraft, completed, 5 Jan 1943. Assigned to No. 2 TC stored reserve as of that date. Struck off, after Category "A" crash on 4 July 1944; no details available. Written off at No. 8 RD.				
SOS: 9 August 1944 - Cat "A" write-off ; reduced to spares and produce				
1570	Westland	built in UK	Lysander	Mk. III TT
TOS: 4 March 1942				
Ex-RAF V9730. Taken on strength at Fleet Aircraft, Crumlin, ON. Converted to target tug configuration during erection at Fleet, completed, 4 July 1942. Assigned to No. 1 TC as that date. To No. 1 TC stored reserve as of 4 Mar 1944. Awaiting disposal instructions as of 12 Jan 1945. Stored post-war at No. 6 RD and noted with 506:10 airframe hours; never overhauled.				
SOS: 25 April 1946 - Struck off, to War Assets Corporation for disposal and later sold				
1571	Westland	built in UK	Lysander	Mk. III TT
TOS: 1 April 1942				
Ex-RAF V94734. Taken on strength at Fleet Aircraft, Crumlin, ON. Converted to target tug configuration during erection at Fleet, completed 23 Sep 1942. Assigned to No. 2 TC. To No. 2 TC stored reserve as of on 9 Jan 1943. Assigned to No. 8 RD workshop reserve as of 1 Jul 1943. To Central Aircraft at Crumlin as of 23 Aug 1943. To No. 6 RD workshop reserve as of 14 Jan 1944. Struck off and reduced to spares and produce.				
SOS: 26 February 1944 - written off and reduced to spares and produce				
1572	Westland	built in UK	Lysander	Mk. III TT
TOS: 1 April 1942				
Ex-RAF V9713. Taken on strength at Fleet Aircraft, Crumlin, ON. Converted to target tug configuration at Central Aircraft, completed, 23 Jul 1942. Assigned to No. 4 TC as of that date. To No. 4 TC stored reserve as of 24 Apr 1944. Transferred to No. 2 AC stored reserve on 1 Dec 1944. Awaiting disposal instructions as of 5 Jan 1945. Stored post-war at Swift Current, SK and noted with 438:20 airframe hours; never overhauled.				
SOS: 1 October 1946 - Struck off, to War Assets Corporation for disposal and later sold				
1573	Westland	built in UK	Lysander	Mk. III TT
TOS: 1 April 1942				
Ex-RAF V9368. Taken on strength at Fleet Aircraft, Crumlin, ON. Converted to target tug configuration during erection at Fleet, completed, 13 Nov 1942. Assigned to No. 1 TC stored reserve as that date. To No. 1 AC stored reserve as of 15 Jan 1945. Awaiting disposal instructions as of 3 Apr 1945. Stored post-war at No. 6 RD and noted with Just 7:40 airframe hours; never overhauled.				
SOS: 15 May 1946 - Struck off, to War Assets Corporation for disposal and later sold				

1574	Westland	built in UK	Lysander	Mk. III TT
TOS: 1 April 1942				
Ex-RAF V9647. Taken on strength at Fleet Aircraft, Crumlin, ON. Converted to target tug configuration at Central Aircraft, completed, 23 Jul 1942. Assigned to EAC as of that date. To No. 3 TC stored reserve as of 9 May 1944. Awaiting disposal instructions as of 1 Jan 1945. Stored post-war at St. Jean, QC and noted with 454:30 airframe hours; never overhauled.				
SOS: 7 November 1945 - Struck off, to War Assets Corporation for disposal and later sold				
1575	Westland	built in UK	Lysander	Mk. III TT
TOS: 1 April 1942				
Ex-RAF V9307. Taken on strength at Fleet Aircraft, Crumlin, ON. Converted to target tug configuration at Central Aircraft, completed, 29 Sep 1942. Assigned to No. 2 TC as of that date. To No. 2 AC as of 1 Dec 1944. Awaiting disposal instructions as of 10 Feb 1945. Stored post-war at No. 3 B&GS and noted with 934:40 airframe hours; never overhauled. .				
SOS: 11 March 1946 - Struck off, to War Assets Corporation for disposal and later sold				
1576	Westland	built in UK	Lysander	Mk. III TT
TOS: 1 April 1942				
Ex-RAF V9298. Taken on strength at Fleet Aircraft, Crumlin, ON. Converted to target tug configuration during erection at Fleet, completed, 24 Oct 1942. Assigned to No. 1 TC stored reserve as that date. To No. 1 AC stored reserve as of 15 Jan 1945. Awaiting disposal instructions as of 3 Apr 1945. Stored post-war at No. 6 RD and noted with Just 5:25 airframe hours; never overhauled.				
SOS: 15 May 1946 - Struck off, to War Assets Corporation for disposal and later sold				
1577	Westland	built in UK	Lysander	Mk. III TT
TOS: 1 April 1942				
Ex-RAF V9327. Taken on strength at Fleet Aircraft, Crumlin, ON. Converted to target tug configuration during erection at Fleet, completed, 7 Oct 1942. Assigned to No. 1 TC stored reserve as that date. To No. 1 AC stored reserve as of 15 Jan 1945. Awaiting disposal instructions as of 3 Apr 1945. Stored post-war at No. 6 RD and noted with Just 6:05 airframe hours; never overhauled.				
SOS: 15 May 1946 - Struck off, to War Assets Corporation for disposal and later sold				
1578	Westland	built in UK	Lysander	Mk. III TT
TOS: 1 April 1942				
Ex-RAF P1728. Taken on strength at Fleet Aircraft at Crumlin, ON. Converted to target tug configuration during assembly at Fleet / Central Aircraft. To EAC on 22 Oct 1942. To No. 3 TC on 8 Dec 1943, for use by No. 1 Wireless School at Montreal, QC. To No. 3 TC stored reserve as of 19 Jun 1944. To No. 1 AC on 15 Jan 1945. Pending disposal from 3 Apr 1945. Stored by No. 6 Repair Depot, where it was noted with 386:00 airframe hours; 314:00 hours since overhaul.				
SOS: 2 May 1946 - Struck off, to War Assets Corporation for disposal and later sold				
1579	Westland	built in UK	Lysander	Mk. III TT
TOS: 17 February 1942				
Ex-RAF V9521. Taken on strength at Fleet Aircraft, Crumlin, ON. Converted to target tug configuration at Central Aircraft, completed, 20 Aug 1942. Assigned to No. 2 TC as of that date and used by No. 7 B&GS in Paulson, MB. To No. 2 TC stored reserve as of 2 Aug 1943. Re-issued on 4 Jan 1944 to No. 3 TC and used by No. 3 B&GS in MacDonald, MB. Transferred to No. 2 AC as of 1 Dec 1944 and awaiting disposal instructions as of 10 Feb 1945. Stored post-war at No. 3 B&GS and noted with 781:40 airframe hours; never overhauled.				
SOS: 12 June 1946 - Struck off, to War Assets Corporation for disposal and later sold				

1580	Westland	built in UK	Lysander	Mk. III TT	
TOS: 17 February 1942					
Ex-RAF V9352. Taken on strength at Fleet Aircraft, Crumlin, ON. Converted to target tug configuration, completed, 21 Dec 1942. Assigned to No. 2 TC stored reserve as of that date. Issued on 4 Jan 1944 and used by No. 3 B&GS in MacDonald, MB. Transferred to No. 2 AC as of 1 Dec 1944 and awaiting disposal instructions as of 10 Feb 1945. Stored post-war at No. 3 B&GS and noted with 514:20 airframe hours; never overhauled.					
SOS: 12 June 1946 - Struck off, to War Assets Corporation for disposal and later sold					
1581	Westland	built in UK	Lysander	Mk. III TT	
TOS: 17 February 1942					
Ex-RAF V9418. Taken on strength at Fleet Aircraft, Crumlin, ON. Converted to target tug configuration, completed, 21 Dec 1942. Assigned to No. 2 TC stored reserve as of that date. Issued on 4 Jan 1944 and used by No. 3 B&GS in MacDonald, MB. Back to stored reserve as of 17 May 1944. Transferred to No. 2 AC as of 1 Dec 1944 and awaiting disposal instructions as of 10 Feb 1945. Stored post-war at No. 3 B&GS and noted with 148:20 airframe hours; never overhauled.					
SOS: 25 November 1946 - Struck off, to War Assets Corporation for disposal and later sold					
1582	Westland	built in UK	Lysander	Mk. III TT	Y1536
TOS: 17 February 1942					
Ex-RAF V9552. Taken on strength at Fleet Aircraft, Crumlin, ON. Converted to target tug configuration, completed, 9 Dec 1942. Assigned to No. 2 TC stored reserve as of that date. Issued on 4 Jan 1944 and used by an unknown unit(s). Back to stored reserve as of 7 Jul 1944. Transferred to No. 2 AC as of 1 Dec 1944 and awaiting disposal instructions as of 5 Jan 1945. Stored post-war at Weyburn, SK and noted with 563:45 airframe hours; never overhauled. Purchased by W. Agnew from Hartney, MB. Recovered from a farm in Stroughton, SK. Rebuilt in April 1974 by the Strathallan Collection, in the UK using parts from a/c #2355. Airworthy as of 2017 as part of the Shuttleworth Collection in Old Warden, Bedfordshire, UK. It is currently painted in the all black scheme of the clandestine "Special Duties" aircraft of No.161 (RAF) Squadron, bearing the serial #V9367.					
SOS: 22 August 1946 - Struck off, to War Assets Corporation for disposal					
1583	Westland	built in UK	Lysander	Mk. III TT	
TOS: 17 February 1942					
Ex-RAF V9645. Taken on strength at Fleet Aircraft, Crumlin, ON. Converted to target tug configuration during erection at Central Aircraft, completed, 16 Jul 1942. Assigned to No. 1 TC stored reserve as 29 Jul 42. Issued to unknown unit on 13 Aug 1942. Back to No. 1 TC stored reserve as of 28 Jan 1943. Re-issued on 19 Apr 1943. Back to stored reserve as of 8 May 43. . To No. 1 AC stored reserve as of 15 Jan 1945. Awaiting disposal instructions as of 15 Jan 1945. Stored post-war at No. 6 RD and noted with 539:25 airframe hours; never overhauled.					
SOS: 25 April 1946 - Struck off, to War Assets Corporation for disposal and later sold					
1584	Westland	built in UK	Lysander	Mk. III TT	
TOS: 17 February 1942					
Ex-RAF V9613. Taken on strength at Fleet Aircraft, Crumlin, ON. Converted to target tug configuration during erection at Central Aircraft, completed, 29 Jan 1943. Assigned to No. 4 TC stored reserve as of that date. Assigned to No. 2 AC stored reserve as of 1 Dec 1944. Awaiting disposal instructions as of 22 Dec 1944. Stored post-war at No. 10 RD and noted with only 33:05 airframe hours; never overhauled.					
SOS: 22 August 1946 - Struck off, to War Assets Corporation for disposal					

1585	Westland	built in UK	Lysander	Mk. III TT
TOS: 17 February 1942				
Ex-RAF V9554. Taken on strength at Fleet Aircraft, Crumlin, ON. Converted to target tug configuration during erection at Central Aircraft, completed 20 Feb 1943. Assigned to No. 4 TC stored reserve as of that date. Assigned to No. 2 AC stored reserve as of 1 Dec 1944. Awaiting disposal instructions as of 22 Dec 1944. Stored post-war at No. 10 RD and noted with only 24:35 airframe hours; never overhauled.				
SOS: 22 August 1946 - Struck off, to War Assets Corporation for disposal and later sold				
1586	Westland	built in UK	Lysander	Mk. III TT
TOS: 17 February 1942				
Ex-RAF V9476. Taken on strength at Fleet Aircraft, Crumlin, ON. Converted to target tug configuration, completed, 21 Dec 1942. Assigned to No. 2 TC stored reserve as of that date. Issued on 4 Jan 1944 and used by No. 3 B&GS in MacDonald, MB. Transferred to No. 2 AC as of 1 Dec 1944 and awaiting disposal instructions as of 10 Feb 1945. Stored post-war at No. 3 B&GS and noted with 527:10 airframe hours; never overhauled.				
SOS: 12 June 1946 - Struck off, to War Assets Corporation for disposal and later sold				
1587	Westland	built in UK	Lysander	Mk. III TT
TOS: 17 February 1942				
Ex-RAF V9285. Taken on strength at Fleet Aircraft, Crumlin, ON. Converted to target tug configuration, completed, 9 Dec 1942. Assigned to No. 2 TC stored reserve as of that date. Issued on 10 Feb 1943 and used by unknown unit. Back to stored reserve as of 17 May 1944. Transferred to No. 2 AC as of 1 Dec 1944 and awaiting disposal instructions as of 22 Dec 1944. Stored post-war at No. 3 B&GS and noted with 493:30 airframe hours; never overhauled.				
SOS: 25 November 1946 - Struck off, to War Assets Corporation for disposal and later sold				
1588	Westland	built in UK	Lysander	Mk. III TT
TOS: 17 February 1942				
Ex-RAF V9501. Taken on strength at Fleet Aircraft, Crumlin, ON. Converted to target tug configuration during erection at Central Aircraft, completed, 4 Nov 1942. Assigned to No. 1 TC as of that date and issued to unknown unit. Back to No. 1 TC stored reserve as of 9 Mar 1944. Awaiting disposal instructions as of 15 Jan 1945. Stored post-war at No. 6 RD and noted with 330:00 airframe hours; never overhauled.				
SOS: 25 April 1946 - Struck off, to War Assets Corporation for disposal and later sold				
1589	Westland	built in UK	Lysander	Mk. III TT
TOS: 17 February 1942				
Ex-RAF V9415. Converted to target tug configuration in Canada, completed 29 January 1943. (No other details are available as no a/c record card is available) Originally restored post-war in Canada, this Lysander IIIA is currently on static display at the Indian Air Force Museum in Palam, Delhi. This is the aircraft that Canada Aviation and Space Museum traded for a B-24 Liberator bomber in the late 1960s				
SOS: c.1946				
1590	Westland	built in UK	Lysander	Mk. III TT
TOS: 17 February 1942				
Ex-RAF V9313. Taken on strength at Fleet Aircraft, Crumlin, ON. Converted to target tug configuration, completed, 1 Feb 1943. Assigned to No. 2 TC stored reserve as of that date. Issued on 4 Jan 1944 and used by No. 3 B&GS in MacDonald, MB. Transferred to No. 2 AC as of 1 Dec 1944 and awaiting disposal instructions as of 10 Feb 1945. Stored post-war at No. 3 B&GS and noted with 570:35 airframe hours; never overhauled.				
SOS: 12 June 1946 - Struck off, to War Assets Corporation for disposal				

1591	Westland	built in UK	Lysander	Mk. III TT
TOS: 7 May 1942				
Ex-RAF V9374. Taken on strength at Fleet Aircraft, Crumlin, ON. Converted to target tug configuration during erection at Central Aircraft, completed, 5 Oct 1942. Assigned to No. 1 TC as of that date and issued to unknown unit. Back to No. 1 TC stored reserve as of 1 Apr 1944. Awaiting disposal instructions as of 12 Jan 1945. Stored post-war at No. 6 RD and noted with 496:00 airframe hours; never overhauled.				
SOS: 25 April 1946 - Struck off, to War Assets Corporation for disposal and later sold				
1592	Westland	built in UK	Lysander	Mk. III TT
TOS: 7 May 1942				
Ex-RAF V9355. Taken on strength at Fleet Aircraft, Crumlin, ON. Converted to target tug configuration during erection at Central Aircraft, completed, 13 Nov 1942. Assigned to No. 1 TC stored reserve as of that date. Issued to No. 14 SFTS as of 16 Nov 1943. Back to No. 1 TC stored reserve as of 15 Sep 1944. Awaiting disposal instructions as of 12 Jan 1945. Stored post-war at No. 6 RD and noted with 243:00 airframe hours; never overhauled.				
SOS: 25 April 1946 - Struck off, to War Assets Corporation for disposal and later sold				
2305	Westland	National Steel Car	Lysander	Mk IIIA T.T.
TOS: December 1941 - First flight by E. H. Taylor, at Malton.				
First Canadian production target tug configuration Lysander. Taken on charge on 9 March 1942. Served with No. 1 B&GS at Jarvis, ON. To No. 1 TC stored reserve as of 12 Jan 1945 and awaiting disposal instructions with No. 1 AC as of 15 Jan 1945. Stored post-war at No 6 RD and noted with 964:55 airframe hours; never overhauled when struck off.				
SOS: 1 May 1946 - Struck off, to War Assets Corporation for disposal and later sold				
2306	Westland	National Steel Car	Lysander	Mk IIIA T.T.
TOS: 2 March 1942				
Served with No. 4 B&GS at Fingal, ON. To No. 6 RD Workshop Reserve as of 3 Mar 1944. Reduced to spares and produce as of 27 Jun 1944.				
SOS: 27 June 1944 - written off and reduced to spares and produce				
2307	Westland	National Steel Car	Lysander	Mk IIIA T.T.
TOS: 2 March 1942				
Served with No. 4 B&GS at Fingal, ON. To No. 1 TC stored reserve as of 22 Feb 1944. Awaiting disposal instructions of of 12 Dec 1945. Stored post-war at No 6 RD and noted with 847:30 airframe hours; never overhauled when struck off.				
SOS: 25 April 1946 - Struck off, to War Assets Corporation for disposal and later sold				
2308	Westland	National Steel Car	Lysander	Mk IIIA T.T.
TOS: 2 March 1942				
Assigned to No. 1 TC with No. 1 B&GS at Jarvis, ON. Received Cat "C" damage on 21 April 1942, after ground collision with Battle #1668 which occurred while the a/c was taxiing in strong, gusty wind conditions. Transferred to No. 1 AC as of 1 Jan 1945 and awaiting disposal instructions as of 23 Feb 1945. Stored post-war at No 6 RD and noted with 965:55 airframe hours; never overhauled when struck off.				
SOS: 3 May 1946 - Struck off, to War Assets Corporation for disposal and later sold				

2309	Westland	National Steel Car	Lysander	Mk IIIA T.T.
TOS: 5 March 1942				
Assigned to No. 1 TC with No. 1 B&GS at Jarvis, ON. Coded "9". Transferred to No. 1 AC as of 1 Jan 1945 and awaiting disposal instructions as of 23 Feb 1945. Stored post-war at No 6 RD and noted with 1,057:40 airframe hours when struck off.				
SOS: 24 April 1946 - Struck off, to War Assets Corporation for disposal and later sold				
2310	Westland	National Steel Car	Lysander	Mk IIIA T.T.
TOS: 5 March 1942				
Assigned to No. 1 TC with No. 1 B&GS at Jarvis, ON. To No. 1 TC stored reserve as of 20 Apr 1944. Transferred to No. 1 AC as of 1 Jan 1945 and awaiting disposal instructions as of 15 Jan 1945. Stored post-war at No 6 RD and noted with 758:05 airframe hours when struck off.				
SOS: 1 May 1946 - Struck off, to War Assets Corporation for disposal and later sold				
2311	Westland	National Steel Car	Lysander	Mk IIIA T.T.
TOS: 5 March 1942				
Brought on strength by No. 1 TC. To No. 6 RD Trenton Workshop Reserve as of 2 Apr 1943. To Central Aircraft Crumlin as of 18 Aug 1943. Issued to No. 2 TC on 7 Feb 1944 and used by No. 3 B&GS at RCAF Station MacDonald, MB. Transferred to No. 2 AC on 1 Dec 44 and awaiting disposal instructions as of 10 Feb 1945. Stored post-war at MacDonald and had 863:30 airframe hours since new and 470:40 hours since overhaul when struck off.				
SOS: 12 June 1946 - Struck off, to War Assets Corporation for disposal and later sold				
2312	Westland	National Steel Car	Lysander	Mk IIIA T.T.
TOS: 5 March 1942				
Assigned to No. 1 TC with No. 1 B&GS at Jarvis, ON. Transferred to No. 1 AC as of 1 Jan 1945 and awaiting disposal instructions as of 23 Feb 1945. Stored post-war at No 6 RD and noted with 1,044:50 airframe hours when struck off.				
SOS: 3 May 1946 - Struck off, to War Assets Corporation for disposal and later sold				
2313	Westland	National Steel Car	Lysander	Mk IIIA T.T.
TOS: 11 March 1942				
Assigned to No. 1 TC with No. 1 B&GS at Jarvis, ON. Transferred to No. 1 AC as of 1 Jan 1945 and awaiting disposal instructions as of 23 Feb 1945. Stored post-war at No 6 RD and noted with 1,004:05 airframe hours when struck off.				
SOS: 24 April 1946 - Struck off, to War Assets Corporation for disposal and later sold				
2314	Westland	National Steel Car	Lysander	Mk IIIA T.T.
TOS: 11 March 1942				
Assigned to No. 1 TC with No. 1 B&GS at Jarvis, ON. Transferred to No. 1 AC as of 1 Jan 1945 and awaiting disposal instructions as of 23 Feb 1945. Stored post-war at No 6 RD and noted with 1,054:00 airframe hours when struck off.				
SOS: 3 May 1946 - Struck off, to War Assets Corporation for disposal and later sold				
2315	Westland	National Steel Car	Lysander	Mk IIIA T.T.
TOS: 11 March 1942				
Assigned to No. 1 TC with No. 1 B&GS at Jarvis, ON. Coded "15". Cat "D" on 20 Nov 1943 when the a/c had to be force landed 3 mi S of Evans Point, ON damaging the propeller and reduction gear. The crew escaped with minor injuries. Struck off, after a Cat "A" crash on 25 April 1944. Details are unknown.				
SOS: 19 May 1944 - Cat "A" write-off ; reduced to spares and produce				

2316	Westland	National Steel Car	Lysander	Mk IIIA T.T.
TOS: 11 March 1942				
Assigned to No. 1 TC with No. 1 B&GS at Jarvis, ON. To Central Aircraft in Crumlin on 1 Jul 1942. To No. 2 TC stored reserve as of 26 Dec 1942. Issued to No.2 TC on 20 Oct 1943. Transferred to No. 2 AC as of 1 Dec 1944 and awaiting disposal instructions as of 10 Feb 1945. Stored post-war at MacDonald, MF and note with 623:50 airframe hours when struck off.				
SOS: 12 January 1946 - Struck off, to War Assets Corporation for disposal and later sold				
2317	Westland	National Steel Car	Lysander	Mk IIIA T.T.
TOS: 11 March 1942				
Assigned to No. 1 TC with No. 1 B&GS at Jarvis, ON. Struck off, after Cat "A" crash on 31 July 1944. The pilot was attempting a forced landing after an engine failure at 5,000 ft approximately 10 mi SE of the aerodrome. The drogue operator had bailed out successfully but then the a/c stalled and crashed. P/O J.H. Greene was killed.				
SOS: 31 August 1944 - Cat "A" write-off ; reduced to spares and produce				
2318	Westland	National Steel Car	Lysander	Mk IIIA T.T.
TOS: 23 March 1942				
Assigned to No. 1 TC and served with No. 4 B&GS at Fingal, ON. Struck off, after Category "B" crash. Assigned initially to No. 6 RD Trenton workshop reserve but not repaired and instead written off.				
SOS: 23 February 1944 - written off and reduced to spares and produce				
2319	Westland	National Steel Car	Lysander	Mk IIIA T.T.
TOS: 23 March 1942				
Assigned to No. 1 TC with No. 1 B&GS at Jarvis, ON. Coded "19". Transferred to No. 1 AC as of 1 Jan 1945 and awaiting disposal instructions as of 23 Feb 1945. Stored post-war at No 6 RD and noted with 758:35 airframe hours when struck off.				
SOS: 1 May 1946 - Struck off, to War Assets Corporation for disposal and later sold				
2320	Westland	National Steel Car	Lysander	Mk IIIA T.T.
TOS: 23 March 1942				
Assigned to No. 1 TC with No. 1 B&GS at Jarvis, ON. Transferred to No. 1 AC as of 1 Jan 1945 and awaiting disposal instructions as of 23 Feb 1945. Stored post-war at No 6 RD and noted with 809:55 airframe hours when struck off.				
SOS: 25 April 1946 - Struck off, to War Assets Corporation for disposal and later sold				
2321	Westland	National Steel Car	Lysander	Mk IIIA T.T.
TOS: 23 March 1942				
Assigned to No. 1 TC with No. 1 B&GS at Jarvis, ON. Not repaired and instead truck off, after Category "B" crash sometime before 23 Jun 1943.				
SOS: 23 February 1944 - written off and reduced to spares and produce				
2322	Westland	National Steel Car	Lysander	Mk IIIA T.T.
TOS: 23 March 1942				
Served at No. 4 B&GS at Fingal, ON. To 1 TC stored reserve as of 5 Oct 1944 and awaiting disposal instructions as of 1 Dec 1945. Stored post-war at No. 6 RD and noted with 1,078:20 airframe hours when struck off.				
SOS: 25 April 1946 - Struck off, to War Assets Corporation for disposal and later sold				

2323	Westland	National Steel Car	Lysander	Mk IIIA T.T.
TOS: 23 March 1942				
Assigned to No. 1 TC with No. 1 B&GS at Jarvis, ON. Transferred to No. 1 AC as of 15 Jan 1945 and awaiting disposal instructions as of 24 Mar 1945. Stored post-war at No 6 RD and noted with 899:35 airframe hours when struck off.				
SOS: 1 May 1946 - Struck off, to War Assets Corporation for disposal and later sold				
2324	Westland	National Steel Car	Lysander	Mk IIIA T.T.
TOS: 30 March 1942				
Assigned to No. 1 TC with No. 1 B&GS at Jarvis, ON. Category "B" crash on 12 Nov 1942. To Central Aircraft, Crumlin on 12 Nov 1942. Returned to No. 1 TC stored reserve as of 29 Jul 1943. To No. 1 TC and used by No. 14 SFTS at RCAF Stn Alymer, ON. Back to No. 1 TC stored reserve as of 15 Sep 1944. Transferred to No. 1 AC as of 15 Jan 1945 and awaiting disposal instructions as of 24 Mar 1945. Stored post-war at No 6 RD and noted with 489:55 airframe hours since new; 74:00 hours since overhauled when struck off.				
SOS: 3 May 1946 - Struck off, to War Assets Corporation for disposal and later sold				
2325	Westland	National Steel Car	Lysander	Mk IIIA T.T.
TOS: 30 March 1942				
Assigned to No. 1 TC with No. 1 B&GS at Jarvis, ON. Struck off after Cat "A" crash on 9 Nov 1942. The a/c crashed and burned two mi N of No. 16 SFTS in Hagersville, ON. Sgt (RAF) N. Wade and LAC G.N. Winfield were both killed. The cause of the crash was listed as "obscure". An elevator trim problem was later suspected.				
SOS: 12 December 1942 - Cat "A" write-off ; reduced to spares and produce				
2326	Westland	National Steel Car	Lysander	Mk IIIA T.T.
TOS: 31 March 1942				
Assigned to No. 1 TC and served No. 6 B&GS at RCAF Stn Mountain View, ON. Cat "C" accident there on 16 Apr 1942. Then Cat "B" damage on 24 Jan 1943. To Central Aircraft in Crumlin for repairs as of 1 Feb 1943. Returned to No. 1 TC stored reserve as of 13 Oct 1943. To No. 14 SFTS in Alymer, ON as of 16 Nov 1943. Back to No. 1 TC stored reserve as of 16 Nov 1944. Transferred to No. 1 AC as of 15 Jan 1945 and awaiting disposal instructions as of 23 Feb 1945. Stored post-war at No 6 RD and noted with 518:10 airframe hours since new; 241:50 hours since overhauled when struck off.				
SOS: 3 May 1946 - Struck off, to War Assets Corporation for disposal and later sold				
2327	Westland	National Steel Car	Lysander	Mk IIIA T.T.
TOS: 31 March 1942				
Assigned to No. 1 TC and served No. 6 B&GS at RCAF Stn Mountain View, ON. Cat "C" damage on 8 Apr 1942 while at Mountain View. Assigned to No. 6 RD Trenton workshop reserve as of 9 Jun 1943. Written off and reduced to spares and produce.				
SOS: 23 February 1944 - written off and reduced to spares and produce.				
2328	Westland	National Steel Car	Lysander	Mk IIIA T.T.
TOS: 20 April 1942				
Assigned to No. 1 TC and served No. 6 B&GS at RCAF Stn Mountain View, ON. Cat "C" damage on 23 Feb 1943 while at Mountain View. Then Cat "A" damage on 17 September 1944 again at Mountainview. The pilot was attempting a force landing due to engine problems 1 mi S of Consecon, ON. The a/c overturned in rough terrain and was written off. The crew escaped with minor injuries.				
SOS: 24 November 1944 - Cat "A" write-off ; reduced to spares and produce				

2329	Westland	National Steel Car	Lysander	Mk IIIA T.T.
TOS: 20 April 1942				
Assigned directly to No. 1 TC stored reserve. Issued to unknown unit in No. TC on 9 Jun 1943. Transferred to No. 1 AC as of 15 Jan 1945 and awaiting disposal instructions as of 24 Mar 1945. Stored post-war at No 6 RD and noted with 437:05 airframe hours when struck off.				
SOS: 1 May 1946 - Struck off, to War Assets Corporation for disposal and later sold				
2330	Westland	National Steel Car	Lysander	Mk IIIA T.T.
TOS: 21 April 1942				
Assigned to No. 1 TC and served at No. 4 B&GS at Fingal, ON. To No. 1 TC stored reserve as of 5 Oct 1944. Transferred to No. 1 AC as of 15 Jan 1945 and awaiting disposal instructions as of 24 Mar 1945. Stored post-war at No 6 RD and noted with 913:20 airframe hours when struck off.				
SOS: 1 May 1946 - Struck off, to War Assets Corporation for disposal and later sold				
2331	Westland	National Steel Car	Lysander	Mk IIIA T.T.
TOS: 21 April 1942				
Assigned to No. 1 TC and served at No. 6 B&GS at Mountain View, ON. Category "C" damage on 21 Dec 1942 at Mountain View Transferred to No. 1 AC as of 15 Jan 1945 and awaiting disposal instructions as of 24 Mar 1945. Stored post-war at No 6 RD and noted with 880:45 airframe hours when struck off.				
SOS: 1 May 1946 - Struck off, to War Assets Corporation for disposal and later sold				
2332	Westland	National Steel Car	Lysander	Mk IIIA T.T.
TOS: 22 April 1942				
Assigned to No. 1 TC and served with No. 4 B&GS, Fingal, ON Involved in fatal crash at Fingal, on 14 Oct 1942. The a/c took off on a routine target towing mission and suddenly dove into Lake Erie. Sgt R.O. Gray and Cpl R.H. Hilchie were both killed. The cause of the crash was "obscure". An elevator trim problem was later suspected				
SOS: 2 February 1943 - Cat "A" write-off				
2333	Westland	National Steel Car	Lysander	Mk IIIA T.T.
TOS: 22 April 1942				
Assigned to No. 1 TC and served at No. 4 B&GS at Fingal, ON. To No. 1 TC stored reserve as of 5 Oct 1944. Transferred to No. 1 AC as of 15 Jan 1945 and awaiting disposal instructions as of 24 Mar 1945. Stored post-war at No 6 RD and noted with 962:15 airframe hours when struck off.				
SOS: 1 May 1946 - Struck off, to War Assets Corporation for disposal and later sold				
2334	Westland	National Steel Car	Lysander	Mk IIIA T.T.
TOS: 23 April 1942				
Assigned to No. 1 TC and served at No. 4 B&GS at Fingal, ON. Cat "C" damage on 23 Jan 1943, at Fingal. To No. 1 TC stored reserve as of 5 Oct 1944. Transferred to No. 1 AC as of 15 Jan 1945 and awaiting disposal instructions as of 24 Mar 1945. Stored post-war at No 6 RD and noted with 890:25 airframe hours when struck off.				
SOS: 25 April 1946 - Struck off, to War Assets Corporation for disposal and later sold				
2335	Westland	National Steel Car	Lysander	Mk IIIA T.T.
TOS: 23 April 1942				
Assigned to No. 1 TC and served possibly at No. 4 B&GS at Fingal, ON. To No. 1 TC stored reserve as of 5 Oct 1944. Transferred to No. 1 AC as of 15 Jan 1945 and awaiting disposal instructions as of 15 Jan 1945. Stored post-war at No 6 RD and noted with 863:50 airframe hours when struck off.				

SOS: 25 April 1946 - Struck off, to War Assets Corporation for disposal and later sold

2336	Westland	National Steel Car	Lysander	Mk IIIA T.T.
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TOS: 24 April 1942

Assigned to No. 1 TC and used by an unknown unit. To No. 1 TC stored reserve as of 1 Apr 1944. Transferred to No. 1 AC as of 15 Jan 1945 and awaiting disposal instructions as of 15 Jan 1945. Stored post-war at No 6 RD and noted with 524:05 airframe hours when struck off.

SOS: 1 May 1946 - Struck off, to War Assets Corporation for disposal and later sold

2337	Westland	National Steel Car	Lysander	Mk IIIA T.T.
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TOS: 24 April 1942

Assigned to No. 1 TC in ON and used by No. 31 SFTS. On 30 Apr 1944, the pilot had to execute a forced landing after an engine failure during a drogue towing exercise over Loughbord Lake. The a/c was written off in the attempt. The crew escaped with minor injuries.

SOS: 18 September 1944- Cat "A" write-off; reduced to spares and produce

2338	Westland	National Steel Car	Lysander	Mk IIIA T.T.
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TOS: 25 April 1942

Assigned to No. 1 TC and used by an unknown unit. To No. 1 TC stored reserve as of 9 Mar 1944. Transferred to No. 1 AC as of 12 Jan 1945 and awaiting disposal instructions as of 15 Jan 1945. Stored post-war at No 6 RD and noted with 478:45 airframe hours when struck off.

SOS: 1 May 1946- Struck off, to War Assets Corporation for disposal and later sold

2339	Westland	National Steel Car	Lysander	Mk IIIA T.T.
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TOS: 25 April 1942

Assigned to No. 1 TC in ON. The a/c record card has an entry with this a/c as having a Cat "A" crash on 16 Nov 1942 but the a/c was sent to Central Aircraft in Crumlin as of 16 Nov 1942. It was returned to No. 1 TC stored reserve as of 5 Aug 1943. It was re-issued to No. 14 SFTS in Alymer, ON as of 16 Nov 1943. It was returned to No. 1 TC stored reserve on 1 Aug 1944. Transferred to No. 1 AC as of 15 Jan 1945 and awaiting disposal instructions as of 24 Mar 1945. Stored post-war at No 6 RD and noted with 437:05 airframe hours when struck off.

SOS: 25 April 1946 - Struck off, to War Assets Corporation for disposal and later sold

2340	Westland	National Steel Car	Lysander	Mk IIIA T.T.
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TOS: 27 April 1942

Assigned initially to No. 1 TC in ON. Assigned to No. 3 TC in eastern Canada as of 16 Feb 1944. To No. 3 TC stored reserve as of 13 Jul 1944. Awaiting disposal instructions as of 1 Jan 1945. Stored post-war at St Jean, QC and noted with 630:35 airframe hours when struck off.

SOS: 4 November 1945 - Struck off, to War Assets Corporation for disposal and later sold

2341	Westland	National Steel Car	Lysander	Mk IIIA T.T.	1131
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TOS: 27 April 1942

Assigned initially to No. 4 TC and to an unknown unit. Transferred to No. 2 AC as of 1 Dec 1944 and awaiting disposal instructions as of 5 Jan 1945. Stored post-war at Swift Current, SK and noted with 1,066:05 airframe hours; never overhauled when struck off. Last reported in Surrey, BC, privately owned by Mr. Ed Zalesky, and stored?

SOS: 1 October 1946 - Struck off, to War Assets Corporation for disposal and later sold

2342	Westland	National Steel Car	Lysander	Mk IIIA T.T.	
TOS: 27 April 1942					
Assigned initially to No. 4 TC. Assigned to MacDonald Bros Aircraft on 19 Jan 1943 for crash repairs. To No. 8 RD workshop reserve on 27 Mar 1943. To Central Aircraft, in Crumlin on 23 Aug 1943. To No. 1 TC stored reserve as of 26 Apr 1944. Awaiting disposal instructions with No. 1 AC as of 15 Jan 1945. Stored post-war at No. 6 RD with 161:40 airframe hours since new; 4:25 hours since overhauled					
SOS: 25 April 1946 - Struck off, to War Assets Corporation for disposal and later sold					
2343	Westland	National Steel Car	Lysander	Mk IIIA T.T.	
TOS: 27 April 1942					
Assigned initially to No. 4 TC and to an unknown unit. Transferred to No. 2 AC as of 1 Dec 1944 and awaiting disposal instructions as of 5 Jan 1945. Stored post-war at Swift Current, SK and noted with 1,083:00 airframe hours; never overhauled when struck off.					
SOS: 1 October 1946 - Struck off, to War Assets Corporation for disposal and later sold					
2344	Westland	National Steel Car	Lysander	Mk IIIA T.T.	1183
TOS: 28 April 1942					
Assigned initially to No. 4 TC and used by No. 2 B&GS, at Mossbank, SK. Cat "C" damage on 12 Feb 1943, while at Mossbank. Transferred to No. 2 AC as of 1 Dec 1944 and awaiting disposal instructions as of 5 Jan 1945. Stored post-war at Swift Current, SK and noted with 828:30 airframe hours; never overhauled when struck off. Last reported in Surrey, BC, privately owned by Mr. Ed Zalesky, and stored?					
SOS: 1 October 1946 - Struck off, to War Assets Corporation for disposal and later sold					
2345	Westland	National Steel Car	Lysander	Mk IIIA T.T.	
TOS: 28 April 1942					
Assigned initially to No. 4 TC and to an unknown unit. Transferred to No. 2 AC as of 1 Dec 1944 and awaiting disposal instructions as of 5 Jan 1945. Stored post-war at Swift Current, SK and noted with 1,079:00 airframe hours; never overhauled when struck off.					
SOS: 1 October 1946 - Struck off, to War Assets Corporation for disposal and later sold					
2346	Westland	National Steel Car	Lysander	Mk IIIA T.T.	1185
TOS: 24 April 1942					
Assigned to No. 3 TC. Category "B" damage on 24 June 1942 at RCAF Station Rockcliffe, ON possibly on a ferry flight. To Central Aircraft Crumlin for repairs as of 21 Jan 1943. Returned to No. 1 TC stored reserve as of 10 Jul 1943. Issued to No. 14 SFTS in Aylmer, ON as of 16 Nov 1943. Back to No. 1 TC stored reserve as of 3 Oct 1944. Transferred to No. 1 AC as of 15 Jan 1945 and awaiting disposal instructions as of 23 Feb 1945. Stored post-war at No 6 RD and noted with 236:40 airframe hours; never overhauled when struck off. Acquired by E. Simmons in Tillsonburg, ON. This a/c was subsequently slowly restored to flying condition. It is now preserved and on static display at the US National Air and Space Museum in Chantilly, Virginia. It is painted in a night finish with grey and green topsides, and is marked as AC-B #N7791, a No. 138 (RAF) Squadron aircraft used for clandestine missions in wartime Europe.					
SOS: 15 January 1947 - Struck off, to War Assets Corporation for disposal and later sold					
2347	Westland	National Steel Car	Lysander	Mk IIIA T.T.	
TOS: 29 April 1942					
Assigned initially to No. 4 TC and used by No. 2 B&GS, at Mossbank, SK. Cat "B" damage on 24 Jun 1942, while at Mossbank. Transferred to No. 2 AC as of 1 Dec 1944 and awaiting disposal instructions as of 5 Jan 1945. Stored post-war at Swift Current, SK and noted with 647:30 airframe hours; never overhauled when struck off.					
SOS: 1 October 1946 - Struck off, to War Assets Corporation for disposal and later sold					

2348	Westland	National Steel Car	Lysander	Mk IIIA T.T.	
TOS: 30 April 1942					
Assigned initially to No. 4 TC and to an unknown unit. To No. 4 TC stored reserve as of 8 Jun 1944. Transferred to No. 2 AC as of 1 Dec 1944 and awaiting disposal instructions as of 22 Dec 1944. Stored post-war at Swift Current, SK and noted with 924:40 airframe hours; never overhauled when struck off.					
SOS: 1 October 1946 - Struck off, to War Assets Corporation for disposal and later sold					
2349	Westland	National Steel Car	Lysander	Mk IIIA T.T.	1194
TOS: 30 April 1942					
Assigned initially to No. 4 TC and to an unknown unit. Transferred to No. 2 AC as of 1 Dec 1944 and awaiting disposal instructions as of 22 Dec 1944. Stored post-war at Swift Current, SK and noted with 730:20 airframe hours; never overhauled when struck off. This a/c was subsequently preserved and is on static display at the Canadian Museum of Flight in Langley, BC					
SOS: 1 October 1946 - Struck off, to War Assets Corporation for disposal and later sold					
2350	Westland	National Steel Car	Lysander	Mk IIIA T.T.	
TOS: 5 June 1942					
Assigned initially to No. 4 TC and used by No. 2 B&GS, at Mossbank, SK. Cat "C" damage on 28 Jul 1942, while at Mossbank. To No. 4 TC stored reserve as of 10 Aug 1943. To No. 10 RD Calgary workshop reserve as of 9 Nov 1943. Back to No. 4 TC stored reserve on 6 Jun 1944. Transferred to No. 2 AC as of 1 Dec 1944 and awaiting disposal instructions as of 22 Dec 1944. Stored post-war at No. 10 RD and noted with 870:15 airframe hours; never overhauled when struck off.					
SOS: 22 August 1946 - Struck off, to War Assets Corporation for disposal and later sold					
2351	Westland	National Steel Car	Lysander	Mk IIIA T.T.	
TOS: 5 June 1942					
Assigned initially to No. 4 TC and used by No. 2 B&GS, at Mossbank, SK. Transferred to No. 2 AC as of 1 Dec 1944 and awaiting disposal instructions as of 5 Jan 1945. Stored post-war at Swift Current, SK and noted with 1,122:20 airframe hours; never overhauled when struck off.					
SOS: 1 October 1946 - Struck off, to War Assets Corporation for disposal and later sold					
2352	Westland	National Steel Car	Lysander	Mk IIIA T.T.	
TOS: 5 June 1942					
Assigned initially to No. 4 TC and used by No. 2 B&GS, at Mossbank, SK. To No. 4 TC stored reserve as of 10 Aug 1943. To No. 10 RD workshop reserve as of 6 Aug 1944. Awaiting disposal instructions with No. 2 AC as of 16 Apr 1945. Stored post-war at No. 10 RD and noted with 405:50 airframe hours; never overhauled when struck off.					
SOS: 22 August 1946 - Struck off, to War Assets Corporation for disposal and later sold					
2353	Westland	National Steel Car	Lysander	Mk IIIA T.T.	
TOS: 5 June 1942					
Assigned to No. 4 TC with No. 8 B&GS at RCAF Station Lethbridge, AB. Struck off, after Cat "A" damage on 3 June 1944. No accident details are available.					
SOS: 14 September 1944 - Cat "A" write-off ; reduced to spares and produce					

2354	Westland	National Steel Car	Lysander	Mk IIIA T.T.
TOS: 5 June 1942				
Assigned initially to No. 4 TC and used by No. 8 B&GS, at Lethbridge, AB. To No. 4 TC stored reserve as of 5 Aug 1943. Back to No. 8 B&GS as of 2 Jun 1944. Awaiting disposal instructions with No. 2 AC as of 5 Jan 1945. Stored post-war at Swift Current, SK and noted with 526:50 airframe hours; never overhauled when struck off.				
SOS: 1 October 1946 - Struck off, to War Assets Corporation for disposal and later sold				
2355	Westland	National Steel Car	Lysander	Mk IIIA T.T.
TOS: 5 June 1942				
Assigned initially to No. 4 TC and used by No. 8 B&GS, at Lethbridge, AB. To No. 4 TC stored reserve as of 24 Apr 1944. Transferred to No. 2 AC stored reserve as of 1 Dec 1944. Awaiting disposal instructions with No. 2 AC as of 22 Dec 1944. Stored post-war at Swift Current, SK and noted with 961:30 airframe hours; never overhauled when struck off. Parts of this airframe were used in a re-build of a/c #1582 in April 1974 by the Strathallan Collection, in the UK. This restored composite airframe was airworthy as of 2017 as part of the Shuttleworth Collection in Old Warden, Bedfordshire, UK. It is currently painted in the all black scheme of the clandestine "Special Duties" aircraft of No.161 (RAF) Squadron, bearing the serial #V9367.				
SOS: 1 October 1946 - Struck off, to War Assets Corporation for disposal and later sold				
2356	Westland	National Steel Car	Lysander	Mk IIIA T.T.
TOS: 5 June 1942				
Assigned initially to No. 4 TC and used by No. 8 B&GS, at Lethbridge, AB. To No. 4 TC stored reserve as of 5 Aug 1943. To No. 10 RC workshop reserve as of 23 Feb 1944. Transferred to No. 2 AC stored reserve as of 1 Dec 1944. Awaiting disposal instructions with No. 2 AC as of 22 Dec 1944.				
SOS: 22 August 1946 - Struck off, to War Assets Corporation for disposal and later sold				
2357	Westland	National Steel Car	Lysander	Mk IIIA T.T.
TOS: 5 June 1942				
Assigned initially to No. 4 TC and used by No. 8 B&GS, at Lethbridge, AB. "B" Cat damage sometime before 3 Feb 1943. Sent to MacDonald Bros. Aircraft for repairs on that date. To Central Aircraft in Crumlin on 28 Aug 1943. To No. 4 TC stored reserve as of 13 Mar 1944. Transferred to No. 2 AC stored reserve as of 20 Mar 1945. Awaiting disposal instructions with No. 2 AC as of 1 May 1945. Stored post-war at No. 6 RD and noted with 576:40 airframe hours; 306:30 hours since overhauled when struck off.				
SOS: 3 May 1946 - Struck off, to War Assets Corporation for disposal and later sold				
2358	Westland	National Steel Car	Lysander	Mk IIIA T.T.
TOS: 5 June 1942				
Assigned initially to No. 4 TC and used by No. 8 B&GS, at Lethbridge, AB. Cat "C" damage on 21 Feb 1943. To No. 4 TC stored reserve as of 24 Apr 1944. Transferred to No. 2 AC stored reserve as of 1 Dec 1944. Awaiting disposal instructions with No. 2 AC as of 22 Dec 1944. Stored post-war at Swift Current, SK and noted with 870:15 airframe hours; never overhauled when struck off. Reported				
SOS: 1 October 1946 - Struck off, to War Assets Corporation for disposal and later sold				

2359	Westland	National Steel Car	Lysander	Mk IIIA T.T.	
TOS: 5 June 1942					
Assigned initially to No. 4 TC and used by No. 8 B&GS, at Lethbridge, AB. "B" Cat damage sometime before 8 Mar 1943. Sent to MacDonald Bros. Aircraft for repairs on that date. To Central Aircraft in Crumlin on 7 Aug 1943. To No. 4 TC stored reserve as of 26 Feb 1944. waiting disposal instructions with No.1 AC as of 15 Jan 1945. Stored post-war at No. 6 RD and noted with 252:30 airframe hours; 3:15 hours since overhauled when struck off.					
SOS: 25 April 1946 - Struck off, to War Assets Corporation for disposal and later sold					
2360	Westland	National Steel Car	Lysander	Mk IIIA T.T.	
TOS: 5 June 1942					
Assigned initially to No. 4 TC and used by No. 8 B&GS, at Lethbridge, AB. To No. 4 TC stored reserve as of 24 Apr 1944. Transferred to No. 2 AC stored reserve as of 1 Dec 1944. Awaiting disposal instructions with No. 2 AC as of 22 Dec 1944. Stored post-war at Swift Current, SK and noted with 787:05 airframe hours; never overhauled when struck off.					
SOS: 1 October 1946 - Struck off, to War Assets Corporation for disposal and later sold					
2361	Westland	National Steel Car	Lysander	Mk IIIA T.T.	
TOS: 5 June 1942					
Assigned initially to No. 4 TC and used by No. 8 B&GS, at Lethbridge, AB. Coded "11". To No. 4 TC stored reserve as of 24 Apr 1944. Transferred to No. 2 AC stored reserve as of 1 Dec 1944. Awaiting disposal instructions with No. 2 AC as of 22 Dec 1944. Stored post-war at Swift Current, SK and noted with 593:25 airframe hours; never overhauled when struck off. Acquired post-war by the Canadian Warplane Heritage Museum in Hamilton, ON					
SOS: 1 October 1946 - Struck off, to War Assets Corporation for disposal and later sold					
2362	Westland	National Steel Car	Lysander	Mk IIIA T.T.	
TOS: 5 June 1942					
With No. 8 B&GS at RCAF Station Lethbridge, AB. Cat "C" damage in Lethbridge on 14 January 1943, when this a/c struck Anson #8249 while taxiing in high winds. To No. 4 TC stored reserve as of 5 Aug 1943. Back to use in No. 4 TC as of 7 Jul 44. Returned to No. 4 stored reserve as of 4 Oct 1944. Transferred to No. 2 AC stored reserve as of 1 Dec 1944. Awaiting disposal instructions with No. 2 AC as of 22 Dec 1944. Stored post-war at Swift Current, SK and noted with 474:55 airframe hours; never overhauled when struck off.					
SOS: 1 October 1946 - Struck off, to War Assets Corporation for disposal and later sold					
2363	Westland	National Steel Car	Lysander	Mk IIIA T.T.	1202
TOS: 5 June 1942					
Assigned initially to No. 4 TC and used by No. 8 B&GS, at Lethbridge, AB. Transferred to No. 2 AC as of 1 Dec 1944. Awaiting disposal instructions with No. 2 AC as of 5 Jan 1945. Stored post-war at Swift Current, SK and noted with 414:00 airframe hours; never overhauled when struck off. This a/c was subsequently preserved and was restored to airworthy condition by the Canadian Warplane Heritage Museum in Hamilton, ON and flew for the first time in June 2009.					
SOS: 1 October 1946 - Struck off, to War Assets Corporation for disposal and later sold					
2364	Westland	National Steel Car	Lysander	Mk IIIA T.T.	1205
TOS: 5 June 1942					
Assigned initially to No. 4 TC and used by No. 8 B&GS, at Lethbridge, AB. Transferred to No. 2 AC as of 1 Dec 1944. Awaiting disposal instructions with No. 2 AC as of 5 Jan 1945. Stored post-war at Swift Current, SK and noted with 204:40 airframe hours; never overhauled when struck off. Partially preserved post-war and the remains were subsequently acquired by Canadian Warplane Heritage for spares for their restored aircraft #2363					
SOS: 1 October 1946 - Struck off, to War Assets Corporation for disposal and later sold					

2365	Westland	National Steel Car	Lysander	Mk IIIA T.T.	1206
<p>TOS: 23 June 1942</p> <p>Assigned initially to No. 2 TC and used by unknown unit in western Canada (possibly at Mossbank). To No. 2 TC stored reserve as of 11 Apr 1944. Back to No. 2 TC use as of 26 Jun 1944 and then returned to storage as of 18 Aug 1944. Transferred to No. 2 AC as of 1 Dec 1944. Awaiting disposal instructions with No. 2 AC as of 5 Jan 1945. Stored post-war at Weyburn, SK and noted with 916:10 airframe hours; never overhauled when struck off. Post-war this a/c was preserved by H. Whereatt in Weyburn, SK and eventually acquired by Vintage Wings of Canada in Gatineau, QC. After a full restoration, it first flew 18 Jun 2010. It is painted in No. 400 "City of Toronto" Squadron markings, and it is finished doped silver overall with RCAF serial number #416.</p> <p>SOS: 22 August 1946 - Struck off, to War Assets Corporation for disposal and later sold</p>					
2366	Westland	National Steel Car	Lysander	Mk IIIA T.T.	
<p>TOS: 23 June 1942</p> <p>Assigned initially to No. 2 TC and used by unknown unit in western Canada To No. 2 TC stored reserve as of 18 Aug 1944. Transferred to No. 2 AC as of 1 Dec 1944. Awaiting disposal instructions with No. 2 AC as of 5 Jan 1945. Stored post-war at Weyburn, SK and noted with 620:20 airframe hours; never overhauled when struck off.</p> <p>SOS: 22 August 1946 - Struck off, to War Assets Corporation for disposal and later sold</p>					
2367	Westland	National Steel Car	Lysander	Mk IIIA T.T.	1209
<p>TOS: 23 June 1942</p> <p>Assigned initially to No. 2 TC and used by unknown unit in western Canada. To No. 2 TC stored reserve as of 2 Aug 1943. Back to No. 2 TC use as of 5 Aug 1943 and then returned to storage as of 18 Aug 1944. Transferred to No. 2 AC as of 1 Dec 1944. Awaiting disposal instructions with No. 2 AC as of 5 Jan 1945. Stored post-war at Weyburn, SK and noted with 793:45 airframe hours; never overhauled when struck off.</p> <p>SOS: 22 August 1946 - Struck off, to War Assets Corporation for disposal and later sold</p>					
2368	Westland	National Steel Car	Lysander	Mk IIIA T.T.	
<p>TOS: 23 June 1942</p> <p>Assigned to No. 2 TC and used by No. 5 B&GS at Dafoe, SK. Struck off, after Cat "A" accident 7 mi SE of Dafoe on 24 Jul 1943. The engine apparently failed and the a/c entered into a flat spin and never recovered. F/Sgt E.J. Schultz and AC2 W.B. Greenlay were both killed.</p> <p>SOS: 11 October 1943 - Cat "A" write-off; reduced to spares and produce</p>					
2369	Westland	National Steel Car	Lysander	Mk IIIA T.T.	
<p>TOS: 23 June 1942</p> <p>Assigned to No. 2 TC and used by No. 5 B&GS at Dafoe, SK. Cat "C" damage on 19 Aug 1942, while at Dafoe. Assigned to MacDonald Bros Aircraft for repairs as of 10 Sep 1942. Returned to No. 2 TC stored reserve as of 11 Feb 1943. Re-issued to No. 4 TC and used by No. 2 B&GS in Mossbank, SK as of 25 Mar 1943. To No. 4 TC stored reserve as of 10 Aug 1943. Re-issued on 7 Jan 1944 to No. 2 B&GS. On 24 Jan 1944, the a/c was involved in a Cat "A" accident at Mossbank. The Lysander and a Bolingbroke #10075 from No. 2 B&GS Mossbank collided. P/O W.R. Stephens and LAC A. Maduik were both killed. The Bolingbroke was able to recover safely.</p> <p>SOS: 24 April 1944 - Cat "A" write-off; reduced to spares and produce</p>					
2370	Westland	National Steel Car	Lysander	Mk IIIA T.T.	
<p>TOS: 23 June 1942</p> <p>Assigned initially to No. 2 TC and used by unknown unit in western Canada. To No. 2 TC stored reserve as of 11 Apr 1944. Transferred to No. 2 AC as of 1 Dec 1944. Awaiting disposal instructions with No. 2 AC as of 5 Jan 1945. Stored post-war at Weyburn, SK and noted with 717:40 airframe hours; never overhauled when struck off.</p>					

SOS: 22 August 1946 - Struck off, to War Assets Corporation for disposal and later sold

2371	Westland	National Steel Car	Lysander	Mk IIIA T.T.
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TOS: 23 June 1942

Assigned initially to No. 2 TC and used by unknown unit in western Canada. To No. 2 TC stored reserve as of 11 Apr 1944. Transferred to No. 2 AC as of 1 Dec 1944. Awaiting disposal instructions with No. 2 AC as of 5 Jan 1945. Stored post-war at Weyburn, SK and noted with 1,089:50 airframe hours; never overhauled when struck off.

SOS: 22 August 1946 - Struck off, to War Assets Corporation for disposal and later sold

2372	Westland	National Steel Car	Lysander	Mk IIIA T.T.
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TOS: 23 June 1942

Assigned initially to No. 2 TC and used by unknown unit in western Canada. To No. 2 TC stored reserve as of 9 Jan 1943. Back to No. 2 TC use as of 9 Mar 1943 and then returned to storage as of 18 Aug 1944. Transferred to No. 2 AC as of 1 Dec 1944. Awaiting disposal instructions with No. 2 AC as of 5 Jan 1945. Stored post-war at Weyburn, SK and noted with 888:35 airframe hours; never overhauled when struck off.

SOS: 22 August 1946 - Struck off, to War Assets Corporation for disposal and later sold

2373	Westland	National Steel Car	Lysander	Mk IIIA T.T.
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TOS: 23 June 1942

Assigned initially to No. 2 TC and used by unknown unit in western Canada. To No. 8 RD workshop reserve as of 13 Jun 1944. Written off and reduced to spares and produce.

SOS: 22 June 1944 - written off and reduced to spares and produce.

2374	Westland	National Steel Car	Lysander	Mk IIIA T.T.	1216
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TOS: 23 June 1942

Assigned initially to No. 2 TC and used by unknown unit in western Canada. To No. 2 TC stored reserve as of 9 Jan 1943. Back to No. 2 TC use as of 9 Mar 1943 and then returned to storage as of 18 Aug 1944. Transferred to No. 2 AC as of 1 Dec 1944. Awaiting disposal instructions with No. 2 AC as of 5 Jan 1945. Stored post-war at No. 3 B&GS and noted with 706:40 airframe hours; never overhauled when struck off. The wings from this a/c were subsequently used to build a composite airframe on static display at the Canada Aviation & Space Museum which is marked as #R9003, a 400 (AC) Sqn aircraft used in England.

SOS: 25 November 1946 - Struck off, to War Assets Corporation for disposal and later sold

2375	Westland	National Steel Car	Lysander	Mk IIIA T.T.	1217
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TOS: 23 June 1942

Assigned initially to No. 2 TC and used by unknown unit in western Canada. To No. 2 TC stored reserve as of 18 Aug 1944. Transferred to No. 2 AC as of 1 Dec 1944. Awaiting disposal instructions with No. 2 AC as of 5 Jan 1945. Stored post-war at Weyburn, SK and noted with 918:15 airframe hours; never overhauled when struck off. This a/c was subsequently preserved at the Commonwealth Air Training Plan Museum in Brandon, MB and it was then acquired by the Alverca-Museo Do Ar in Portugal. It is currently in storage with the Musée de l'Air et de l' Espace in Paris, France.

SOS: 22 August 1946 - Struck off, to War Assets Corporation for disposal and later sold

2376	Westland	National Steel Car	Lysander	Mk IIIA T.T.	1218
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TOS: 23 June 1942

Assigned initially to No. 2 TC and used by unknown unit in western Canada. To No. 2 TC stored reserve as of 11 Apr 1944. Transferred to No. 2 AC as of 1 Dec 1944. Awaiting disposal instructions with No. 2 AC as of 5 Jan 1945. Stored post-war at Weyburn, SK and noted with 863:45 airframe hours; never overhauled when struck off. Acquired by Canadian Museum of Flight in Langley, BC

SOS: 22 August 1946 - Struck off, to War Assets Corporation for disposal and later sold

2377	Westland	National Steel Car	Lysander	Mk IIIA T.T.
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TOS: 23 June 1942

Assigned to No. 1 TC and used by an unknown unit. To No. 1 TC stored reserve as of 5 Oct 1944. Transferred to No. 1 AC as of 12 Jan 1945 and awaiting disposal instructions as of 15 Jan 1945. Stored post-war at No 6 RD and noted with 722:00 airframe hours when struck off.

SOS: 1 May 1946 - Struck off, to War Assets Corporation for disposal and later sold

2378	Westland	National Steel Car	Lysander	Mk IIIA T.T.
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TOS: 23 June 1942

Assigned to No. 1 TC and used by an unknown unit. To No. 1 TC stored reserve as of 22 Feb 1944. Transferred to No 6 RD workshop reserve as of 14 Oct 1944. Written off and reduced to spares and produce as of 6 Dec 1944.

SOS: 6 December 1944 - written off and reduced to spares and produce.

2379	Westland	National Steel Car	Lysander	Mk IIIA T.T.
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TOS: 24 June 1942

Assigned to No. 1 TC and employed at No. 4 B&GS at Fingal, ON. On 16 Sep 1943, the a/c was written-off in an accident when the pilot ran out of fuel while using a rich throttle setting during a gunnery target exercise. During the attempted forced landing (1.5 mi W of Eagle, ON) that ensued, the a/c struck wires and flipped over onto its back. The crew escaped with minor injuries.

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

2380	Westland	National Steel Car	Lysander	Mk IIIA T.T.
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TOS: 25 June 1942

Assigned to No. 1 TC and used by an unknown unit in eastern Canada. Transferred to No. 1 AC as of 15 Jan 1945 and awaiting disposal instructions as of 24 Jan 1945. Stored post-war at No 6 RD and noted with 857:50 airframe hours; never overhauled, when struck off.

SOS: 24 April 1946 - Struck off, to War Assets Corporation for disposal and later sold

2381	Westland	National Steel Car	Lysander	Mk IIIA T.T.	1222
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TOS: 26 June 1942

Assigned to No. 1 TC and used by an unknown unit in eastern Canada. Transferred to No. 1 AC as of 15 Jan 1945 and awaiting disposal instructions as of 24 Jan 1945. Stored post-war at No 6 RD and noted with 1,056:40 airframe hours; never overhauled, when struck off. Last reported in Surrey, BC, privately owned by Mr. Ed Zalesky, and stored?

SOS: 1 May 1946 - Struck off, to War Assets Corporation for disposal and later sold

2382	Westland	National Steel Car	Lysander	Mk IIIA T.T.	1223
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TOS: 24 June 1942

Assigned to No. 2 TC in western Canada. Suffered Cat "B" damage on 24 Jul 1942 en route to No. TC. To Central Aircraft in Crumlin for repairs as of 27 Jul 1943. Returned to service and assigned to EAC as of 3 May 1943. To EAC stored reserve as of 1 Nov 1943. Transferred to No. 3 TC stored reserve as of 9 May 1944. Issued to an unknown unit in No 3 TC (at Rockcliffe) as of 23 Jun 1944. Transferred to No. 1 AC as of 5 Jan 1945. Transferred to No. 2 AC as of 25 Jan 1945 and awaiting disposal instructions as of 2 Mar 1945. Struck off and noted with only 108:00 airframe hours. To civil register post war as CF-FOA. Used for crop spraying by Westland Spraying Service, AB. Converted by NW Industries, Edmonton, AB

SOS: 1 July 1946 - to War Assets for disposal and later sold

2383	Westland	National Steel Car	Lysander	Mk IIIA T.T.
TOS: 1 July 1942				
Assigned to No. 2 TC and sent to No. 7 B&GS at Paulson, MB. To No. 2 TC stored reserve as of 2 Aug 1943. Re-issued on 4 Jan 1944 and used at No. 3 B&GS, RCAF Station MacDonald, MB. Back to No. 2 TC as of 17 May 1944. Transferred to No. 2 AC as of 1 Dec 1944 and awaiting disposal instructions as of 22 Dec 1944. Struck off and noted with 564:00 airframe hours; never overhauled.				
SOS: 25 November 1946 - Struck off, to War Assets Corporation for disposal and later sold				
2384	Westland	National Steel Car	Lysander	Mk IIIA T.T.
TOS: 1 July 1942				
Assigned to No. 2 TC and sent to No. 7 B&GS at Paulson, MB. Possibly involved in some unknown accident. Sent to McDonald Bros Aircraft as of 14 Dec 1942. Transferred to No. 8 RD workshop reserve as of 27 Mar 1943. To Central Aircraft in Crumlin as of 23 Aug 1943. To No. 6 RD workshop reserve as of 15 Jan 1944. Written off and reduced to spares and produce as of 25 Feb 1944.				
SOS: 25 February 1944 - written off and reduced to spares and produce				
2385	Westland	National Steel Car	Lysander	Mk IIIA T.T.
TOS: 1 July 1942				
Assigned to No. 2 TC and sent to No. 7 B&GS at Paulson, MB. To No. 2 TC stored reserve as of 17 May 1944. Transferred to No. 2 AC as of 1 Dec 1944 and awaiting disposal instructions as of 12 Feb 1945. Struck off and noted with 880:45 airframe hours; never overhauled.				
SOS: 12 June 1946 - Struck off, to War Assets Corporation for disposal and later sold				
2386	Westland	National Steel Car	Lysander	Mk IIIA T.T.
TOS: 1 July 1942				
Assigned to No. 2 TC and sent to No. 7 B&GS at Paulson, MB. To No. 2 TC stored reserve as of 26 Jun 1944. Transferred to No. 2 AC as of 1 Dec 1944 and awaiting disposal instructions as of 6 Feb 1945. Struck off and noted with 1,172:15 airframe hours; never overhauled.				
SOS: 9 July 1946 - Struck off, to War Assets Corporation for disposal and later sold				
2387	Westland	National Steel Car	Lysander	Mk IIIA T.T.
TOS: 1 July 1942				
Assigned initially to No. 2 TC and sent to No. 7 B&GS at Paulson, MB. To No. 8 RD in Winnipeg, MB as of 8 Oct 1942. To MacDonald Bros Aircraft as of 15 Dec 1942. To No. 2 TC stored reserve as of 13 May 1943. Re-issued on 4 Jan 1944 and used at No. 3 B&GS, RCAF Station MacDonald, MB. Transferred to No. 2 AC as of 1 Dec 1944 and awaiting disposal instructions as of 10 Feb 1945. Struck off and noted with 610:05 airframe hours; never overhauled.				
SOS: 12 June 1946 - Struck off, to War Assets Corporation for disposal and later sold				
2388	Westland	National Steel Car	Lysander	Mk IIIA T.T.
TOS: 11 July 1942				
Assigned initially to No. 2 TC and used by an unknown unit. To No. 8 RD workshop reserve in Winnipeg, MB as of 2 Aug 1943. To Central Aircraft in Crumlin as of 23 Aug 1943. To No. 1 TC stored reserve as of 20 Mar 1944. Transferred to No. 1 AC and awaiting disposal instructions as of 15 Jan 1945. Struck off and noted with 542:55 airframe hours; never overhauled.				
SOS: 25 April 1946 - Struck off, to War Assets Corporation for disposal and later sold				

2389	Westland	National Steel Car	Lysander	Mk IIIA T.T.
TOS: 11 July 1942				
Assigned to No. 2 TC and used by No. 7 B&GS at Paulson, MB. Struck off, after Cat "A" crash at Paulson, MB on 2 Sep 1942 when two a/c collided. Sgt A. Ogden and LAC R.E. Smith took off in #2389 on a gunnery exercise and approximately 8 mi north of the aerodrome, the a/c collided with Fairey Battle #1962. The three-man crew on the Battle, LAC C.P.P. Lowe (pilot) and LACs D.W. Duncan and K.A.Lambert also perished.				
SOS: 6 October 1942 - Cat "A" write-off				
2390	Westland	National Steel Car	Lysander	Mk IIIA T.T.
TOS: 11 July 1942				
Assigned initially to No. 2 TC and used by unknown unit in western Canada. To No. 2 TC stored reserve as of 19 Jul 1944. Transferred to No. 2 AC as of 1 Dec 1944. Awaiting disposal instructions with No. 2 AC as of 5 Jan 1945. Stored post-war at Weyburn, SK and noted with 1,000:20 airframe hours; never overhauled when struck off.				
SOS: 22 August 1946 - Struck off, to War Assets Corporation for disposal and later sold				
2391	Westland	National Steel Car	Lysander	Mk IIIA T.T.
TOS: 11 July 1942				
Assigned initially to No. 2 TC and used by unknown unit in western Canada. To No. 2 TC stored reserve as of 2 Aug 1943. Re-issued as of 20 Oct 1943 and then back to stored reserve as of 14 Sep 1944. Transferred to No. 2 AC as of 1 Dec 1944. Awaiting disposal instructions with No. 2 AC as of 5 Jan 1945. Stored post-war at Weyburn, SK and noted with 879:45 airframe hours; never overhauled when struck off.				
SOS: 22 August 1946 - Struck off, to War Assets Corporation for disposal and later sold				
2392	Westland	National Steel Car	Lysander	Mk IIIA T.T.
TOS: 11 July 1942				
Assigned to No. 2 TC and to an unknown unit in western Canada. Struck off, after crashing on or before 2 February 1944. No details of the accident are available.				
SOS: 2 May 1944 - Cat "A" write-off ; reduced to spares and produce				
2393	Westland	National Steel Car	Lysander	Mk IIIA T.T.
TOS: 11 July 1942				
Assigned initially to No. 2 TC and used by unknown unit in western Canada. To No. 2 TC stored reserve as of 19 Jul 1944. Transferred to No. 2 AC as of 1 Dec 1944. Awaiting disposal instructions with No. 2 AC as of 5 Jan 1945. Stored post-war at Weyburn, SK and noted with 849:05 airframe hours; never overhauled when struck off.				
SOS: 22 August 1946 - Struck off, to War Assets Corporation for disposal and later sold				
2394	Westland	National Steel Car	Lysander	Mk IIIA T.T.
TOS: 16 July 1942				
Assigned to EAC and used by No. 36 OTU, an RAF training unit at Greenwood, NS, administered by the RCAF. To EAC stored reserve as of 4 Feb 1944. Awaiting disposal instructions as of 16 Dec 1944. Stored post-war at No. 4 RD in Scoudouc, NB and noted with 227:05 airframe hours; never overhauled when struck off.				
SOS: 4 September 1946 - Struck off, to War Assets Corporation for disposal and later sold				

2395	Westland	National Steel Car	Lysander	Mk IIIA T.T.
TOS: 16 July 1942				
Assigned to EAC and used by No. 36 OTU, an RAF training unit at Greenwood, NS, administered by the RCAF. To EAC stored reserve as of 11 Feb 1944. Awaiting disposal instructions as of 28 Mar 1945 with No. 1 AC. Stored post-war at No. 9 RD in St. Jean, QC and noted with 225:50 airframe hours; never overhauled when struck off.				
SOS: 8 November 1945 - Struck off, to War Assets Corporation for disposal and later sold				
2396	Westland	National Steel Car	Lysander	Mk IIIA T.T.
TOS: 16 July 1942				
Assigned to No. 31 OTU, an RAF training unit at Derbert, NS, administered by the RCAF. To No. 3 TC stored reserve as of 9 May 1944. Awaiting disposal instructions as of 3 Apr 1945 with No. 1 AC. Stored post-war at No. 9 RD in St. Jean, QC and noted with 569:55 airframe hours; never overhauled when struck off.				
SOS: 30 May 1946 - Struck off, to War Assets Corporation for disposal and later sold				
2397	Westland	National Steel Car	Lysander	Mk IIIA T.T.
TOS: 16 July 1942				
Assigned to No. 31 OTU, an RAF training unit at Derbert, NS, administered by the RCAF. To No. 4 RD in Scoudouc, NB as of 17 May 1943 for repairs and then to Central Aircraft in Crumlin as of 3 Aug 1943. Returned to No. 1 TC stored reserve as of 31 Jan 1944. Awaiting disposal instructions as of 15 Jan 1945 with No. 1 AC. Stored post-war at No. 6 RD in Trenton and noted with 323:50 airframe hours; 3:05 hours since overhauled when struck off.				
SOS: 25 April 1946 - Struck off, to War Assets Corporation for disposal and later sold				
2398	Westland	National Steel Car	Lysander	Mk IIIA T.T.
TOS: 16 July 1942				
Assigned to No. 36 OTU, an RAF training unit at Greenwood, NS, administered by the RCAF. To No. 4 RD in Scoudouc, NB as of 23 Feb 1943 for repairs and then to Central Aircraft in Crumlin as of 5 Mar 1943. Returned to No. 3 TC and used by the Wireless Air School as of 25 Nov 1943. To No. 3 TC stored reserve as of 19 Jun 1944. Awaiting disposal instructions as of 15 Jan 1945 with No. 1 AC. Stored post-war at No. 6 RD in Trenton and noted with 344:40 airframe hours; 240:50 hours since overhauled when struck off.				
SOS: 3 May 1946 - Struck off, to War Assets Corporation for disposal and later sold				
2399	Westland	National Steel Car	Lysander	Mk IIIA T.T.
TOS: 16 July 1942				
Assigned to No. 36 OTU, an RAF training unit at Greenwood, NS, administered by the RCAF. The a/c received Cat "B" damage in 1943. To No. 4 RD in Scoudouc, NB as of 25 Jun 1943 for repairs and then to Central Aircraft in Crumlin as of 3 Aug 1943. Returned to No. 1 TC stored reserve as of 19 Jan 1944. Awaiting disposal instructions as of 15 Jan 1945 with No. 1 AC. Stored post-war at No. 6 RD in Trenton and noted with 279:00 airframe hours; 3:45 hours since overhauled when struck off.				
SOS: 25 April 1946 - Struck off, to War Assets Corporation for disposal and later sold				
2400	Westland	National Steel Car	Lysander	Mk IIIA T.T.
TOS: 16 July 1942				
Assigned to No. 36 OTU, an RAF training unit at Greenwood, NS, administered by the RCAF. To No. 1 TC stored reserve as of 4 Apr 1944. Awaiting disposal instructions as of 15 Jan 1945 with No. 1 AC. Stored post-war at No. 6 RD in Trenton and noted with 145:25 airframe hours.				
SOS: 25 April 1946 - Struck off, to War Assets Corporation for disposal and later sold				

2401	Westland	National Steel Car	Lysander	Mk IIIA T.T.
TOS: 16 July 1942				
Assigned to No. 31 OTU, an RAF training unit at Derbert, NS, administered by the RCAF. To No. 3 TC stored reserve as of 11 Feb 1944. Re-issued as of 22 May 1944. To No. 6 RD workshop reserve in Trenton, ON as of 30 Aug 1944. Written-off and reduced to spares and produce.				
SOS: 2 November 1944 - written off and reduced to spares and produce				
2402	Westland	National Steel Car	Lysander	Mk IIIA T.T.
TOS: 16 July 1942				
Assigned to No. 31 OTU, an RAF training unit at Derbert, NS, administered by the RCAF. To No. 3 TC stored reserve as of 11 Feb 1944. Re-issued as of 22 May 1944. Awaiting disposal instructions as of 18 Nov 1944 with No. 3 TC. Stored post-war at No. 9 RD in St. Jean, QC and noted with 951:30 airframe hours; never overhauled when struck off.				
SOS: 8 November 1945 - Struck off, to War Assets Corporation for disposal and later sold				
2403	Westland	National Steel Car	Lysander	Mk IIIA T.T.
TOS: 17 July 1942				
Assigned to No. 34 OTU, an RAF training unit at Pennfield Ridge, NB, administered by the RCAF. Sent to No. 1 TC stored reserve as of 4 Apr 1944. Awaiting disposal instructions as of 15 Jan 1945 with No. 1 AC. Stored post-war at No. 6 RD in Trenton and noted with 118:30 airframe hours; never overhauled when struck off.				
SOS: 25 April 1946 - Struck off, to War Assets Corporation for disposal and later sold				
2404	Westland	National Steel Car	Lysander	Mk IIIA T.T.
TOS: 17 July 1942				
Assigned to No. 34 OTU, an RAF training unit at Pennfield Ridge, NB, administered by the RCAF. Sent to No. 3 TC stored reserve as of 11 Feb 1944. Re-issued as of 22 May 1944. Transferred as of 15 Jan 1945 to No. 1 AC. Cat "B" damage on 24 Feb 1945, at No. 14 SFTS at Aylmer, ON. To No. 6 RD workshop reserve as of 6 Apr 1945. Stored post-war at No. 6 RD in Trenton and noted with 411:45 airframe hours; never overhauled when struck off.				
SOS: 3 September 1946 - Struck off, to War Assets Corporation for disposal and later sold				
2405	Westland	National Steel Car	Lysander	Mk IIIA T.T.
TOS: 17 July 1942				
Assigned to No. 34 OTU, an RAF training unit at Pennfield Ridge, NB, administered by the RCAF. Sent to No. 1 TC stored reserve as of 11 Feb 1944. Re-issued as of 10 Jul 1944 to No. 6 B&GS in Mountain View, ON. Transferred as of 15 Jan 1945 to No. 1 AC. Stored post-war at No. 6 RD in Trenton and noted with 231:55 airframe hours; never overhauled.				
SOS: 25 April 1946 - Struck off, to War Assets Corporation for disposal and later sold				
2406	Westland	National Steel Car	Lysander	Mk IIIA T.T.
TOS: 17 July 1942				
Assigned to No. 34 OTU, an RAF training unit at Pennfield Ridge, NB, administered by the RCAF. Sent to No. 3 TC stored reserve as of 9 May 1944. Re-issued as of 21 Jun 1944 to No. 1 TC. Transferred as of 15 Jan 1945 to No. 1 AC. Stored post-war at No. 6 RD in Trenton and noted with 442:00 airframe hours; never overhauled.				
SOS: 24 April 1946 - Struck off, to War Assets Corporation for disposal and later sold				

2407	Westland	National Steel Car	Lysander	Mk IIIA T.T.
TOS: 18 July 1942				
Assigned first to No. 32 OTU, an RAF training unit at Patricia Bay, BC, administered by the RCAF. As of 7 Jan 1944, sent to No. 3 B&GS, RCAF Station MacDonald, MB. Transferred to No. 2 AC as of 1 Dec 1944 and awaiting disposal instructions as of 10 Feb 1945. Stored post-war at MacDonald and noted with 761:55 airframe hours; never overhauled when struck off.				
SOS: 12 June 1946 - Struck off, to War Assets Corporation for disposal and later sold				
2408	Westland	National Steel Car	Lysander	Mk IIIA T.T.
TOS: 18 July 1942				
Assigned first to No. 32 OTU, an RAF training unit at Patricia Bay, BC, administered by the RCAF. As of 7 Jan 1944, sent to No. 3 B&GS, RCAF Station MacDonald, MB. Transferred to No. 2 AC as of 1 Dec 1944 and awaiting disposal instructions as of 10 Feb 1945. Stored post-war at MacDonald and noted with 769:00 airframe hours; never overhauled when struck off.				
SOS: 12 June 1946 - Struck off, to War Assets Corporation for disposal and later sold				
2409	Westland	National Steel Car	Lysander	Mk IIIA T.T.
TOS: 18 July 1942				
Assigned first to No. 32 OTU, an RAF training unit at Patricia Bay, BC, administered by the RCAF. As of 7 Jan 1944, transferred to WAC stored reserve. Awaiting disposal instructions as of 8 Jun 1945. Stored post-war at Patricia Bay and noted with 368:50 airframe hours; never overhauled when struck off.				
SOS: 13 January 1948 - Struck off, to War Assets Corporation for disposal and later sold				
2410	Westland	National Steel Car	Lysander	Mk IIIA T.T.
TOS: 18 July 1942				
Assigned first to No. 32 OTU, an RAF training unit at Patricia Bay, BC, administered by the RCAF. Coded "LC". As of 12 Dec 1943, transferred to No. 3 RD workshop reserve for repairs and then to WAC stored reserve as of 21 Sep 44. Awaiting disposal instructions as of 8 Jun 1945. Stored post-war at Patricia Bay and noted with 105:50 airframe hours; never overhauled when struck off.				
SOS: 21 August 1946 - Struck off, to War Assets Corporation for disposal and later sold				
2411	Westland	National Steel Car	Lysander	Mk IIIA T.T.
TOS: 23 July 1942				
Assigned to No. 1 TC and used by an unknown unit. To No. 3 TC as of 16 Feb 1944. To No. 6 RD workshop reserve as of 1 Apr 1944. Written off and reduced to spares and produce.				
SOS: 17 June 1944 - written off and reduced to spares and produce				
2412	Westland	National Steel Car	Lysander	Mk IIIA T.T.
TOS: 23 July 1942				
Assigned to No. 1 TC and used by an unknown unit. To No. 3 TC as of 16 Feb 1944. To No. 3 TC stored reserve as of 13 Jul 1944. Awaiting disposal instructions as of 8 Jun 1945. Stored post-war at St. Jean, QC and noted with 789:10 airframe hours; never overhauled when struck off.				
SOS: 8 November 1945 - Struck off, to War Assets Corporation for disposal and later sold				
2413	Westland	National Steel Car	Lysander	Mk IIIA T.T.
TOS: 23 July 1942				
Assigned to No. 1 TC and used by an unknown unit. Cat "B" damage at Trenton on or before 15 Oct 1943. Allotted to No. 6 RD in Trenton for assessment. Not repaired. Written off and reduced to spares and produce.				

SOS: 23 February 1944 - written off and reduced to spares and produce

2414	Westland	National Steel Car	Lysander	Mk IIIA T.T.
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TOS: 23 July 1942

Assigned to No. 1 TC and used by an unknown unit. To No. 1 TC stored reserve as of 22 Feb 1943. Reissued as of 5 Jun 1943 still in No. 1 TC. Back to No. 1 TC stored reserve as of 22 Feb 1944. Awaiting disposal instructions as of 12 Jan 1945. Stored post-war at No. 6 RD and noted with 429:10 airframe hours; never overhauled when struck off.

SOS: 25 April 1946 - Struck off, to War Assets Corporation for disposal and later sold

2415	Westland	National Steel Car	Lysander	Mk IIIA T.T.
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TOS: 23 July 1942

Assigned to No. 1 TC and used by No. 31 B&GS in Picton, ON. Coded "5". On the 22 Feb 1944, the a/c ran out of fuel during an authorized target towing flight. The pilot then carried out a forced landing procedure. The a/c flipped over upon landing 2 ¾ miles east of Point Traverse Road at 11:45 hours and sustained Cat "B" damage. The crew escaped with minor injuries. Allotted to No. 6 RD in Trenton on 6 Mar 1944 for assessment. Not repaired. Written off and reduced to spares and produce.

SOS: 14 June 1944 - written off and reduced to spares and produce

2416	Westland	National Steel Car	Lysander	Mk IIIA T.T.
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TOS: 23 July 1942

Assigned to No. 1 TC and used by an unknown unit. No. 1 TC stored reserve as of 9 Mar 1944. Awaiting disposal instructions as of 12 Jan 1945. Stored post-war at No. 6 RD and noted with 605:00 airframe hours; never overhauled when struck off.

SOS: 1 May 1946 - Struck off, to War Assets Corporation for disposal and later sold

2417	Westland	National Steel Car	Lysander	Mk IIIA T.T.
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TOS: 30 July 1942

Assigned to No. 1 TC and used by an unknown unit. Awaiting disposal instructions with No. 1 AC as of 24 Mar 1945. Stored post-war at No. 6 RD and noted with 957:40 airframe hours; never overhauled when struck off.

SOS: 1 May 1946 - Struck off, to War Assets Corporation for disposal and later sold

2418	Westland	National Steel Car	Lysander	Mk IIIA T.T.
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TOS: 30 July 1942

Assigned directly into No. 1 TC stored reserve. Issued to unknown unit in No. 1 TC as of 2 Mar 1943. Transferred to No. 3 TC as of 16 Feb 1944. Awaiting disposal instructions with No. 1 AC as of 1 May 1945. Converted to glider tug on 12 July 1945 and then placed in No. 1 AC stored reserve. Probably one of the last Lysanders on strength in the RCAF. Record card is annotated on 24 Apr 1946 "to be retained in the RCAF for display purposes" but in fact the a/c was later struck off and sold.

SOS: 5 February 1948 - Struck off, to War Assets Corporation for disposal and later sold

2419	Westland	National Steel Car	Lysander	Mk IIIA T.T.
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TOS: 30 July 1942

Assigned initially to EAC and used by No. 1 (F) OTU at RCAF Station Bagotville, QC. Placed in No. 1 TC stored reserve as of 4 Apr 1944. Awaiting disposal instructions with No. 1 AC as of 15 Jan 1945. Stored post-war at No. 6 RD and noted with only 168:15 airframe hours; never overhauled when struck off.

SOS: 25 April 1946 - Struck off, to War Assets Corporation for disposal and later sold

2420	Westland	National Steel Car	Lysander	Mk IIIA T.T.
TOS: 30 July 1942				
Assigned initially to EAC and used by No. 1 (F) OTU at RCAF Station Bagotville, QC. Placed in EAC stored reserve as of 1 Nov 1943. Transferred to No. 3 TC stored reserve as of 9 May 1944. Issued to No 1 TC on 10 Jul 1944 and used at No. 6 B&GS at Jarvis, ON. Awaiting disposal instructions with No. 1 AC as of 15 Jan 1945. Stored post-war at No. 6 RD and noted with only 166:20 airframe hours; never overhauled when struck off.				
SOS: 1 May 1946 - Struck off, to War Assets Corporation for disposal and later sold				
2421	Westland	National Steel Car	Lysander	Mk IIIA T.T.
TOS: 28 July 1942				
Assigned initially to EAC and used by No. 1 (F) OTU at RCAF Station Bagotville, QC. Placed in Transferred to No. 3 TC stored reserve as of 17 Feb 1944. Awaiting disposal instructions with No. 3 TC as of 12 Jan 1945. Stored post-war at St. Jean, QC and noted with 349:05 airframe hours; never overhauled when struck off.				
SOS: 8 November 1945 - Struck off, to War Assets Corporation for disposal and later sold				
2422	Westland	National Steel Car	Lysander	Mk IIIA T.T.
TOS: 28 July 1942				
Assigned initially to EAC and used by No. 1 (F) OTU at RCAF Station Bagotville, QC. Placed in No. 3 TC stored reserve as of 9 May 1944. Issued to No 1 TC on 21 Jun 1944 and used by an unknown unit. Awaiting disposal instructions with No. 1 AC as of 12 Jan 1945. Stored post-war at No. 6 RD and noted with 387:30 airframe hours; never overhauled when struck off				
SOS: 25 April 1946 - Struck off, to War Assets Corporation for disposal and later sold				
2423	Westland	National Steel Car	Lysander	Mk IIIA T.T.
TOS: 28 July 1942				
Assigned initially to EAC and used by No. 1 OTU, RCAF Station Bagotville, QC Involved in a Cat "B" crash on 11 March 1943. Assigned to No. 9 RD workshop reserve in St Jean, QC. Written off and reduced to spares and produce.				
SOS: 20 April 1944 - written off and reduced to spares and produce				
2424	Westland	National Steel Car	Lysander	Mk IIIA T.T.
TOS: 28 July 1942				
Assigned initially to EAC and used by No. 1 (F) OTU at RCAF Station Bagotville, QC. Placed in No. 3 TC stored reserve as of 9 May 1944. Awaiting disposal instructions with No. 3 TC as of 12 Jan 1945. Stored post-war at St. Jean, QC and noted with 327:35 airframe hours; never overhauled when struck off.				
SOS: 8 November 1945 - Struck off, to War Assets Corporation for disposal and later sold				
2425	Westland	National Steel Car	Lysander	Mk IIIA T.T.
TOS: 26 July 1942				
Assigned initially to No. 1 TC but then transferred to No. 3 TC as of 9 Sep 42 and used by T&D Establishment to test Noorduyn designed skis. To No. 1 TC stored reserve as of 23 Sep 43. Issued to No. 14 SFTS, RCAF Station Aylmer, ON as of 16 Nov 43. Back to No. 1 TC stored reserve as of 1 Aug 1944. Awaiting disposal instructions with No. 1 AC as of 23 Feb 1945. Stored post-war at No. 6 RD and noted with 271:05 airframe hours; never overhauled when struck off. Record card is annotated on 18 Dec 1947 "to be retained in the RCAF for display purposes" but in fact the a/c was later struck off and sold.				
SOS: 5 February 1948 - Struck off, to War Assets Corporation for disposal and later sold				

2426	Westland	National Steel Car	Lysander	Mk IIIA T.T.
TOS: 19 August 1942				
Assigned initially to No. 1 TC to an unknown unit. To No. 1 TC stored reserve as of 5 Oct 1944. Awaiting disposal instructions with No. 1 AC as of 23 Feb 1945. Stored post-war at No. 6 RD and noted with 627:30 airframe hours; never overhauled when struck off.				
SOS: 1 May 1946 - Struck off, to War Assets Corporation for disposal and later sold				
2427	Westland	National Steel Car	Lysander	Mk IIIA T.T.
TOS: 19 August 1942				
Taken on strength by No. 1 TC and assigned to No. 4 B&GS, Fingal, ON. Struck off, after Cat "A" damage on 19 Oct 1943. During a gunnery mission, due to pilot error, #2427 struck the drogue cable of Lysander #1541, shearing off the starboard wing. #2427 then spun into the ground while the other a/c recovered safely. The a/c's crew, WO2 N.T. Lavoie and LAC L. Renaud, were both killed				
SOS: 29 November 1943 - Cat "A" write-off				
2428	Westland	National Steel Car	Lysander	Mk IIIA T.T.
TOS: 19 August 1942				
Assigned initially to No. 1 TC to an unknown unit. To No. 1 TC stored reserve as of 5 Oct 1944. Awaiting disposal instructions with No. 1 AC as of 15 Jan 1945. Stored post-war at No. 6 RD and noted with 797:50 airframe hours; never overhauled when struck off.				
SOS: 25 April 1946 - Struck off, to War Assets Corporation for disposal and later sold				
2429	Westland	National Steel Car	Lysander	Mk IIIA T.T.
TOS: 19 August 1942				
Assigned to No. 1 TC and used by an unknown unit. To No. 6 RD workshop reserve as of 11 Aug 1943. Written off and reduced to spares and produce.				
SOS: 13 September 1943 - written off and reduced to spares and produce				
2430	Westland	National Steel Car	Lysander	Mk IIIA T.T.
TOS: 19 August 1942				
Assigned to No. 1 TC and used by an unknown unit. Struck off, after Cat "A" damage on 13 Sep 1943. No accident details are available				
SOS: 29 September 1943 - Cat "A" write-off ; reduced to spares and produce				
2431	Westland	National Steel Car	Lysander	Mk IIIA T.T.
TOS: 19 August 1942				
Assigned initially to No. 1 TC to an unknown unit. Coded "1". Awaiting disposal instructions with No. 1 AC as of 23 Feb 1945. Stored post-war at No. 6 RD and noted with 908:10 airframe hours; never overhauled when struck off.				
SOS: 3 May 1946 - Struck off, to War Assets Corporation for disposal and later sold				
2432	Westland	National Steel Car	Lysander	Mk IIIA T.T.
TOS: 3 September 1942				
Assigned initially to No. 1 TC to an unknown unit. Awaiting disposal instructions with No. 1 AC as of 23 Feb 1945. Stored post-war at No. 6 RD and noted with 835:40 airframe hours; never overhauled when struck off.				
SOS: 1 May 1946 - Struck off, to War Assets Corporation for disposal and later sold				

2433	Westland	National Steel Car	Lysander	Mk IIIA T.T.
TOS: 3 September 1942				
Assigned to No. 1 TC and used by an unknown unit. To No. 6 RD workshop reserve as of 9 Nov 1944. Written off and reduced to spares and produce.				
SOS: 11 December 1944 - written off and reduced to spares and produce				
2434	Westland	National Steel Car	Lysander	Mk IIIA T.T.
TOS: 3 September 1942				
Assigned initially to No. 1 TC to an unknown unit. To No. 1 TC stored reserve as of 9 Mar 1944. Awaiting disposal instructions with No. 1 AC as of 15 Jan 1945. Stored post-war at No. 6 RD and noted with 570:20 airframe hours; never overhauled when struck off.				
SOS: 1 May 1946 - Struck off, to War Assets Corporation for disposal and later sold				
2435	Westland	National Steel Car	Lysander	Mk IIIA T.T.
TOS: 28 August 1942				
Assigned initially to No. 4 TC to an unknown unit. After Cat "B" damage assigned to No 8 RD workshop reserve on 20 Dec 1943. Not repaired. Written off and reduced to spares and produce.				
SOS: 29 January 1944 - written off and reduced to spares and produce				
2436	Westland	National Steel Car	Lysander	Mk IIIA T.T.
TOS: 28 August 1942				
Assigned initially to No. 4 TC to an unknown unit. Assigned to No 10 RD workshop reserve on 26 Oct 1944. Written off but annotated "[To be] retained in whole state"				
SOS: 22 February 1945 - written off but annotated "[To be] retained in whole state"				
2437	Westland	National Steel Car	Lysander	Mk IIIA T.T.
TOS: 28 August 1942				
Assigned initially to No. 4 TC to an unknown unit. To No. 2 AC stored reserve as of 1 Dec 1944. Awaiting disposal instructions with No. 2 AC as of 5 Jan 1945. Stored post-war at Swift Current and noted with 821:40 airframe hours; never overhauled when struck off.				
SOS: 1 October 1946 - Struck off, to War Assets Corporation for disposal and later sold				
2438	Westland	National Steel Car	Lysander	Mk IIIA T.T.
TOS: 28 August 1942				
Assigned initially to No. 4 TC to an unknown unit. To No. 2 AC stored reserve as of 1 Dec 1944. Awaiting disposal instructions with No. 2 AC as of 5 Jan 1945. Stored post-war at Swift Current and noted with 791:30 airframe hours; never overhauled when struck off.				
SOS: 1 October 1946 - Struck off, to War Assets Corporation for disposal and later sold				
2439	Westland	National Steel Car	Lysander	Mk IIIA T.T.
TOS: 28 August 1942				
Assigned initially to No. 4 TC to an unknown unit. To No. 2 AC stored reserve as of 1 Dec 1944. Awaiting disposal instructions with No. 2 AC as of 5 Jan 1945. Stored post-war at Swift Current and noted with 914:10 airframe hours; never overhauled when struck off.				
SOS: 1 October 1946 - Struck off, to War Assets Corporation for disposal and later sold				

2440	Westland	National Steel Car	Lysander	Mk IIIA T.T.
TOS: 19 August 1942				
Assigned initially to No. 2 TC to No. 7 B&GS. To No. 2 TC stored reserve as of 2 Aug 1943. Re-issued and served at No. 3 B&GS, RCAF Station MacDonald, MB as of 4 Jan 1944. Awaiting disposal instructions with No. 2 AC as of 20 Feb 1945. Stored post-war at No. 3 B&GS and had 871:00 airframe hours; never overhauled when struck off.				
SOS: 12 June 1946 - Struck off, to War Assets Corporation for disposal and later sold				
2441	Westland	National Steel Car	Lysander	Mk IIIA T.T.
TOS: 28 August 1942				
Assigned initially to No. 4 TC and served at No. 8 B&GS, RCAF Station Lethbridge, AB. Awaiting disposal instructions with No. 2 AC as of 5 Jan 1945. Stored post-war at Swift Current and noted with 957:15 airframe hours; never overhauled when struck off.				
SOS: 1 October 1946 - Struck off, to War Assets Corporation for disposal and later sold				
2442	Westland	National Steel Car	Lysander	Mk IIIA T.T.
TOS: 28 August 1942				
Assigned initially to No. 4 TC and served with an unknown unit. To No. 4 TC stored reserve as of 5 Aug 1943. Re-issued on 22 Dec 1943. Back to No. 4 TC stored reserve as of 4 Oct 1944. Awaiting disposal instructions with No. 2 AC as of 1 Dec 1944. Struck off and noted with 383:20 airframe hours; never overhauled.				
SOS: 1 October 1946 - Struck off, to War Assets Corporation for disposal and later sold				
2443	Westland	National Steel Car	Lysander	Mk IIIA T.T.
TOS: 16 October 1942				
Assigned initially to No. 1 TC and to No. 6 RD workshop reserve. Issued to unknown No. 1 TC unit in 2 Mar 1943. Awaiting disposal instructions with No. 1 AC as of 15 Jan 1945. Stored post-war at No. 6 RD and noted with 756:20 airframe hours; never overhauled when struck off.				
SOS: 1 May 1946 - Struck off, to War Assets Corporation for disposal and later sold				
2444	Westland	National Steel Car	Lysander	Mk IIIA T.T.
TOS: 5 September 1942				
Assigned to No. 2 TC and used by No. 5 B&GS at Dafoe, SK. Possibly involved in an accident. Assigned to No. 8 RD Winnipeg workshop reserve as of 31 Mar 1943. To Central Aircraft in Crumlin as of 23 Aug 1943. To No. 6 RD workshop reserve as of 14 Jan 1944. Written off and reduced to spares and produce.				
SOS: 12 April 1944 - written off and reduced to spares and produce				
2445	Westland	National Steel Car	Lysander	Mk IIIA T.T.
TOS: 5 September 1942				
Assigned initially to No. 2 TC and used by No. 5 B&GS at Dafoe, SK. To No. 2 TC stored reserve as of 2 Aug 1943. Re-issued as of 4 Jan 1944 and served at No. 3 B&GS, RCAF Station MacDonald, MB. Awaiting disposal instructions with No. 2 AC as of 1 Dec 1944. Struck off and noted with 717:45 airframe hours; never overhauled.				
SOS: 12 June 1946 - Struck off, to War Assets Corporation for disposal and later sold				

2446	Westland	National Steel Car	Lysander	Mk IIIA T.T.
TOS: 16 September 1942				
Assigned initially to No. 2 TC and served with an unknown unit. To No. 2 TC stored reserve as of 19 Jul 1944. Re-issued on 22 Dec 1943. Awaiting disposal instructions with No. 2 AC as of 5 Jan 1945. Stored post-war at Weyburn, SK and noted with 856:05 airframe hours; never overhauled.				
SOS: 22 August 1946 - Struck off, to War Assets Corporation for disposal and later sold				
2447	Westland	National Steel Car	Lysander	Mk IIIA T.T.
TOS: 16 September 1942				
Assigned initially to No. 2 TC and served with No. 3 B&GS at McDonald, MB. Coded "27". Awaiting disposal instructions with No. 2 AC as of 10 Feb 1945. Stored post-war at No. 3 B&GS and noted with 1,094:30 airframe hours; never overhauled.				
SOS: 12 June 1946 - Struck off, to War Assets Corporation for disposal and later sold				
2448	Westland	National Steel Car	Lysander	Mk IIIA T.T.
TOS: 16 September 1942				
Assigned initially to No. 2 TC and served with an unknown unit. To No. 2 TC stored reserve as of 1 Aug 1944. Awaiting disposal instructions with No. 2 AC as of 5 Jan 1945. Stored post-war at Weyburn, SK and noted with 850:55 airframe hours; never overhauled.				
SOS: 22 August 1946 - Struck off, to War Assets Corporation for disposal and later sold				
2449	Westland	National Steel Car	Lysander	Mk IIIA T.T.
TOS: 16 September 1942				
Assigned initially to No. 2 TC and served with an unknown unit. To No. 2 TC stored reserve as of 18 Aug 1944. Awaiting disposal instructions with No. 2 AC as of 5 Jan 1945. Stored post-war at Weyburn, SK and noted with 642:30 airframe hours; never overhauled.				
SOS: 22 August 1946 - Struck off, to War Assets Corporation for disposal and later sold				
2450	Westland	National Steel Car	Lysander	Mk IIIA T.T.
TOS: 16 September 1942				
Assigned initially to No. 2 TC and served with an unknown unit. To No. 2 TC stored reserve as of 19 Jul 1944. Awaiting disposal instructions with No. 2 AC as of 5 Jan 1945. Stored post-war at Weyburn, SK and noted with 1,000:20 airframe hours; never overhauled.				
SOS: 22 August 1946 - Struck off, to War Assets Corporation for disposal and later sold				
2451	Westland	National Steel Car	Lysander	Mk IIIA T.T.
TOS: 16 September 1942				
Assigned initially to No. 2 TC stored reserve. Issued as of 4 Jan 1944 and served at No. 3 B&GS, RCAF Station MacDonald, MB. Back to No. 2 TC stored reserve as of 17 May 1944. Awaiting disposal instructions with No. 2 AC as of 22 De 1944. Stored post-war at No. 3 B&GS and noted with 320:20 airframe hours; never overhauled.				
SOS: 25 November 1946 - Struck off, to War Assets Corporation for disposal and later sold				
2452	Westland	National Steel Car	Lysander	Mk IIIA T.T.
TOS: 16 September 1942				
Assigned initially to No. 2 TC stored reserve. Issued as of 4 Jan 1944 and served at No. 3 B&GS, RCAF Station MacDonald, MB. Struck off, after Cat "A" damage on 7 Sep 1944. The pilot had to execute a forced landing after an engine failure 6.5 mi NE of the aerodrome. During the attempt, the a/c struck a road and wiped off the u/c and the ensuing crash demolished the a/c. The pilot escaped with minor injuries.				
SOS: 20 October 1944 - Cat "A" write-off				

2453	Westland	National Steel Car	Lysander	Mk IIIA T.T.
TOS: 16 September 1942				
Assigned initially to No. 2 TC stored reserve. Issued on 9 Mar 1943 and served with an unknown unit. Back to No. 2 TC stored reserve as of 18 Aug 1944. Awaiting disposal instructions with No. 2 AC as of 1 Dec 1944. Stored post-war at Weyburn, SK and noted with 743:30 airframe hours; never overhauled.				
SOS: 22 August 1946 - Struck off, to War Assets Corporation for disposal and later sold				
2454	Westland	National Steel Car	Lysander	Mk IIIA T.T.
TOS: 16 September 1942				
Assigned initially to No. 2 TC stored reserve. Issued on 9 Mar 1943 and served with an unknown unit. Back to No. 2 TC stored reserve as of 18 Aug 1944. Awaiting disposal instructions with No. 2 AC as of 1 Dec 1944. Stored post-war at Weyburn, SK and noted with 796:30 airframe hours; never overhauled.				
SOS: 22 August 1946 - Struck off, to War Assets Corporation for disposal and later sold				

ADDITIONAL NOTES:

In summary, the RCAF received a total of 329 Westland Lysander aircraft.

Units Deployed Overseas

No. 110 (City of Toronto) Squadron was an army cooperation squadron that was mobilized on 10 Sep 1939. It was then assigned to the Canadian Active Service Force for overseas duty with the 1st Canadian Division. The squadron first moved to Rockcliffe, ON where it trained on Canadian-built Lysanders and then deployed to England in Feb 1940. The unit anticipated early action, but, the fall of France relegated the unit to further training. Later, re-numbered as No. 400 (AC) Sqn, the unit had relinquished its Lysander aircraft in favour of fighter aircraft by Apr 1941. No. 110 (AC) Squadron Lysanders (squadron code "AY") included the following serial #'s: 428, 429, 432 and 433 (All Mk II's). After deploying to England, the unit (new squadron code "SP") employed UK-built a/c with serial #'s as follows: K6127, L4788, N1265, P1694 (Mk II's) and R9001, R9005, R9006, R9007, R9008, R9113, R9119, and R9125 (Mk III's).

No. 112 (Army Cooperation (AC)) Squadron was another squadron that was mobilized on 10 Sep 1939. It was also assigned to the Canadian Active Service Force for overseas duty with the 1st Canadian Division. The squadron first moved to Rockcliffe, ON where it trained on Canadian-built Lysanders and then deployed to England in June 1940. The unit anticipated early action, but, the fall of France relegated the unit to further training. Later, re-numbered as No. 402 (F) Sqn, the unit had relinquished its Lysander aircraft in favour of fighter aircraft by Mar 1941. No. 112 (AC) Squadron Lysanders (squadron code "XO") included the following serial #'s: 416, 420, 436, 437, 438, 439 and 440 (All Mk II's). After deploying to England, the unit (new squadron code "AE") also employed UK-built a/c with serial #'s as follows: P1279, and P9178 (Mk III's).

And finally, No. 414 (AC) Squadron briefly employed (although again not on operations) Lysanders overseas between Aug 1941 and Jun 1942 before being re-designated as a fighter-reconnaissance squadron..

Home War Establishment

The following units of the Home War Establishment (i.e. those based in Canada) also used these aircraft:

No. 1 Training Command, Toronto, ON

- No. 1 B&GS, Jarvis, ON
- No. 4 B&GS, Fingal, ON
- No. 5 SFTS, Brantford, ON
- No. 6 B&GS, Mountain View, ON
- No. 14 SFTS, Aylmer, ON
- No. 16 SFTS, Hagersville, ON
- No. 31 B&GS, Picton, ON
- No. 31 SFTS, Kingston, ON

No. 2 Training Command, Winnipeg, MB ¹

- No. 3 B&GS, Macdonald, MB
- No. 5 B&GS, Dafoe, SK
- No. 7 B&GS, Paulson, MB

No. 3 Training Command, Montreal, QC ²

- No. 9 B&GS, Mont Joli, QC
- No. 10 B&GS, Mount Pleasant, PEI
- No. 1 Wireless School, Montreal, QC

No. 4 Training Command, Calgary, AB

- No. 2 B&GS, Mossbank, SK
- No. 3 SFTS, Calgary, AB
- No. 8 B&GS, Lethbridge, AB
- No. 34 SFTS, Medicine Hat, AB

In addition, the following miscellaneous units also used or flew Westland Lysanders:

- RCAF Det Suffield, AB
- Test & Development Establishment, Rockcliffe, ON
- No. 3 CAC Flight
- No. 2 (AC) Squadron
- No. 3 Operational Training Unit
- No. 31 Operational Training Unit, Debert, NS
- No. 34 Operational Training Unit
- No. 36 Operational Training Unit, Greenwood, NS
- No. 111 (AC) Squadron Patricia Bay, BC (Sqn Code "XO")
- No. 118 (B) Squadron, Saint John, NB & Dartmouth, NS
- No. 121 (K) Squadron, Dartmouth, NS
- No. 122 (K) Squadron, Patricia Bay, BC
- No. 123 (AC) Squadron / School of Army Cooperation, Rockcliffe, ON & Debert, NS (Sqn Code "VD")

Aircraft (or Air Vehicle) Damage Level (ADL) Categories: ³

The RCAF's ADL is a qualitative categorization system used to determine the level of damage sustained by an aircraft / air vehicle during an occurrence. The following damage level definitions are used to reflect the degree of damage:

Cat "A" = Destroyed / missing: The aircraft has been totally destroyed, is assessed as having suffered damage beyond economical repair or is declared "missing";

NB - Aircraft totally destroyed are normally written off the inventory. Accidents with a lower ADL may also subsequently result in administrative write-off of the aircraft for reasons (primarily economic) not directly related to the original damage assessment.

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

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

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

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

Number of RCAF Westland Lysander Cat "A" write-offs = 37 (~ 11% of the total fleet)

¹ On 30 Nov 1944, Nos. 2 and 4 Training Commands were disbanded and replaced by No. 2 Air Command, at Winnipeg, MB.

² On 15 Jan 1945, Nos. 1 and 3 Training Commands were disbanded and replaced by No. 1 Air Command, at Trenton, ON.

³ Drawn from: A-GA-135-001/AA-001 *Manual of Flight Safety for the CF*

Post-War Survivors

One RCAF Westland Lysander, a composite airframe drawing pieces from #2374 & V9415 + a third a/c, was officially preserved and is now at the Canada Aviation & Space Museum. Virtually all of the other twenty+ surviving airframes around the world are ex-RCAF airframes (i.e. 1558, 1582, 1589, 2341, 2344, 2346, 2349, 2363, 2364, 2365, 2367, 2374, 2375, 2376, 2381, V9312, V9415 and V9546) or incorporate components thereof. Four aircraft also made it onto the Canadian civil register post-war (as crop sprayers) including: #433 - CF-DRL, #451 - CF-DGI-X, #700 - CF-GFJ, and #2382 - CF-FOA. All of these latter aircraft were subsequently scrapped.

ABBREVIATIONS

AAS	=	Air Armament School (Ontario)
A&AEE	=	Aircraft & Armament Experimental Establishment (UK)
AB	=	Alberta (Canada)
AC	=	Air Command
B&GS	=	Bomb and Gunnery School
C/N	=	Construction Number
EAC	=	Eastern Air Command
GI	=	Ground Instructional (airframe)
hrs	=	hours
Mk	=	Mark
MB	=	Manitoba (Canada)
NS	=	Nova Scotia (Canada)
ON	=	Ontario (Canada)
QC	=	Quebec (Canada)
OTU	=	Operational Training Unit
PEI	=	Prince Edward Island (Canada)
RAF	=	Royal Air Force
RAAF	=	Royal Australian Air Force
RCAF	=	Royal Canadian Air Force
RD	=	Repair Depot
REMU	=	Reserve Equipment Maintenance Unit
RNZAF	=	Royal New Zealand Air Force
SFTS	=	Service Flying Training School
SK	=	Saskatchewan (Canada)
SOS	=	Struck Off Strength
s/n	=	Serial Number
SR	=	Stored Reserve
Stn	=	Station
TC	=	Training Command
TOS	=	Taken On Strength
TT	=	Target Tug (Tower)
TTS	=	Technical Training School
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, 2nd Class	-	WO II
Warrant Officer, 1st Class	-	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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Canada Aviation & Space Museum:

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- RCAF Aircraft Accident Record Cards

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