

USAAF F-8 Mosquito Serial Numbers

RCAF #	B Mk.	Delivered	USAAF #	Notes
KB302	Mk. 7	1943	-	
KB306	Mk. 7	1943	43-34931	Returned to the RCAF; scrapped
KB312	Mk. 7	1943	43-34924	
KB313	Mk. 7	1943	43-34925	Crashed in NS in Feb 1945
KB315	Mk. 7	1943	43-34926 ¹	Crashed in MTO
KB316	Mk. 7	1943	43-34927	Instructional Airframe
KB317	Mk. 7	1943	43-34928	Assigned to NACA Langley 1944-45
KB326	Mk.20	1943	43-34929	Condemned in MTO
KB130	Mk.20	1944	43-34932	Written-off in the US
KB131	Mk.20	1944	43-34933	Written-off in the US
KB132	Mk.20	1944	43-34934	Returned to the RAF in the UK
KB133	Mk.20	1944	43-34935	Assigned to the 8 th AF
KB138	Mk.20	1944	43-34936	Returned to the RAF in the UK
KB139	Mk.20	1944	43-34937	Written-off in the US
KB140	Mk.20	1944	43-34938	Returned to the RAF in the UK
KB141	Mk.20	1944	43-34939	Written-off in the US
KB146	Mk.20	1944	43-34940	Returned to the RAF in the UK
KB147	Mk.20	1944	43-34941	Returned to the RCAF
KB148	Mk.20	1944	43-34942	Returned to the RAF in the UK
KB149	Mk.20	1944	43-34943	Returned to the RCAF
KB150	Mk.20	1944	43-34944	Returned to the RCAF
KB151	Mk.20	1944	43-34945	Returned to the RAF in the UK
KB152	Mk.20	1944	43-34946	Written-off in the US
KB153	Mk.20	1944	43-34947	Returned to the RAF in the UK
KB154	Mk.20	1944	43-34948	Returned to the RAF in the UK
KB155	Mk.20	1944	43-34949	Returned to the RCAF
KB156	Mk.20	1944	43-34950	Returned to the RAF in the UK
KB157	Mk.20	1944	43-34951	Returned to the RAF in the UK
KB158	Mk.20	1944	43-34952	Returned to the RAF in the UK
KB159	Mk.20	1944	43-34953	Written-off in the US
KB171	Mk.20	1944	43-34930	Instructional airframe
KB180	Mk.20	1944	43-34954	Returned to the RAF in the UK
KB181	Mk.20	1944	43-34955	Returned to the RAF in the UK
KB182	Mk.20	1944	43-34956	Returned to the RAF in the UK
KB183	Mk.20	1944	43-34957	Assigned to the 8 th AF; condemned
KB184	Mk.20	1944	43-34958	Returned to the RAF in the UK
KB185	Mk.20	1944	43-34959	Returned to the RAF in the UK
KB186	Mk.20	1944	43-34960	Assigned to NACA Langley
KB187	Mk.20	1944	43-34961	Instructional airframe
KB188	Mk.20	1944	43-34962	Returned to the RAF in the UK
KB189	Mk.20	1944	43-34963	Returned to the RAF in the UK

Total = 41 aircraft

¹ A more in-depth history is available from internet sources on this serial #. After being completed by de Havilland Canada, the aircraft still had to be converted into a photo reconnaissance platform. #43-34926 was sent to Peterson Field in Colorado Springs, Colorado for this work. The F-8s carried a single camera port on the centerline of the aft fuselage, a port in forward end of the left hand bomb bay door and were also capable of carrying a forward oblique mount in the nose compartment, shooting through the bomb aimer's center panel. After the photo reconnaissance modifications were completed at Peterson Field #43-34926 went to Wright Field in Dayton, Ohio for installation of American radio equipment and further testing. From Wright Field, it appears that that the aircraft was flown back to the de Havilland plant at Downsview, possibly for final updates or correction of some fault. It was at Downsview that Maj. James F. Setchell was assigned as the pilot of F-8 serial number #43-34926 which was named "the Spook." The name was painted on both sides of the nose in flamboyant yellow and black letters while still at Downsview. The Spook" was to be assigned to Lt. Col. Roosevelt's 3rd Photographic Group (Reconnaissance) based in North Africa. According to the log book kept by Setchell, the route flown took them from Downsview to La Marsa, Tunisia (near Tunis) by way of Goose Bay, Labrador; Bluie West One, Greenland; Meeks Field, Iceland; Prestwick, Scotland; St. Mawgan, Cornwall; and Casablanca, Morocco. Eventually he flew on to Pamigliano, Italy (near Naples). The a/c was subsequently lost on operations. No further details of the aircraft's fate are available.



A U.S. National Advisory Committee for Aeronautics (NACA) Langley Research Center Photo of #43-34928 (ex-KB317). This photo was taken in January 1945. This aircraft was flown at the Langley Research Center, in Virginia by test pilot Bill Gray during longitudinal stability and control studies of the aircraft in 1945.