



**CANADA AVIATION
AND SPACE MUSEUM**

CANADA AVIATION AND SPACE MUSEUM AIRCRAFT

**NORTHROP NOMAD
ROYAL CANADIAN AIR FORCE SERIAL NUMBERS
INDIVIDUAL HISTORIES**



**By T.F.J. Leversedge
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Overview

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

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 Northrop Nomad aircraft and especially to those who gave their lives in the service of their country while flying or maintaining the Nomad.

Cover Image Notes

A view of the RCAF Northrop Nomad #3495 which illustrates its target towing yellow & black stripe colour scheme. - RCAF Photo PL-6225

Northrop Nomad Serials

RCAF #	Designer	Manufacturer	Name	C/N	USAAC Serial #
3490	Northrop		Nomad	???	??-???
<p>TOS: 10 Aug 1940 - Taken on strength at Trenton, ON</p> <p>Delivered marked as NX-N7 (NB - see notes). Transferred for overhaul at Canadian Vickers Ltd in Montreal, QC as of 8 Feb 1941. Next assigned to No. 6 B&G School at Mountain View, ON. Coded "55". Cat "C" damage on 28 Sep 1941 while at Mountain View. Suffered more damage in a collision with #3501 while taxiing on 29 Apr 1942. Re-assigned to No. 9 B&GS at Mont-Joli, QC as of 2 Jul 1942.</p> <p>SOS: 26 May 1944 - struck off and reduced to spares and produce</p>					
3491	Northrop		Nomad	276?	36-248*
<p>TOS: 10 Aug 1940 - Taken on strength at Trenton, ON</p> <p>Delivered marked as NX-N48. Assigned to No. 1 SFTS, ATS, Camp Borden, ON. Cat "A" accident on 19 Nov 1940 near the McLean's farm outside Thorton, ON. The a/c was on a cross-country practice trip. This flight was the first solo on the type for the student pilot and the a/c was observed spinning into the ground. The a/c was destroyed by the crash and the pilot and observers, LAC's R.S. Walt and J.H. Whelan, were both killed. At the time of the crash, the total number of airframe hours was just 196:55 hrs.</p> <p>SOS: 10 Mar 1941 - Cat "A" write-off</p>					
3492	Northrop		Nomad	408	38-353*
<p>TOS: 13 Aug 1940 - Taken on strength at Uplands, ON</p> <p>Delivered marked as NX-N53. First assigned to T&D Flt in Rockcliffe, ON for performance trials and other flight tests. Ferried to Montreal for overhaul at Canadian Vickers Ltd as of 14 Feb 1941. Next assigned to No. 6 B&G School at Mountain View, ON. Cat "C" damage on both 26 Aug 1941 and 25 Feb 1942 while at Mountain View. Re-assigned to No. 9 B&GS at Mont-Joli, QC as of 19 Sep 1942. At the time of its disposal, the total number of airframe hours since new was 1,222:30 hrs and since overhaul was 1,184:45 hrs.</p> <p>SOS: 7 Mar 1945 - to War Assets and later sold.</p>					
3493	Northrop		Nomad	389	38-335*
<p>TOS: 12 Aug 1940 - Taken on strength at Rockcliffe, ON</p> <p>Delivered marked as NX-N35. First assigned to T&D Flt in Rockcliffe, ON for target towing equipment fit and associated trials as of 26 Dec 1940. Transferred for overhaul at Canadian Vickers Ltd in Montreal, QC as of 11 Nov 1941. Used by No. 4 B&GS Fingal as of 8 Apr 1942. Re-assigned to No. 9 B&GS at Mont-Joli, QC as of 27 Jun 1942. Had 890.10 hrs airframe hours when struck off.</p> <p>SOS: 7 Mar 1945 - to War Assets and later sold.</p>					

3494	Northrop	Nomad	229?	36-202*
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TOS: 13 Aug 1940 - Taken on strength at Uplands, ON

Delivered marked as NX-N2. Transferred for overhaul at Canadian Vickers Ltd in Montreal, QC as of 21 May 1941. Assigned to No. 6 B&G School at Mountain View, ON as of 18 Oct 1941 after being converted to target towing configuration. Suffered a wheels-up landing on 2 Feb 1942. **Cat "A"** accident on 13 Jun 1942 and crashed in Bay of Quinte, ON just off RCAF Station Trenton. #3494 took off from Trenton on a gun camera exercise at 15:00 hrs with Nomad #3505. Both a/c were to engage in mock combat with each other. Both a/c turned towards the Bay of Quinte after take-off and climbed up to 700-800 ft. The pilot of #3505 noticed the u/c of #3494 was still down and radioed to that effect. After retracting the u/c, #3494 then executed a vertical bank to port and commenced a 180° turn. Then the a/c appeared to first stall followed by a slow spin that accelerated. The a/c crashed into the bay after 3 complete spins and was destroyed. The crew, P/O J.A. McGregor (pilot) and LAC's D.W. Showell and J.R.D. Young (student pilots), were all killed.

SOS: 4 Aug 1942 - **Cat "A"** write-off



3495	Northrop	Nomad	???	??-???
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TOS: 13 Aug 1940 - Taken on strength at Uplands, ON

Delivered marked as NX-N6. Assigned to No. 1 TC as of 25 Aug 1940. Transferred for overhaul at Canadian Vickers Ltd in Montreal, QC as of 21 May 1941. Assigned to No. 6 B&G School at Mountain View, ON on 11 Nov 1941 after being converted to target towing configuration. **Cat "C"** damage on 2 Feb 1942 while at Mountain View. Re-assigned to No. 9 B&GS at Mont-Joli, QC. While at Mont-Joli, the airframe was damaged beyond economical repair and it was written-off.

SOS: 21 Oct 1943 - **Cat "A"** write-off; beyond economical repair



3496	Northrop	Nomad	239?	36-212
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TOS: 13 Aug 1940 - Taken on strength at Uplands, ON

Delivered marked as NX-N12. Coded "53". Assigned to No. 6 B&G School at Mountain View, ON on 25 Jun 1941 after being converted to target towing configuration. Re-assigned to No. 9 B&GS at Mont-Joli, QC on 19 Aug 1942. Cat "C" damage on 29 Jan 1943, while at Mont Joli. At the time of its disposal, the total number of airframe hours since new was 1,619:20 hrs and since overhaul was 1,486:10 hrs.

SOS: 7 Mar 1945 - to War Assets and later sold.

3497	Northrop	Nomad	???	??-???
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TOS: 13 Aug 1940 - Taken on strength

Delivered marked as NX-N16. First assigned to 1 SFTS at Camp Borden, ON as of 28 Aug 1940. Cat "C" damage on 14 or 15 Sep 1940 while at Camp Borden. To No. 6RD Trenton for conversion to target towing configuration as of 3 Jul 1941. Assigned to No. 1 TC (probably 4 BG&S Fingal) as of 11 Nov 1941. Re-assigned to No. 9 B&GS at Mont-Joli, QC on 7 Sep 1943. At the time of its disposal, the total number of airframe hours since new was 1,104:10 hrs and since overhaul was 305:40 hrs.

SOS: 7 Mar 1945 - to War Assets and later sold.

3498	Northrop	Nomad	244?	36-217*
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TOS: 13 Aug 1940 - Taken on strength at Uplands, ON

Delivered marked as NX-N17. Assigned to No. 1 SFTS, ATS, Camp Borden, ON. Cat "B" damage on 14 Oct 1940 while at Camp Borden. To No. 6RD Trenton for conversion to target towing configuration as of 3 Jul 1941. Next assigned to No. 4 B&G School in Fingal ON as of 31 Jan 1942. Transferred to No. 9 B&G School at Mont-Joli, QC on 22 Sep 1942. **Cat "A"** accident on 21 Jul 1943 near that station. The a/c was on a post-maintenance test flight. The a/c was restricted to the confines of the aerodrome and below 2,000 ft to avoid both the cloud ceiling and related weather. The maintenance test pilot, F/O E.G. Mead was an experienced pilot but new to the a/c type having only 3:15 hours on the Nomad. The a/c was observed making left and right turns below the ceiling. A civilian witness then observed the a/c begin to spin. The investigation concluded that the pilot had executed too steep a turn, stalled the a/c and entered a non-recoverable spin from low altitude. Both F/O E.G. Mead and Cpl J.T. Vasileff were killed.

SOS: 2 Nov 1943 - **Cat "A"** write-off



3499	Northrop	Nomad	245?	36-218*
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TOS: 13 Aug 1940 - Taken on strength at Uplands, ON

Delivered marked as NX-N18. First assigned to No. 2 SFTS. Transferred for overhaul at Canadian Vickers Ltd in Montreal, QC as of 27 Jan 1941. Assigned to No. 6 B&G School at Mountain View, ON after conversion to target towing configuration as of 3 May 1941. Assigned with No. 9 B&G School at Mont-Joli, QC as of 25 Jun 1942. Apparently severely damaged in an accident; details unknown.

SOS: 12 Feb 1944 - **Cat "A"** write-off; beyond economic repair; reduced to spares and produce

3500	Northrop	Nomad	247?	36-220*
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TOS: 13 Aug 1940 - Taken on strength at Uplands, ON

Delivered marked as NX-N20. Assigned to No. 1 SFTS, ATS, Camp Borden, ON. Cat "C" damage on 30 Sep 1940 while at Camp Borden. Converted to target tower configuration on 3 Jul 1941. Assigned to No. 1 TC (probably 4 BG&S Fingal) as of 30 Mar 1942. Re-assigned to No. 9 B&GS at Mont-Joli, QC on 27 Jun 1942. At the time of its disposal, the total number of airframe hours since new was 1,159:35 hrs.

SOS: 7 Mar 1945 - to War Assets and later sold

3501	Northrop	Nomad	???	??-???
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TOS: 13 Aug 1940 - Taken on strength at Uplands, ON

Delivered marked as NX-N22. Transferred for overhaul at Canadian Vickers Ltd in Montreal, QC as of 3 May 1941. Converted to target tower configuration as of 20 Dec 1941. Assigned to No. 6 B&G School at Mountain View, ON. Suffered damage there in a collision with #3490 while taxiing on 29 Apr 1942. Re-assigned to No. 9 B&GS at Mont-Joli, QC on 25 Jun 1942. To No. 9 RD in war reserve storage as of 14 Jun 1944. At the time of its disposal, the total number of airframe hours since new was 740:20 hrs and since overhaul was 680:55 hrs.

SOS: 7 Mar 1945 - to War Assets and later sold

3502	Northrop	Nomad	390	38-336*
<p>TOS: 13 Aug 1940 - Taken on strength at Uplands, ON</p> <p>Delivered marked as NX-N36. First assigned to No. 2 SFTS. Transferred for overhaul at Canadian Vickers Ltd in Montreal, QC as of 21 May 1941. Converted to target tower configuration on 6 Dec 1941. Assigned to No. 9 B&GS at Mont-Joli, QC as of 27 Jun 1942. At the time of its disposal, the total number of airframe hours since new was 989:25 hrs.</p> <p>SOS: 7 Mar 1945 - to War Assets and later sold</p>				
3503	Northrop	Nomad	394	38-340*

TOS: 13 Aug 1940 - Taken on strength at Uplands, ON

Delivered marked as NX-N40. First assigned to No. 1 SFTS, ATS, Camp Borden, ON. **Cat "A"** accident on 12 Dec 1940 at Camp Borden. LAC C.F. Hopton took off on a solo formation flight with two other Nomad a/c on 12 Dec 1940 with light snow showers in the area. LAC Hopton was a student pilot with 67 hours of training on Tiger Moths, Yales and Harvards but with only 15 min on Nomads. #3503 fell behind the other two in snowy conditions and was never seen again. LAC Hopton was previously rated as "weak on instrument flying". A search was initiated using other Nomads (with catastrophic results - see #3512 & #3521). #3503 was subsequently found by a ground party crashed outside of Alliston, ON. LAC Hopton was deceased. He was assumed to have lost control of his a/c while flying on instruments. At the time of the crash, the total number of airframe hours was just 17:45 hrs.

SOS: 20 Feb 1941 - **Cat "A"** write-off



3504

Northrop

Nomad

388

38-334*

TOS: 13 Aug 1940 - Taken on strength at Uplands, ON

Delivered marked as NX-N34. First assigned to No. 1 TC as 24 Aug 1940. Transferred for overhaul at Canadian Vickers Ltd in Montreal, QC as of 3 May 1941. Later used by No. 9 B&G School at Mont Joli, QC. Converted to target tower configuration. On 27 Mar 1943, Nomad #3504 took off on an air-gunnery exercise with a Fairey Battle a/c. The exercise was carried out and, as it concluded, the Battle converged into a formation with #3504 wagging its wings to signal the end of the exercise. The pilot of #3504 acknowledged the signal by wagging his own wings. The Fairey Battle pilot then executed a stall turn to port but ended up colliding with #3504, as it too had executed a turn to port. The vertical stabilizer fin of the Fairey Battle tore off 5 ft of the starboard outer wing of #3504. While the Battle was able to safely recover to the station, #3504 crashed, after entering a tight spiral dive. Both crewmen, F/Sgt R.H. Parker and LAC R.T. Lee, were killed in the crash.

SOS: 21 Jun 1943 - Cat "A" write-off



3505

Northrop

Nomad

397

38-343*

TOS: 13 Aug 1940 - Taken on strength at Uplands, ON

Delivered marked as NX-N43. First assigned to No. TC as 24 Aug 1940. Transferred for overhaul at Canadian Vickers Ltd in Montreal, QC as of 3 May 1941. Assigned to No. 6 B&G School at Mountain View, ON after conversion to target towing configuration as of 18 Sep 1941. Later reassigned to No. 9 B&G School at Mont Joli, QC as of 25 Jun 1942. At the time of its disposal, the total number of airframe hours since new was 1,164:00 hrs and since overhaul was 1,002:35 hrs.

SOS: 7 Mar 1945 - to War Assets and later sold

3506	Northrop	Nomad	392	38-338*
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TOS: 13 Aug 1940 - Taken on strength at Uplands, ON

Delivered marked as NX-N38. First assigned to No. TC as 24 Aug 1940. Transferred for overhaul at Canadian Vickers Ltd in Montreal, QC as of 21 May 1941. Assigned to No. 6 B&G School at Mountain View, ON after conversion to target towing configuration as of 11 Nov 1941. Cat "C" damage after it was landed wheels-up in the snow on 2 Feb 1942 after an u/c failure. Re-assigned to No. 9 B&GS in Mont Joli, QC as of 26 Jun 1942. **Cat "A"** accident on 30 Nov 1942 while at Mont Joli. The a/c was forced down in a field about 2.5 miles SW of the aerodrome at 14:00 hrs while returning from a scheduled target drogue exercise. The pilot indicated that an altitude of approximately 700 ft, the engine failed. He switched from the starboard front fuel tank to the port reserve tank but the engine still did not start. A forced landing was initiated but the a/c struck a pile of rocks and a fence severely damaging both the airframe and the engine. The pilot, Sgt C.B. Gray and the drogue operator, LAC F.R. Gendron, both escaped with only minor injuries.

SOS: 16 Mar 1943 - **Cat "A"** write-off; reduced to spares and produce

3507	Northrop	Nomad	393	38-339*
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TOS: 13 Aug 1940 - Taken on strength at Uplands, ON

Delivered marked as NX-N39. First assigned to No. 3 TC as of 24 Sep 1940. Re-assigned to No. 1 TC as of 12 Oct 1940. Transferred for overhaul at Canadian Vickers Ltd in Montreal, QC as of 27 Jan 1941. Converted to target tower configuration on 20 May 1941 and to AAS Trenton as of 20 May 1941. Assigned to No. 6 B&G School at Mountain View, ON as of 23 Jun 1941. Collided with a battery cart off 12 Jul 1942 causing minor damage to the a/c's tail. Re-assigned to No. 9 B&GS in Mont Joli, QC as of 28 Jun 1942.

SOS: 26 May 1944 - written-off

3508	Northrop	Nomad	399	38-345*
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TOS: 13 Aug 1940 - Taken on strength at Uplands, ON

Delivered marked as NX-N45. First assigned to No. 1 SFTS, ATS, Camp Borden, ON as of 24 Aug 1940. On 27 Sep 1940, the a/c suffered Cat "B" damage when it hit a parked Harvard a/c while being taxied by a student pilot. Transferred for overhaul at Canadian Vickers Ltd in Montreal, QC as of 3 May 1941. Converted to target tower configuration on 4 Oct 1941. Next assigned to No. 1 TC (probably No. 6 B&GS at Mountain View). Later transferred to No. 4 B&GS in Fingal. Cat "C" damage on 20 April 1942 at Wallacetown, ON near Lake Erie. Re-assigned to No. 9 B&GS in Mont Joli, QC as of 27 Jun 1942. At the time of its disposal, the total number of airframe hours since new was 874:35 hrs and since overhaul was 788:30 hrs.

SOS: 7 Mar 1945 to War Assets and later sold.



3509	Northrop	Nomad	401	38-347*
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TOS: 13 Aug 1940 - Taken on strength at Uplands, ON

Delivered marked as NX-N47. First assigned to No. 3 TC as of 24 Sep 1940. Re-assigned to No. 1 TC as of 12 Oct 1940. Transferred to No. 6 RD on 3 Jul 1941 for conversion to target tower configuration. Next assigned to No. 6 B&GS at Mountain View as of 1 Oct 1941. Re-assigned to No. 9 B&GS in Mont Joli, QC as of 25 Jun 1942. Apparently severely damaged in an accident; details unknown.

SOS: 29 April 1943 - Cat "A" write-off; beyond economic repair; reduced to spares and produce

3510	Northrop	Nomad	406	38-351*
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TOS: 13 Aug 1940 - Taken on strength at Uplands, ON

Delivered marked as NX-N51. First assigned to No. 1 SFTS, ATS, Camp Borden, ON. Cat "B" damage occurred on 18 Nov 1940 while at Camp Borden, ON when the a/c was ground-looped upon landing during a dual instruction training mission. Transferred to No. 6 RD on 3 Jul 1941 for conversion to target tower configuration. Next assigned to No. 1 TC (probably No. 6 B&GS Mountain View) as of 11 Nov 1941. Re-assigned to No. 9 B&GS in Mont Joli, QC as of 19 Aug 1942. At the time of its disposal, the total number of airframe hours since new was 879:40 hrs and since overhaul was 808:20 hrs.

SOS: 7 Mar 1945 to War Assets and later sold.



3511	Northrop	Nomad	385	38-331*
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TOS: 26 Aug 1940 - Taken on strength at Camp Borden, ON

Delivered marked as NX-N31. First assigned to No. 1 SFTS, ATS, Camp Borden, ON. Transferred for overhaul at Canadian Vickers Ltd in Montreal, QC as of 3 May 1941. Assigned to No. 6 B&G School at Mountain View, ON as of 20 Aug 1941. Cat "B" damage on 15 Sep 1941 while at Mountain View. Re-assigned to No. 9 B&GS in Mont Joli, QC as of 4 Mar 1943. Ferried from Montreal to St. John, NB, 7 to 12 Oct 1944, by No. 124 (Ferry) Sqn. At the time of its disposal, the total number of airframe hours since new was 418:25 hrs and since overhaul was 322:25 hrs.

SOS: 7 Mar 1945 to War Assets and later sold.

3512

Northrop

Nomad

398

38-344*

TOS: 26 Aug 1940 - Taken on strength at Camp Borden, ON

Delivered marked as NX-N44. First assigned to No. 1 SFTS, ATS, Camp Borden, ON. **Cat "A"** accident on 13 Dec 1940 at Camp Borden, ON. Nomad #3503 had gone missing on a solo formation flight with two other a/c on 12 Dec 1940. Nomad a/c #'s 3513 and 3521 were assigned on 13 Dec 1940 in good flying conditions to execute a search along the projected flight path of the missing a/c. The a/c each took off with experienced crews at 09:10 hrs and were later spotted flying at about 700 ft over Lake Muskoka, while in close formation. The a/c then appear to have collided and both a/c crashed into the lake with the loss of both crews. The crewman on #3512 were Sgt L. Francis and LAC W.P. Gosling. At the time of the crash, the total number of airframe hours was 207:25 hrs.

SOS: 26 Feb 1941 - **Cat "A"** write-off



3513

Northrop

Nomad

396

38-342*

TOS: 26 Aug 1940 - Taken on strength at Camp Borden, ON

Delivered marked as NX-N42. First assigned to No. 1 SFTS, ATS, Camp Borden, ON. Transferred for overhaul at Canadian Vickers Ltd in Montreal, QC as of 18 Feb 1941. Converted to target towing configuration and first assigned to No. 1 TC (probably No. 6 B&GS Mountain View) as of 7 Jul 1941. Re-assigned to No. 9 B&GS at Mont Joli, QC in 1942. Coded "59". **Cat "A"** accident on 21 Jul 1943 near that station. The a/c had taken off on target towing exercise at 15:55 hrs and had completed two such exercises. About 2 miles SW of the aerodrome, the engine then began to smoke and the pilot, F/Sgt C.A. Robertson, ordered the observer, LAC J.P. Mercier, to jettison the drogue. The pilot was attempting to return to the station when the engine erupted in flames. The a/c was not yet equipped with an engine fire extinguisher (which was a planned modification). The pilot ordered the observer to bail out which he did successfully. F/Sgt Roberston, however, bailed out but never pulled his ripcord and was therefore killed. He may have struck his head upon exiting the a/c. The a/c was destroyed by the crash and the ensuing fire.

SOS: 10 Jun 1944 - **Cat "A"** write-off

3514	Northrop	Nomad	407	38-352*
TOS: 26 Aug 1940 - Taken on strength at Camp Borden, ON				
Delivered marked as NX-N52. First assigned to No. 1 SFTS, ATS, Camp Borden, ON. Cat "C" damage on 23 Oct 1940 at Camp Borden when the a/c had to be force landed north of the aerodrome with the u/c retracted after an engine problem. Converted to target tower configuration as of 3 Jul 1941. Next assignment not unidentified. Later transferred to No. 9 B&GS in Mont-Joli, QC as of 19 Aug 1942. At the time of its disposal, the total number of airframe hours since new was 953:15 hrs.				
SOS: 7 Mar 1945 to War Assets and later sold.				
3515	Northrop	Nomad	242?	36-215*
TOS: 13 Aug 1940 - Taken on strength at Uplands, ON				
Delivered marked as NX-N15. Transferred for overhaul at Canadian Vickers Ltd in Montreal, QC as of 18 Feb 1941. Converted to target tower configuration. Next assignment not unidentified. Then assigned to No. 9 B&G School at Mont-Joli, QC as of 27 Jun 1942. This airframe served as a prototype for a trial engine conversion to the P&W SB-4G Twin Wasp Jr radial engine in place of the P&W R1535/13 radial engine. At the time of its disposal, the total number of airframe hours since new was 1,073:35 hrs and since overhaul was 1,054:15 hrs.				
SOS: 7 Mar 1945 to War Assets and later sold.				
3516	Northrop	Nomad	255?	36-227*
TOS: 13 Aug 1940 - Taken on strength at Uplands, ON				
Delivered marked as NX-N27. Transferred for overhaul at Canadian Vickers Ltd in Montreal, QC as of 3 May 1941. Converted to target tower configuration. Next assignment not unidentified other than No. 1 TC (probably No. 6 B&GS Mountain View) as of 20 Aug 1941. Then assigned to No. 9 B&G School at Mont-Joli, QC as of 19 Aug 1942. Had 2,807:30 airframe hours when struck off.				
SOS: 7 Mar 1945 to War Assets and later sold.				
3517	Northrop	Nomad	252?	36-224*
TOS: 13 Aug 1940 - Taken on strength at Uplands, ON				
Delivered marked as NX-N24. First assigned to No. 2 SFTS at RCAF Station Uplands, ON. Cat "C" damage on 7 Oct 1940 while at Uplands. Transferred for overhaul at Canadian Vickers Ltd in Montreal, QC as of 3 May 1941. Converted to target towing configuration and assigned to No. 6 B&GS at Mountain View, ON as of 1 Sep 1941. Re-assigned to No. 9 B&GS in Mont-Joli, QC as of 19 Aug 1942. Re-assigned to No. 1 AC as of 15 Jan 1945 and then placed into EAC storage as of 11 Jul 1945. At the time of its disposal, the total number of airframe hours since new was 1,224:05 hrs and since overhaul was 1,117:05 hrs.				
SOS: 12 Jun 1946 to War Assets and later sold				
3518	Northrop	Nomad	253?	36-225*
TOS: 13 Aug 1940 - Taken on strength at Uplands, ON				
Delivered marked as NX-N25. Transferred for overhaul at Canadian Vickers Ltd in Montreal, QC as of 3 May 1941. Converted to target towing configuration and used by No. 6 B&G School at Mountain View, ON as of 1 Sep 1941. Cat "C" damage on 7 Jul 1942 at Mountain View. Re-assigned to No. 9 B&GS in Mont-Joli, QC as of 19 Aug 1942. At the time of its disposal, the total number of airframe hours since new was 1,015:05 hrs.				
SOS: 7 Mar 1945 to War Assets and later sold.				

3519	Northrop	Nomad	256?	36-228*
<p>TOS: 13 Aug 1940 - Taken on strength at Uplands, ON</p> <p>Delivered marked as NX-N28. Transferred for overhaul at Canadian Vickers Ltd in Montreal, QC as of 27 Jan 1941. Converted to target towing configuration and used by No. 6 B&G School at Mountain View, ON. Re-assigned to No. 9 B&GS in Mont-Joli, QC as of 17 Oct 1941. Had 2444:45 airframe hours since new and 1,234:05 hrs since overhaul when struck off.</p> <p>SOS: 7 Mar 1945 to War Assets and later sold.</p>				
3520	Northrop	Nomad	393	38-339*
<p>TOS: 13 Aug 1940 - Taken on strength at Uplands, ON</p> <p>Delivered marked as NX-N29. Transferred for overhaul at Canadian Vickers Ltd in Montreal, QC as of 18 Feb 1941. Converted to target tower configuration. Then used by No. 6 B&G School at Mountain View, ON as of 3 Oct 1941. The a/c had to be force landed near Bloomfield, ON after an engine problem causing Cat" B" damage. More Cat "B" damage on 9 Feb 1942 while still at Mountain View when the a/c had to be landed on one wheel after an u/c failure. Re-assigned to No. 9 B&GS in Mont-Joli, QC as of 19 Aug 1942. At the time of its disposal, the total number of airframe hours since new was 1,027:40 hrs and since overhaul was 906:25 hrs.</p> <p>SOS: 7 Mar 1945 to War Assets and later sold.</p>				
3521	Northrop	Nomad	400	38-346*
<p>TOS: 13 Aug 1940 - Taken on strength at Uplands, ON</p> <p>Delivered marked as NX-N46. First assigned to No. 1 SFTS, ATS, Camp Borden, ON. Cat "A" accident on 13 Dec 1940 at Camp Borden, ON. Nomad #3503 had gone missing on a solo formation flight with two other a/c on 12 Dec 1940. Nomad a/c #'s 3513 and 3521 were assigned on 13 Dec 1940 in good flying conditions to execute a search along the projected flight path of the missing a/c. The a/c each took off with experienced crews at 09:10 hrs and were later spotted flying at about 700 ft over Lake Muskoka, while in close formation. The a/c then appear to have collided and both a/c crashed into the lake with the loss of both crews. The crewman on #3521 were F/L P. Campbell and LAC T.C. Bates. At the time of the crash, the total number of airframe hours was 918:05 hrs.</p> <p>SOS: 4 Mar 1941 - Cat "A" write-off</p>				

ADDITIONAL NOTES:

In summary, the RCAF received a total of 32 Northrop Nomad aircraft.

NB - In some references Nomad #3490 is stated as being delivered marked as NX-NT. However a review of the RCAF aircraft record card has clearly indicated what is in the table is correct (i.e. NX-N7).

* Unfortunately, it is not yet possible to definitively correlate the RCAF serial numbers with either any known Northrop construction numbers or previous USAAC serial numbers. The RCAF aircraft record cards do not provide any details. Ninety-three USAAC A-17A airframes had been returned to the Douglas Aircraft Corporation in June 1940 for overhaul and refurbishment for onward sale to the France. These USAAC airframes had serials numbers ranging from #36-166 to #38-354 with associated construction numbers ranging from #267 to #408 (See Appendix A - Baugher USAAC A-17A Serials for further comparison details). With the fall of France, these aircraft were diverted with 61 aircraft going to the United Kingdom and 32 being retained in Canada. The RCAF airframes were obviously within this batch of serial numbers but precise individual a/c details are not available. The USAAC serial #'s shown in the table above must be considered as "speculative". This speculation is based upon a review of the temporary civil registrations versus the known USAAC serial #'s. A further assumption is primarily based on some aircraft in the later batch of aircraft most likely being held over for Canada. The last twenty-six aircraft known to have been returned to Douglas for sale had USAAC serials ranging from #38-328 to #38-354. The last two digits in this sequence line-up nicely with the temporary civil registrations given to eighteen of the Canadian aircraft. By a process of elimination, the majority of the serials then can be guessed at but, even then, there are unexplained anomalies as indicated in the following table:

Speculative Table of Nomad Serial Numbers

RCAF Serial #	Civil Registration	USAAC Serial #	Other possibility?	Northrop c/n
3519	NX-N28	38-328	36-228	382
3520	NX-N29	38-329	-	383
3511	NX-N31	38-331	-	385
3504	NX-N34	38-334	-	388
3493	NX-N35	38-335	36-235	389
3502	NX-N36	38-336	36-236	390
3506	NX-N38	38-338	36-238	392
3507	NX-N39	38-339	36-239	393
3503	NX-N40	38-340	-	394
3513	NX-N42	38-342	36-242	396
3505	NX-N43	38-343	36-243	397
3512	NX-N44	38-344	36-244	398
3508	NX-N45	38-345	-	399
3521	NX-N46	38-346		400
3509	NX-N47	38-347	36-247	401
3510	NX-N51	38-351	36-251	406
3514	NX-N52	38-352	36-252	407
3492	NX-N53	38-353	36-253	408
3494	NX-N2	36-202?		229?
3495	NX-N6	??-???		-
3490	NX-N7	??-???		
3496	NX-N12	36-212?		239?
3515	NX-N15	36-215?		242?
3497	NX-N16	??-???		-
3498	NX-N17	36-217?		244?
3499	NX-N18	36-218?		245?
3500	NX-N20	36-220?		247?
3501	NX-N22	??-???		-
3517	NX-N24	36-224?		252?
3518	NX-N25	36-225?		253?
3516	NX-N27	36-227?		255?
3491	NX-N48	36-248?		276?

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

- No. 1 Service Flying Training School, Advanced Training School, Camp Borden, ON
- No. 2 Service Flying Training School, Uplands, ON
- No. 31 Service Flying Training School, Kingston, ON
- No. 4 Bombing & Gunnery School, Fingal, ON
- No. 6 Bombing & Gunnery School, Mountain View, ON
- No. 9 Bombing & Gunnery School, Mont Joli, QC
- Test & Development Flight, Rockcliffe, ON

Aircraft (or Air Vehicle) Damage Level (ADL) Categories: ¹

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

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

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

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

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

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

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

Number of RCAF Nomad Cat "A" write-offs = 11 (~ 34 % of the total fleet)

Post-War Survivors

At least 18 of the RCAF Northrop Nomads survived into 1945 but none were intentionally preserved for posterity. The surviving airframes were simply sold (probably only for their scrap value) at the end of the war. None of the aircraft sold by War Assets made it onto the civilian register. One a/c (#3521) was, however, subsequently recovered in a salvage exercise and the remains are currently in the possession of the National Air Force Museum in Trenton, ON. Another ex-USAAF A-17A (USAAF #36-207 c/n 234) is preserved at the USAF Museum at Wright Patterson AFB in Ohio. And finally, one of the ex-Peruvian Air Force Douglas Model-8 aircraft is preserved in Lima, Peru.

ABBREVIATIONS

a/c	=	aircraft
B & G	=	Bomb & Gunnery (School)
CF	=	Canadian Forces
C/N	=	Construction Number
hrs	=	hours
ON	=	Ontario (Canada)
QC	=	Quebec (Canada)
RAF	=	Royal Air Force
RCAF	=	Royal Canadian Air Force
SOS	=	Struck Off Strength
s/n	=	Serial Number
Stn	=	Station
Sqn	=	Squadron
TOS	=	Taken On Strength

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

RCAF RANKS

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

REFERENCES:

Books:

Griffin, J.A. - Canadian Military Aircraft - Serials and Photographs

Kostenuk, S. and Griffin, J.A., RCAF Squadrons and Aircraft 1924-1968.

Official Records:

Canada Aviation & Space Museum:

RCAF Nomad Equipment Record and Accident Record Cards

Library and Archives Canada Files:

[Northrop Nomad 3521](#). 1940. File. [RG24. File # 1700-3521](#). Microfilm # T-12347.

[Northrop Nomad 3498](#). 1943. File. [RG24. File # 1700-3498](#). Microfilm # T-12347.

[Northrop Nomad - No. 3512](#). 1942-1943. File. [RG24-E-14. File # 1100-35-12](#). Microfilm # C-5930.

[Northrop Nomad 3512](#). 1940. File. [RG24. File # 1700-3512](#). Microfilm # T-12347.

[Northrop Nomad 3491](#). 1940. File. [RG24. File # 1700-3491](#). Microfilm # T-12347.

[Northrop Nomad - No. 3506](#). 1942. File. [RG24-E-14. File # 1100-35-6](#). Microfilm # C-5930.

[Northrop Nomad 3494](#). 1942. File. [RG24. File # 1700-3494](#). Microfilm # T-12347.

[Northrop Nomad 3503](#). 1940. File. [RG24. File # 1700-3503](#). Microfilm # T-12347.

[Northrop Nomad 3504](#). 1943. File. [RG24. File # 1700-3504](#). Microfilm # T-12347.

Websites:

http://www.rwrwalker.ca/rcaf1_4digit_main.html

http://www.joebaugher.com/usaf_serials/usafserials.html

Appendix A

Reference: http://www.joebaugher.com/usaf_serials/usafserials.html

Northrop A-17A

36-162 ... 36-261
c/n 189/288

Following urgent pleas from the French after the German invasion, 93 of these aircraft were released by the US for resale to France. Ferried to Halifax, Nova Scotia using ferry registrations NX-N... for embarkation on the French carrier Béarn. However, the carrier had already sailed and the French had then signed an armistice. 61 aircraft were consequently shipped to UK, the remainder were assigned to the RCAF. RAF serials #AB541 to #AB633 were allocated but not taken up. RCAF serials were #3490 to #3521.

RAF serials allocated on arrival UK were #AS440 to AS462, AS958 to AS976 and AW420 to AW438. Declared obsolete, most of the UK aircraft were shipped to South Africa, SAAF serials #1221 to 1251, 1253 to 1257 and 1263 to 1269. AW421 remained in UK, becoming Ground Instructional Airframe #2670M. AS440, AS448 to AS451, AS453, AS455, AS459, AS460, AS961, AS962, AS967, AS968, AS971, AS975, AW423 and AW425 were all lost at sea, sunk with transport vessels, en-route to South Africa.

c/n - USAAC Serial - Details

189	36-162 - ? - (no information)
190	36-163 - written-off in an accident Mar 22, 1940.
191	36-164 - returned to Douglas Jun 21, 1940 for resale to France. 36-164 - w/o Jan 6, 1944 at Aberdeen Proving Grounds, MD
192	36-165 - returned to Douglas Jun 21, 1940 for resale to France.
193	36-166 - returned to Douglas Jun 21, 1940 for resale to France.
194	36-167 - returned to Douglas Jun 21, 1940 for resale to France.
195	36-168 - written-off in an accident Apr 21, 1938
196	36-169 - written-off in an accident May 1, 1940
197	36-170 - returned to Douglas Jun 1940 for resale to France.
198	36-171 - returned to Douglas Jun 1940 for resale to France.
199	36-172 - written-off in an accident Sept 2, 1938
200	36-173 - written-off in an accident Aug 28, 1940
201	36-174 - returned to Douglas Jun 1940 for resale to France
202	36-175 - returned to Douglas Jun 1940 for resale to France
203	36-176 - returned to Douglas Jun 1940 for resale to France
204	36-177 - returned to Douglas Jun 1940 for resale to France
205	36-178 - returned to Douglas Jun 1940 for resale to France
206	36-179 - returned to Douglas Jun 1940 for resale to France
207	36-180 - returned to Douglas Jun 1940 for resale to France
208	36-181 - returned to Douglas Jun 1940 for resale to France
209	36-182 - returned to Douglas Jun 1940 for resale to France
210	36-183 - returned to Douglas Jun 1940 for resale to France
211	36-184 - assigned to NACA Langley Memorial Aeronautical Laboratory, Virginia for engine cowling experiments Feb 13, 1939 to Jun 11, 1939. registered as NACA 132. Assigned to USAAC at Langley Field, VA. Returned to Douglas Jun 1940 for resale to France.
212	36-185 - assigned to NACA Langley Memorial Aeronautical Laboratory, Virginia 1937. Returned to Douglas Jun 1940 for resale to France
213	36-186 - ? - (no information)
214	36-187 - returned to Douglas Jun 1940 for resale to France
215	36-188 - returned to Douglas Jun 1940 for resale to France

216 36-189 - returned to Douglas Jun 1940 for resale to France
217 36-190 - written-off in an accident Apr 22, 1940
218 36-191 - returned to Douglas Jun 1940 for resale to France
219 36-192 - written-off in an accident Oct 30, 1940
220 36-193 - returned to Douglas Jun 1940 for resale to France
221 36-194 - ? - (no information)
222 36-195 - returned to Douglas Jun 1940 for resale to France
223 36-196 - returned to Douglas Jun 1940 for resale to France
224 36-197 - written-off in an accident Mar 30, 1938
225 36-198 - returned to Douglas Jun 1940 for resale to France
226 36-199 - returned to Douglas Jun 1940 for resale to France
227 36-200 - ? - (no information)
228 36-201 - returned to Douglas Jun 1940 for resale to France
229 36-202 - returned to Douglas Jun 1940 for resale to France
230 36-203 - written-off in an accident Apr 21, 1938
231 36-204 - returned to Douglas Jun 1940 for resale to France
232 36-205 - SOC May 31, 1944
233 36-206 - written-off in an accident Mar 20, 1941
234 36-207 - (MSN 234) on display at USAF Museum, WPAFB, OH
235 36-208 - ? - (no information)
236 36-209 - returned to Douglas Jun 1940 for resale to France
237 36-210 - written-off in an accident Jan 31, 1938
238 36-211 - returned to Douglas Jun 1940 for resale to France
239 36-212 - returned to Douglas Jun 1940 for resale to France
240 36-213 - returned to Douglas Jun 1940 for resale to France
241 36-214 - Struck off charge, Aug 1944
242 36-215 - returned to Douglas Jun 1940 for resale to France
243 36-216 - written-off in an accident May 18, 1940
244 36-217 - returned to Douglas Jun 1940 for resale to France
245 36-218 - returned to Douglas Jun 1940 for resale to France
246 36-219 - returned to Douglas Jun 1940 for resale to France
247 36-220 - returned to Douglas Jun 1940 for resale to France
248 36-221 - returned to Douglas Jun 1940 for resale to France
249 36-222 - Struck off charge, Oct 31, 1944
250 36-223 - returned to Douglas Jun 1940 for resale to France
252 36-224 - returned to Douglas Jun 1940 for resale to France
253 36-225 - returned to Douglas Jun 1940 for resale to France
254 36-226 - returned to Douglas Jun 1940 for resale to France
255 36-227 - returned to Douglas Jun 1940 for resale to France
256 36-228 - returned to Douglas Jun 1940 for resale to France
257 36-229 - written-off in an accident Jan 3, 1940
258 36-230 - returned to Douglas Jun 1940 for resale to France
259 36-231 - Struck off charge, Jul 25, 1942
260 36-232 - returned to Douglas Jun 1940 for resale to France
261 36-233 - returned to Douglas Jun 1940 for resale to France
262 36-234 - SOC Aug 8, 1944
263 36-235 - returned to Douglas Jun 1940 for resale to France
264 36-236 - returned to Douglas Jun 1940 for resale to France
265 36-237 - returned to Douglas Jun 1940 for resale to France
266 36-238 - returned to Douglas Jun 1940 for resale to France
267 36-239 - returned to Douglas Jun 1940 for resale to France
268 36-240 - Struck off charge, Sep 25, 1943
269 36-241 - written-off in an accident Jul 31, 1940.
270 36-242 - returned to Douglas Jun 1940 for resale to France

271 36-243 - returned to Douglas Jun 1940 for resale to France
 272 36-244 - returned to Douglas Jun 1940 for resale to France
 273 36-245 - crashed into administration building of Lick Observatory on Mt Hamilton near San Jose, CA on May 21, 1939. Pilot and passenger both killed.
 274 36-246 - returned to Douglas Jun 1940 for resale to France
 275 36-247 - returned to Douglas Jun 1940 for resale to France
 276 36-248 - returned to Douglas Jun 1940 for resale to France
 277 36-250 - returned to Douglas Jun 1940 for resale to France
 278 36-251 - returned to Douglas Jun 1940 for resale to France
 279 36-252 - returned to Douglas Jun 1940 for resale to France
 280 36-253 - returned to Douglas Jun 1940 for resale to France
 281 36-254 - returned to Douglas Jun 1940 for resale to France
 282 36-255 - returned to Douglas Jun 1940 for resale to France
 283 36-256 - returned to Douglas Jun 1940 for resale to France
 284 36-257 - Struck off charge, Aug 15, 1943
 285 36-258 - returned to Douglas Jun 1940 for resale to France
 286 36-259 written-off in an accident Oct 19, 1938
 287 36-260 returned to Douglas Jun 1940 for resale to France
 288 36-261 written-off in a crash Feb 21, 1941 during night flight near Athens, OH.

36-349 ... 36-350

Northrop A-17AS

c/n 289 and 290 - 3-seat unarmed staff transport

289 36-349 - delivered Jul 17, 1936. Crashed at Burbank, California Sep 21, 1938, killing General Oscar Westover, Chief of USAAC, and his mechanic S/Sgt Samuel Hymes.
 290 36-350 - delivered Jul 12, 1936. Was General Arnold's personal transport. Written-off in an accident on Mar 2, 1940, but General Arnold was not on board at the time.

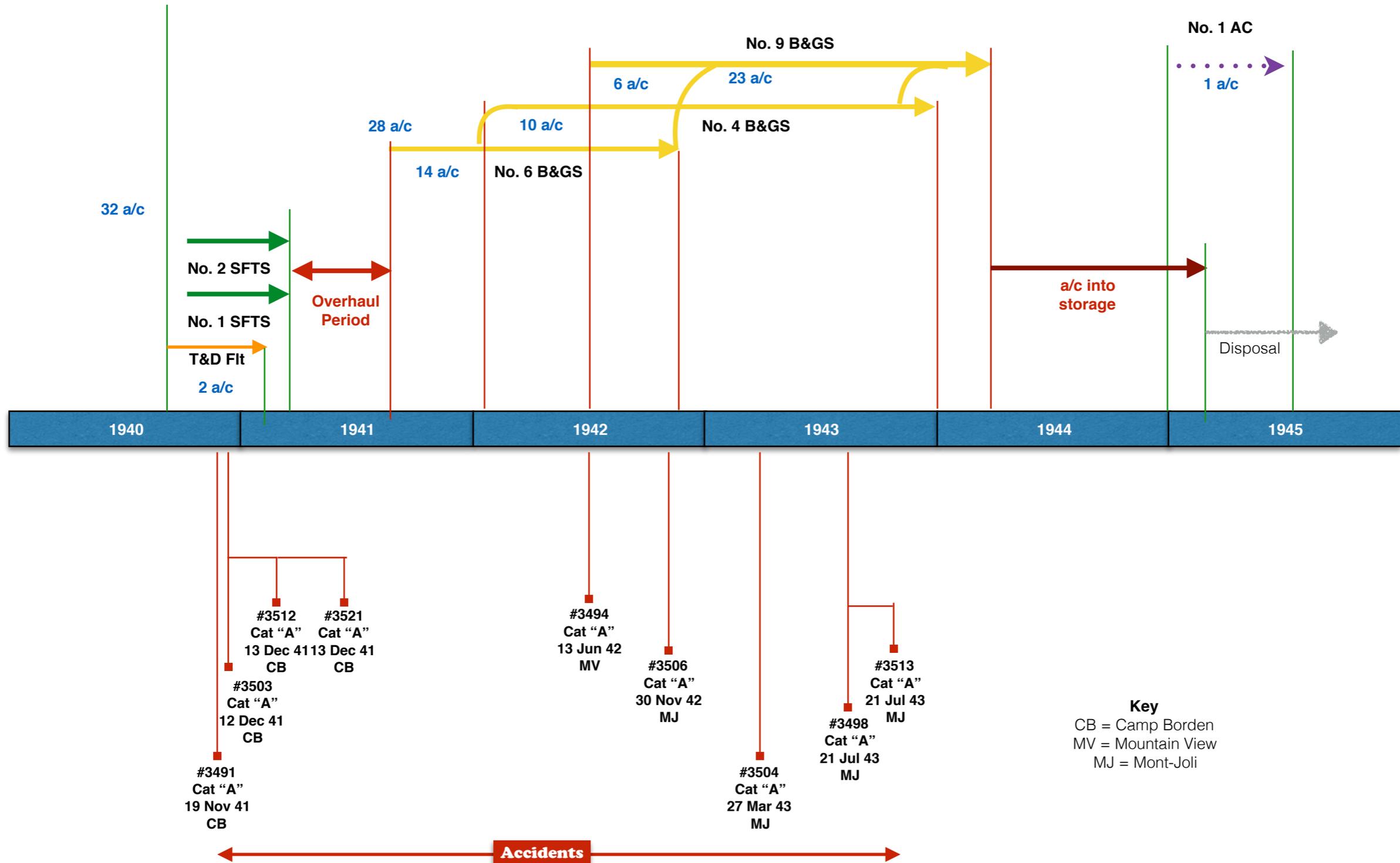
38-327 ... 38-355

c/n 381/409

381 38-327 - Struck off charge, Jul 1943
 382 38-328 - returned to Douglas Jun 1940 for resale to France
 383 38-329 - returned to Douglas Jun 1940 for resale to France
 384 38-330 - returned to Douglas Jun 1940 for resale to France
 385 38-331 - returned to Douglas Jun 1940 for resale to France
 386 38-332 - returned to Douglas Jun 1940 for resale to France
 387 38-333 - returned to Douglas Jun 1940 for resale to France
 388 38-334 - returned to Douglas Jun 1940 for resale to France
 389 38-335 - returned to Douglas Jun 1940 for resale to France
 390 38-336 - returned to Douglas Jun 1940 for resale to France
 391 38-337 - returned to Douglas Jun 1940 for resale to France
 392 38-338 - returned to Douglas Jun 1940 for resale to France
 393 38-339 - returned to Douglas Jun 1940 for resale to France
 394 38-340 - returned to Douglas Jun 1940 for resale to France
 395 38-341 - returned to Douglas Jun 1940 for resale to France
 396 38-342 - returned to Douglas Jun 1940 for resale to France
 397 38-343 - returned to Douglas Jun 1940 for resale to France
 398 38-344 - returned to Douglas Jun 1940 for resale to France
 399 38-345 - returned to Douglas Jun 1940 for resale to France
 400 38-346 - returned to Douglas Jun 1940 for resale to France
 401 38-347 - returned to Douglas Jun 1940 for resale to France

402 38-348 - written-off in an accident Jan 31, 1942.
403 38-349 - returned to Douglas Jun 1940 for resale to France.
404 38-350 - returned to Douglas Jun 1940 for resale to France
405 38-351 - returned to Douglas Jun 1940 for resale to France
406 38-352 - returned to Douglas Jun 1940 for resale to France
407 38-353 - Written-off May 4, 1939 at Anacosta, DC
408 38-354 - returned to Douglas Jun 1940 for resale to France
409 38-355 - accident on Jan 29, 1941 at Culebra Island, Puerto Rico. written-off May 6, 1941.

RCAF Nomad Use - Chronological History



Key
 CB = Camp Borden
 MV = Mountain View
 MJ = Mont-Joli