

RCAF P2V-7 Neptune Serials

Model #	LAC C/N	USN B/N	RCAF S/N	
P2V-7	826-8001	135565	24101	



First assigned to 405 Sqn. Transferred to 407 Sqn in Comox on 21 Oct 1960. Transferred to MPEU in Greenwood on 20 Jun 1964. Returned to 407 Sqn on 15 Dec 1965. Retired and declared surplus in Jul 1968. Purchased from Crown Assets by California Airframe Parts Company.

TOS: 5-6-1955	SOS:18-7-1968 Sold: 2-3-1970
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Model #	LAC C/N	USN B/N	RCAF S/N	
P2V-7	826-8002	135571	24102	





Assigned to 2 (M) OTU. Transferred to 407 Sqn on 15 Nov 1962. Retired and declared surplus in Jul 1968. Purchased from Crown Assets by California Airframe Parts Company.

TOS: 3-30-1955				SOS: 18-7-1968 Sold: 2-3-1970	
P2V-7	826-8003	135573	24103		



First assigned to and remained with 2 (M) OTU. Retired and declared surplus in July 1968. Purchased from Crown Assets by California Airframe Parts Company.

TOS: 3-30-1955				SOS: 18-7-1968 Sold: 2-3-1970	

P2V-7	826-8004	135575	24104	
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First assigned to 2 (M) OTU. Transferred to MPEU on 7 Apr 1965. Retired and declared surplus in Jul 1968. Purchased from Crown Assets by California Airframe Parts Company.

TOS: 4-9-1955			SOS: 18-7-1968 Sold: 2-3-1970	
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P2V-7	826-8005	135577	24105	
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First assigned to 2 (M) OTU in Summerside, PEI. Transferred to 407 Sqn on 17 Aug 1965. Returned briefly to 2 (M) OTU on 22 Feb 1966. Back to 407 Sqn on 17 May 1966. Retired and declared surplus in Jul 1968. Purchased from Crown Assets by California Airframe Parts Company.

TOS: 4-9-1955			SOS: 18-7-1968 Sold: 2-3-1970	
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P2V-7	826-8006	135579	24106	
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First assigned to 404 Squadron. Transferred to 2 (M) OTU on 19 Feb 1959. Retired and declared surplus in Jul 1968. Purchased from Crown Assets by California Airframe Parts Company.

TOS: 4-30-1955

SOS: 18-7-1968 Sold: 2-3-1970

P2V-7	826-8007	135581	24107	
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First assigned to 405 Sqn. Transferred briefly to 2 (M) OTU and then re-assigned to 407 Sqn on 4 Jun 1958. Retired and declared surplus in Jul 1968. Purchased from Crown Assets by California Airframe Parts Company.

4-30-1955	SOS: 18-7-1968 Sold: 2-3-1970
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P2V-7	826-8008	135583	24108	
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Initially assigned to 404 Sqn. Later transferred to 407 Sqn on 19 May 1959. Also served with MPEU. Then to 2 (M) OTU on 12 Mar 1964. Retired and declared surplus in 18 Jul 1968. Purchased from Crown Assets by California Airframe Parts Company.

TOS: 5-14-1955			SOS: 18-7-1968 Sold: 2-3-1970	
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P2V-7	826-8009	135585	24109	
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First assigned to CEPE and then to 405 Sqn. To 2 (M) OTU on 3 Feb 1958. Transferred to 407 Sqn on 4 Jun 1958. Back to 2 (M) OTU on 21 Oct 1960. Allocated as instructional airframe at Camp Borden on 20 Jul 1964 but then cancelled. Retired and declared surplus in Aug 1964. Purchased from Crown Assets by California Airframe Parts Company.

TOS: 5-15-1955

SOS: 4-8-1964 Sold: 2-3-1970

P2V-7	826-8010	135587	24110
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Initially assigned to No. 404 Sqn at Greenwood, NS. Transferred to 407 Sqn on 23 Nov 1959. Assigned to CEPE on 7 Jul 1961. Then to 2 (M) OTU on 22 Jun 1962. Retired and declared surplus in Jul 1968. Sold in May 1972 and stored in ex-RCAF scheme Oct 1971 with Cdn reg. CF-MQV but not taken up by Flying Fireman Ltd, Victoria, BC. (stored unconverted, Sidney BC May 1972). Sold to Johnson Flying Service, Missoula MT owned 1972/1975 US reg. N14447. Sold to Black Hills Aviation, Alamogordo NM owned 1975/1993 (Tanker #11). Sold to Neptune Inc, Alamogordo NM (tanker #11) owned 1993 through 1999. Sold to Neptune Aviation Services, Missoula MT owned 1999 to 2012 (tanker #11). As Tanker #11, it was flying near the head of the White Rock fire on the Utah-Nevada border west of Cedar City, Utah, when it crashed at 1:45 p.m on 3-6-2012 with two fatalities.

TOS: 5-23-1955

SOS: 18-7-1968 Sold: 2-3-1970

P2V-7	826-8011	135509	24111	
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First assigned to Greenwood, NS. Transferred to 407 Sqn on 5 May 1958. Retired and declared surplus in Jul 1968. Purchased from Crown Assets by California Airframe Parts Company.

TOS: 5-27-1955			SOS: 18-7-1968 Sold: 2-3-1970	
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P2V-7	826-8012	135591	24112	
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First assigned to 405 Sqn. To MPEU on 19 May 1958. To 2 (M) OTU on 16 May 1960. Transferred to 407 Sqn on 6 Nov 1962. Back to 2 (M) OTU on 9 Jul 1965. Retired and declared surplus in Jul 1968. Purchased from Crown Assets by California Airframe Parts Company.

TOS: 6-3-1955

SOS: 18-7-1968 Sold: 2-3-1970

P2V-7 826-8013 135593 24113



Initially assigned to 405 Sqn. Transferred to 407 Sqn on 21 Nov 1958. Retired and declared surplus in Jul 1968. Purchased from Crown Assets by California Airframe Parts Company. Sold to Flying Firemen Ltd. in Victoria, BC in 1971 as CF-MQW. In 1975 became US water bomber US reg # N14448 with Black Hills Aviation (as Tanker #A16) and crashed. Restored to non-airworthy status and finally donated to Pima Air Museum in Tucson, AZ

TOS: 6-19-1955

SOS: 18-7-1968 Sold: 2-3-1970

P2V-7	826-8014	135595	24114	
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Assigned to 404 Sqn. Transferred to 407 Sqn on 12 Dec 1958. Retired and declared surplus in Jul 1968. Purchased from Crown Assets by California Airframe Parts Company.

TOS: 6-6-1955			SOS: 18-7-1968 Sold: 2-3-1970	
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P2V-7	826-8015	135597	24115	
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First assigned to 405 Sqn. Transferred to 407 Sqn on 23 Apr 1958. Then to MPEU on 31 Jan 1961. Returned to 407 Sqn on 19 May 1961. Then to 2 (M) OTU on 22 Jul 1964. Crashed on 22 Jan 1965 while in OTU service. Engine-out procedure during training mission caused loss of a piston engine and eventually the jet engines. Crashed on attempted landing at Summerside, PEI. Airframe burned after crash landing. **Category "A" write-off on 25 Mar 1965.**

TOS: 3-17-1955

SOS: 1-22-1965

P2V-7

826-8016

135599

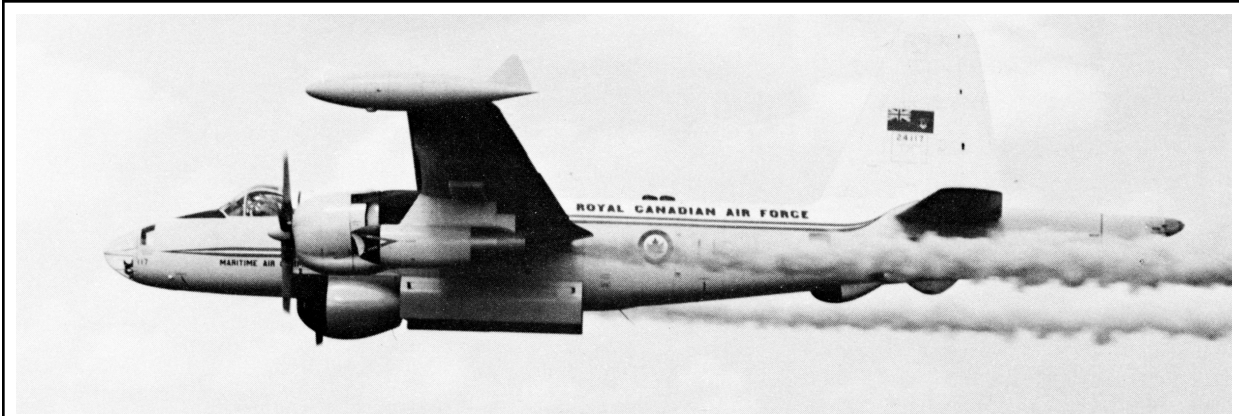
24116



Initially assigned to 404 Sqn. Transferred to 407 Sqn on 23 Oct 1959. Retired and declared surplus in Jul 1968. Purchased from Crown Assets by California Airframe Parts Company.

TOS: 7-5-1955				SOS: 11-7-1968 Sold: 2-3-1970	
P2V-7	826-8017	135601	24117		





Initially assigned to 405 Sqn. Transferred to 2 (M) OTU on 28 Jul 1958. Retired and declared surplus in Jul 1968. Purchased from Crown Assets by California Airframe Parts Company.

6-28-1955			SOS: 18-7-1968 Sold: 2-3-1970	
P2V-7	826-8018	135603	24118	



Initially assigned to 404 Sqn. Transferred to 407 Sqn Comox on 26 Mar 1958. In Feb 1961, the a/c suffered an explosion and fire on the #1 jet pod. On 25 June 1962, the airframe was heavily damaged (Cat "B") after the aircraft ran off the end of the runway in Victoria, BC after a poor landing following a heavy rain storm. It was then repaired and returned to service with 407 Sqn. Retired and declared surplus in Jul 1968. Purchased from Crown Assets by California Airframe Parts Company.

TOS: 6-28-1955				SOS: 18-7-1968 Sold: 2-3-1970	
P2V-7	826-8019	135605	24119		



Assigned to 405 Sqn. Transferred to 407 Sqn on 20 Feb 1959. To 2 (M) OTU on 16 Jul 1963. Retired and declared surplus in Jul 1968. Purchased from Crown Assets by California Airframe Parts Company.

TOS: 6-30-1955		SOS: 18-7-1968 TOS: 2-3-1970	
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P2V-7	826-8020	135607	24120	
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Assigned to 404 Sqn. To 2 (M) OTU on 11 Feb 1957. Retired and declared surplus in Jul 1968. Purchased from Crown Assets by California Airframe Parts Company.

7-28-1955			SOS: 18-7-1968 Sold: 2-3-1970	
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P2V-7	826-8021	135609	24121	
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Assigned to 405 Sqn. Then to 407 Sqn on 28 Jul 1958. Transferred to 2(M) OTU on 16 May 1960. Retired and declared surplus in Jul 1968. Purchased from Crown Assets by California Airframe Parts Company.

TOS: 8-1-1955	SOS: 18-7-1968 Sold: 2-3-1970
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P2V-7	826-8022	135611	24122	
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Initially assigned to 404 Sqn. Transferred to 2(M) OTU on 6 Jan 1959. Retired and declared surplus in Jul 1968. Purchased from Crown Assets by California Airframe Parts Company.

TOS: 8-7-1955

SOS: 18-7-1968 Sold: 2-3-1970

P2V-7 826-8023 135613 24123



Initially assigned to 405 Sqn. Later transferred to 407 Sqn on 31 Mar 1959. Retired and declared surplus in Jul 1968. Purchased from Crown Assets by California Airframe Parts Company.

TOS: 8-22-1955

SOS: 18-7-1968 Sold: 2-3-1970

P2V-7	826-8024	135615	24124	
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First assigned to 405 Sqn. Then to MPEU on 19 May 1959. To CEPE Cold Lake on 4 Aug 1961. Transferred to 2 (M) OTU on 20 Mar 1962. Retired and declared surplus in Aug 1964. Purchased from Crown Assets by California Airframe Parts Company.

TOS: 8-31-1955			SOS: 4-8-1964 Sold: 2-3-1970	
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P2V-7	826-8025	135617	24125	
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Initially assigned to 405 Sqn. Later transferred to 2 (M) OTU on 11 Feb 1957. Then to 407 Sqn on 5 May 1958. Assigned to AETE Uplands on 25 Mar 1968 for experimental trial support in Suffield, AB. Retired and declared surplus in Aug 1968. Last RCAF Neptune to fly. Purchased from Crown Assets by California Airframe Parts Company. Briefly became CF-MQX. Then became US water bomber US Reg # N65170 with Johnson Flying Service, Black Hills Aviation and finally Neptune Inc. Destroyed in a crash at Montasano, WA on 30 Sep 1990.

TOS: 9-22-1955

SOS: 9-8-1968 Sold: 2-3-1970

NOTES:

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

The Canadian Forces 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:

Category "A" = Destroyed / missing: The aircraft has been totally destroyed, is assessed as having suffered damage beyond economical repair or is declared missing; **NB** - Aircraft totally destroyed are normally written off the inventory. Accidents with a lower ADL may also subsequently result in administrative write-off of the aircraft for reasons not directly related to the damage.

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

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

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

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

Museum Aircraft

In 1980, ex-USN PV2-7 (USN Bureau No. 147969) was donated to CFB Greenwood for static display. This aircraft was consequently re-painted as RCAF #24117 but has no real RCAF history.

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



(DND Photo GDC-89310-6)

Abbreviations:

2 (M) OTU	No. 2 (Maritime) Operational Training Unit
AETE =	Aerospace Engineering and Test Establishment
CEPE =	Central Experimental Proving Establishment
CFB =	Canadian Forces Base
C/N =	Construction Number
MPEU =	Maritime Proving & Evaluation Unit
RCAF =	Royal Canadian Air Force
Reg =	Registration
Sqn =	Squadron
S/N =	Serial Number
TOS =	Taken On Strength
SOS =	Struck Off Strength
USN =	United States Navy

References:

Mutza, Wayne - *Lockheed P2V Neptune - An Illustrated History*, Schiffer Publishing Ltd, Atglen, PA, USA, 1996

Cline, Andrew & Rankin-Lowe, Jeff - *The Aircraft of the Canadian Armed Forces*.

Kostenuk, S. and Griffin, J.A., *RCAF Squadrons and Aircraft 1924-1968*. A.M. Hakkert Ltd., Toronto, ON 1977

Canada Aviation & Space Museum - RCAF P2V-7 Aircraft Record Cards

Library & Archives Canada File: RG-112 Volume 33532 - RCAF file 1038HK-80 - Volume 1 - Equipment & Supplies - Section 38Z Equipment - Aircraft Neptune - Generally