

CANADA AVIATION AND SPACE MUSEUM AIRCRAFT

ROYAL AIRCRAFT FACTORY S.E.5A CANADIAN AIR FORCE SERIAL NUMBERS INDIVIDUAL HISTORIES



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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 those aircraft which were allocated to the 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

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Dedication

This publication is dedicated to all those who flew and maintained these S.E.5a aircraft and especially to those who gave their lives in the service of their country while flying or maintaining these aircraft during the First World War.

Cover Image Notes

S.E.5A G-YCCC (Ex-RAF F9128). Acquired as part of an "Imperial Gift", this aircraft was used at Camp Borden, ON for flying training. After its flying use was completed, it was refurbished in overall black and aluminum (silver) dope colours as seen here and was then placed on display in Camp Borden Officer's Mess. - CASM photo

CAF S.E.5A Listing

Serial #	Service	Manufacturer	Туре	Model			
E5747	CAF	Austin Motor Co., Birmingham	S.E.5	S.E.5a			
	At 14 AAP Castle Bromwich by 5 Sep 1919 as a training machine for No. 94 Sqn at Upper Heyford. To 94 Sqn as of 12 Oct 1918. Reallotted to SE Area as of 30 Oc 1918. Used by No. 1 Squadron, Canadian Air Force (UK) in Shoreham - May 1919 to June 1919.						
E5748	CAF	Austin Motor Co., Birmingham	S.E.5	S.E.5a			
	At 14 AAP Castle Bromwich by 19 Sep 1919 as a training machine for No. 94 Sqn at Upper Heyford. To 94 Sqn as of 29 Oct 1918. To France with 94 Sqn on 2 Nov 1918. Used by No. 1 Squadron, Canadian Air Force (UK) in Shoreham - May 1919 to June 1919.						
E5755	CAF	Austin Motor Co., Birmingham	S.E.5	S.E.5a			
	At 14 AAP Castle Bromwich by 5 Sep 1919 as a training machine for No. 94 Sqn at Upper Heyford. To 94 Sqn as of 31 Oct 1918. Used by No. 1 Squadron, Canadian Air Force (UK) in Shoreham - May 1919 to June 1919.						
F7955	CAF	Austin Motor Co., Birmingham	S.E.5	S.E.5a			
	Used by No. 1 Squadron, Canadian Air Force (UK), in Shoreham in 1919. Fitted with 200-hp Hispano-Suiza engine. A Certificate of Airworthiness No. 238 was later issued for this a/c to Handley Page Ltd. but it never actually appeared on the British civil register.						
F7982	CAF	Austin Motor Co., Birmingham	S.E.5	S.E.5a			
	Used by No. 1 Squadron, Canadian Air Force (UK) in Shoreham - May 1919 to June 1919. Fitted with 200-hp Hispano-Suiza engine.						
F9016	CAF	Vickers Ltd., Weybridge	S.E.5	S.E.5a			
	Used by No. 1 Squadron, Canadian Air Force (UK) in Shoreham in 1919. Later transferred to Canada as part of Imperial Gift. Became G-CYBP (See entry below).						
F9020	CAF	Vickers Ltd., Weybridge	S.E.5	S.E.5a			
	At No. 10 AAP in Brooklands as of 16 Jan 1919. Used by No. 1 Squadron, Canadian Air Force (UK) at Shoreham in 1919						
F9025	CAF	Vickers Ltd., Weybridge	S.E.5	S.E.5a			
	At No. 10 AAP in Brooklands as of 5 Feb 1919. Used by No. 1 Squadron, Canadian Air Force (UK) at Shoreham in 1919						
F9029	CAF	Vickers Ltd., Weybridge	S.E.5	S.E.5a			
	At No. 10 AAP in Brooklands as of 7 Feb 1919. Used by No. 1 Squadron, Canadian Air Force (UK) in Shoreham from May 1919 to June 1919. Carried presentation markings as follows "No. 168 Presented by the Addis Ababa Branch Overseas Club and Patriotic League" along with 1 Sqn insignia and personal markings						

F9097 CAF Vickers Ltd., S.E.5 S.E.5a Weybridge

At No. 10 AAP in Brooklands as of 10 Dec 1918. Used by No. 1 Squadron, Canadian Air Force (UK) in Shoreham from May 1919 to June 1919

F9100 CAF Vickers Ltd., S.E.5 S.E.5a Weybridge

At No. 10 AAP in Brooklands as of 10 Dec 1918. Used by No. 1 Squadron, Canadian Air Force (UK) in Shoreham from May 1919 to June 1919

Notes - No. 1 (CAF) Squadron at Shoreham-by-the-Sea in the UK notionally should have had 12 S.E.5a on strength. The above listing contains only eleven aircraft as verified by the references. There is some photographic evidence to suggest the S.E.5a #F9102 may have been the twelfth aircraft but this has not been confirmed using any available references. Twelve aircraft were then selected for shipment back to Canada as part of an "Imperial Gift to the Dominions". The precise selection criteria for these particular 12 "gift" aircraft is <u>not</u> clear as only one of the original No.1 Squadron aircraft (#F9016) was crated up and returned to Canada. Engine selection and a preference for late production a/c with Woseley Viper engines may, however, have influenced the selection. The remaining 12 "imperial Gift" aircraft were drawn from other stocks as detailed below:

Registration	Service	Manufacturer	Туре	Model			
?????	CAF	Vickers Ltd., Crayford	S.E.5	S.E.5a			
	Ex-RAF C5376. Identified as part of the Imperial Gift but no further information available.						
	TOS: Unknown			SOS: Unknown			
G-CYAB	CAF / RCAF	Martinsyde Ltd., Brooklands	S.E.5	S.E.5a			
	Ex-RAF E3172. Part of Imperial Gift. Woseley Viper 210 engine. Used at Camp Borden,ON. Registration date also reported as 18 June 1920, struck off date as 30 Apr 1926, in "Early Canadian Military Aircraft" and reportedly reduced to spares and produced.						

TOS: 18 June 1920 **SOS**: 25 February 1929

G-CYAY CAF / RCAF Vickers Ltd., S.E.5 S.E.5a Weybridge

Ex-RAF F9114. Part of Imperial Gift. Woseley Viper engine. Used at Camp Borden, ON., in 1920. Category "C" accident at Guelph. ON on 12 January 1921. To Ottawa in 1923

TOS: 10 September 1920 SOS: Unknown

G-CYBE CAF / RCAF Royal Aircraft Factory S.E.5 S.E.5a Farnborough

Ex RAF D8479. Part of Imperial Gift. Woseley Viper engine. **Category "A"** accident at Camp Borden, ON on 16 November 1920. During a practice landing the pilot noticed a ridge on the aerodrome and to avoid running over it, the pilot opened the throttle and attempted a "go-around". The a/c swung to the left, stalled and struck the ground with the left wing tip flipping over onto its back. The pilot, F/O W.W. Ferguson escaped without injury. Despite the "A" Cat assessment, the original recommendation was for a complete re-build of the a/c but the airframe was apparently never fully repaired and was instead used for ground instructional purposes for a number of years. The airframe was subsequently scrapped.

TOS: 10 September 1920 **SOS**: 25 February 1929

G-CYBJ CAF / RCAF Royal Aircraft Factory S.E.5 S.E.5a Farnborough

Ex RAF D8472. Part of Imperial Gift. Woseley Viper engine. Used at Camp Borden, Ont. Category "B" accident at Camp Borden, ON on 21 October 1920. While being taxied for takeoff, by F/O M.F. Pieler the a/c struck a bump and the fuselage collapsed; all four fuselage longerons snapping under the upright compression struts, two bays from the apex of the tail. This a/c had completed only 15 flights (5 hrs of flying) following reerection on 15 Sep 1920. The a/c may have subsequently been converted to two-seat configuration following repairs. (TBC)

TOS: 29 September 1920 **SOS:** 30 April 1926

G-CYBP CAF / RCAF Vickers Ltd., S.E.5 S.E.5a Weybridge

Ex-RAF F9016. Originally used by No. 1 Fighting Squadron of the Canadian Air Force in the UK. Part of Imperial Gift. Woseley Viper engine. Used at Camp Borden, Ont. Category "D" accident at Beaton, ON on 7 February 1921. The pilot, Sgt Higginbothan was uninjured.

TOS: 7 October 1920 SOS: Unknown

G-CYBQ CAF Vickers Ltd., S.E.5 S.E.5a Weybridge

Ex RAF D8487. Part of Imperial Gift. Woseley Viper engine. **Category "A"** accident at Camp Borden, ON on 9 February 1921. After a smooth landing, the a/c crossed over a road and the fuselage collapsed; all four fuselage longerons snapping near the tail under the strain of impact and the a/c was subsequently reduced to spares and produce following an on-site survey recommendation on 6 May 1921

TOS: 12 October 1920 **SOS**: 8 March 1922 - **Cat "A" write-off**

G-CYBX CAF / RCAF Martinsyde Ltd., S.E.5 S.E.5a Brooklands

Ex-RAF E3173. Part of Imperial Gift. Woseley Viper engine. Category "D" accident at Moorefield, ON on 18 March 1921. P/O H.L. Erb was uninjured following an engine failure and subsequent forced landing.

TOS: 02 November 1920 **SOS**: 30 April 1926

G-CYBY CAF Royal Aircraft Factory S.E.5 S.E.5a Farnborough

Ex RAF D8489. Woseley Viper engine. Part of Imperial Gift. Viper engine Category "D" accident at Camp Borden, ON on 28 January 1921. The a/c crashed at the aerodrome; cause unknown, but the pilot, P/O C.C. Crosley escaped uninjured.

TOS: 16 December 1920 SOS: Unknown

G-CYCC CAF / RCAF Vickers Ltd., S.E.5 S.E.5a

Weybridge

Ex-RAF F9128. Part of Imperial Gift. Woseley Viper engine. Used at Camp Borden, ON. After use, refurbished in aluminum dope and placed on display in Camp Borden Officer's Mess.

TOS: 7 July 1920 **SOS**: 30 April 1926

G-CYCE CAF / RCAF Vickers Ltd., S.E.5 S.E.5a (dual)
Weybridge

G-CYCE CAF / RCAF Vickers Ltd., S.E.5 S.E.5a (dual) Weybridge

Ex-RAF F9117. Part of Imperial Gift. Woseley Viper engine. Converted to dual control trainer. Struck off at Camp Borden,ON. Also reported as struck off 25 February 1929, by Eyre.

TOS: 3 November 1920 **SOS:** 30 April 1926

G-CYCQ CAF / RCAF Vickers Ltd., S.E.5 S.E.5a (dual)

Weybridge

Ex-RAF F9136. Part of Imperial Gift. Woseley Viper engine. Converted to dual control trainer.

TOS: 3 November 1920. **SOS:** 25 February 1929

G-CYCV CAF / RCAF Vickers Ltd., S.E.5 S.E.5a Weybridge

Ex RAF F9139. Part of Imperial Gift. Woseley Viper engine. Used at Camp Borden, ON. Category "D" accident there on 16 March 1921 when the a/c ran into a sand hole upon landing and tipped up on its nose. The pilot, F/L B.H. Windsor, was uninjured.

TOS: 5 November 1921 **SOS**: 25 February 1929

ADDITIONAL NOTES

Abbreviations:

AAP = Aeroplane Acceptance Park

a/c = aircraft

CAF = Canadian Air Force c/n = construction number

(F) = Fighter

ON = Ontario (Canada)
SOS = Struck Off Strength
S/N = Serial Number
Sqn = Squadron

Stn = Stn

TOS = Taken On Strength

Aircraft 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 during a flight safety occurrence. The following damage level definitions are used to reflect the degree of damage:

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

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

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

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

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.

REFERENCES:

Canada Aviation & Space Museum

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