



**CANADA AVIATION  
AND SPACE MUSEUM**

## **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](mailto:kestrelaerospaceresearch@gmail.com)

## Acknowledgements

Special thanks to Sylvie Bertrand, the librarian at the Canada Aviation & Space Museum, who provided both guidance and assistance in providing access to the records used in the preparation of this publication.

## 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	Type	Model
<b>E5747</b>	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.				
<b>E5748</b>	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.				
<b>E5755</b>	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.				
<b>F7955</b>	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.				
<b>F7982</b>	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.				
<b>F9016</b>	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).				
<b>F9020</b>	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				
<b>F9025</b>	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				
<b>F9029</b>	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				



<b>G-CYBJ</b>	CAF / RCAF	Royal Aircraft Factory Farnborough	S.E.5	S.E.5a
<p>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 re-erection on 15 Sep 1920. The a/c may have subsequently been converted to two-seat configuration following repairs. (TBC)</p>				
<b>TOS:</b> 29 September 1920			<b>SOS:</b> 30 April 1926	
<b>G-CYBP</b>	CAF / RCAF	Vickers Ltd., Weybridge	S.E.5	S.E.5a
<p>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.</p>				
<b>TOS:</b> 7 October 1920			<b>SOS:</b> <i>Unknown</i>	
<b>G-CYBQ</b>	CAF	Vickers Ltd., Weybridge	S.E.5	S.E.5a
<p>Ex RAF D8487. Part of Imperial Gift. Woseley Viper engine. <b>Category "A"</b> 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</p>				
<b>TOS:</b> 12 October 1920			<b>SOS:</b> 8 March 1922 - <b>Cat "A" write-off</b>	
<b>G-CYBX</b>	CAF / RCAF	Martinsyde Ltd., Brooklands	S.E.5	S.E.5a
<p>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.</p>				
<b>TOS:</b> 02 November 1920			<b>SOS:</b> 30 April 1926	
<b>G-CYBY</b>	CAF	Royal Aircraft Factory Farnborough	S.E.5	S.E.5a
<p>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.</p>				
<b>TOS:</b> 16 December 1920			<b>SOS:</b> <i>Unknown</i>	
<b>G-CYCC</b>	CAF / RCAF	Vickers Ltd., Weybridge	S.E.5	S.E.5a
<p>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.</p>				
<b>TOS:</b> 7 July 1920			<b>SOS:</b> 30 April 1926	
<b>G-CYCE</b>	CAF / RCAF	Vickers Ltd., Weybridge	S.E.5	S.E.5a (dual)



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**

- RCAF Aircraft Equipment Record Cards

**Library & Archives Canada Records:**

- RG-24 Vol 5087 - 1021-3-8 Dual Control SE-5A's CAF

**Books:**

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- Hare, Paul R., *Mount of Aces - The Royal Aircraft Factory S.E.5a*
- Page, Gordon and Sturtivant, Ray - *The S.E.5 File*, Air Britain Publications, Tunbridge Wells, Kent, England, 1996

**Websites:**

- [http://rwrwalker.ca/cab\\_detail\\_aa\\_cz.html](http://rwrwalker.ca/cab_detail_aa_cz.html)
- [http://rwrwalker.ca/CAF\\_in\\_UK.htm](http://rwrwalker.ca/CAF_in_UK.htm)
- <http://www.airhistory.org.uk/gy/ImperialGift-Canada.html>