RCAF #	Manufacturer	c/n	Name	Variant	Engine
501	Blackburn	w/o #6596/1	Shark	Mk. II	Tiger VI

Completed in UK on 6 October 1936. With No. 6 (TB) Squadron, RCAF Station Trenton, Ontario, immediately after first flight. Squadron moved to RCAF Station Jericho Beach, BC, November 1938, aircraft shipped by rail. Was coded "XE*A" by early 1940. Flew this squadron's first wartime mission on 11 September 1939; patrol over Strait of Georgia. Transferred to No. 4 (BR) Squadron, same station, on 1 May 1940 (also reported as 29 April 1940). Operated by No. 111 (AC) Squadron, RCAF Station Patricia Bay, BC, 3 July 1940 to January 1941. Stored at No. 3 Repair Depot, returned to RCAF Station Jericho Beach onboard RCAF vessel *Sekani* in August 1941. To No. 7 (BR) Squadron, 16 April 1942. Coded "LT*O" in early 1942, "FG*O" by late 1942, and "O" from October 1942. To No. 3 Repair Depot for storage, 23 September 1943. Struck off charge same day.

TOS: 17 November 1936   **SOS:** 8 November 1943 - reduced to spares and produce

RCAF #	Manufacturer	c/n	Name	Variant	Engine
502	Blackburn	w/o #6596/2	Shark	Mk. II	Tiger VI

Completed in UK on 6 October 1936. Erected by No. 1 Air Depot, Ottawa. To No. 6 (TB) Squadron, January 1937. To Air Armament Training Flight, November 1938. Target towing gear installed by April 1939. To No. 1 Training Command, 1 April 1940. To Test & Development Flight, 20 May 1940. To No. 3 Repair Depot 25 June 1940, after prolonged ferry flight from Trenton. Delivered to RCAF Station Patricia Bay, BC in target tug configuration on 4 December 1941.   Used by No. 122 (K) Squadron, RCAF Station Patricia Bay, BC, as a target tug from 10 January 1942 to 1943. Cat "C" accident with this unit on 26 January 1942. To No. 3 RD for storage, 23 February 1944.

TOS: 26 October 1936   **SOS:** 5 June 1944 - Transferred to RN, used for training on escort carrier HMS *Patroller, Ranee or Reaper*; later dumped overboard

RCAF #	Manufacturer	c/n	Name	Variant	Engine
503	Blackburn	w/o # 6596/3	Shark	Mk. II	Tiger VI

Erected by No. 1 Air Depot, Ottawa. First Shark to fly in Canada, on 7 November 1936 at RCAF Station Ottawa. Later tested at RCAF Station Trenton, Ontario. With No. 6 (BR) Squadron, RCAF Station Trenton, Ontario, immediately after first flight, then Jericho Beach, BC, by January 1937, coded "XE*B". Transferred to No. 4 (BR) Squadron, same station, on 1 May 1940.   Operated by No. 111 (AC) Squadron, RCAF Station Patricia Bay, BC, 3 July 1940 to January 1941, coded "TM*F". To No. 3 Repair Depot for storage July 1941. To No. 7 (BR) Squadron 15 April 1942. Coded "LT*P" early 1942, "FG*P" late 1942, and "P" from October 1942. To No. 3 RD for storage, 1943.

TOS: 26 October 1936   **SOS:** 3 August 1944 - written off

RCAF #	Manufacturer	c/n	Name	Variant	Engine
504	Blackburn	w/o # 6596/4	Shark	Mk. II	Tiger VI

Taken on charge 11 November 1936. Tested on RCAF Type F skiis, installed at No. 1 Aircraft Depot, Ottawa, in spring of 1938. Probably only Shark ever operated on skiis. Also tested prototype of RCAF designed enclosed cokcpit at this time, Blackburn designed enclosure was adopted instead. To No. 7 (GP) Squadron 17 February 1937. To No. 6 (TB) Squadron, 12 July 1938. Coded "XE-C". To No. 3 Repair Depot for storage, 29 April 1940. Used by No. 122 (K) Squadron, RCAF Station Patricia Bay, BC, as a target tug with electric winch, 13 January 1942 to 1943, coded "AG*D". On floats at least part of this time. Back to No. 3 RD 23 February 1944.

TOS: November 1936 - Assembled and tested at RCAF Rockcliffe, ON   **SOS:** 3 August 1944 - written off

RCAF #	Manufacturer	c/n	Name	Variant	Engine
505	Blackburn	w/o # 6596/5	Shark	Mk. II	Tiger VI

Delivered direct to RCAF Station Trenton, Ontario. To No. 6 (TB) Squadron May 1937. Struck off, after crashing, on floats, at Trenton on 7 October 1938. Pilot misjudged landing on glassy water.

TOS: 3 May 1937   **SOS:** 8 March 1939 - **Cat "A" write-off** - reduced to spares and produce

506	Blackburn	w/o # 6596/6	Shark	Mk. II	Tiger VI

Tested in UK, in RCAF markings, before shipment to Canada. Delivered direct to RCAF Station Trenton, Ontario. With No. 6 (BR) Squadron, RCAF Station Treton, Ontario, 28 April 1937. Squadron moved to RCAF Station Jericho Beach, BC, November 1938, aircraft shipped by rail. Transferred to No. 4 (BR) Squadron, same station, on 1 May 1940. Stored at No. 3 Repair Depot from 5 August 1940. Used by No. 122 (K) Squadron, RCAF Station Patricia Bay, BC, as a target tug, from 17 January 1942. Struck off, after crashing, on floats, at Sea Island on 18 June 1942.

TOS: 27 April 1937

SOS: 3 November 1942 - **Cat "A" write-off** - reduced to spares and produce

507	Blackburn	w/o # 6596/7	Shark	Mk. II	Tiger VI

Delivered direct to RCAF Station Trenton, Ontario. With No. 6 (TB) Squadron, RCAF Station Treton, Ontario, 1937. Squadron moved to RCAF Station Jericho Beach, BC, November 1938, aircraft shipped by rail. Cat "C" accident on 8 Jun 1939. Struck off, after crashing, on floats, at Jericho Beach, while landing down-wind on 10 September 1939.

TOS: 3 May 1937

SOS: 16 February 1940 - **Cat "A" write-off** - reduced to spares and produce

514	Boeing Canada	501	Shark	III	Pegasus IX

First Canadian built Shark. Company tests at RCAF Station Jericho Beach and Sea Island Airport, BC, summer of 1938 to summer of 1939. First flight, on floats, from Jericho Air Station, BC by civilian pilot William J. Holland of Ginger Cootes Airways.Reported to be of better quality and better performance than UK built Sharks. Delivered to RCAF 2 August 1939. To No. 6 (TB) Squadron on 31 August 1939. Struck off, after crash at Jericho Beach on 5 September 1939.

TOS: 21 July 1939

SOS: 16 February 1940 - **Cat "A" write-off** - reduced to spares and produce

515	Boeing Canada	502	Shark	III	Pegasus IX

First Canadian built Shark delivered with late style, rounded, rudder. To No. 6 (TB) Squadron on 31 August 1939. Crashed at Jericho Beach on 5 September 1939. Struck large wave while taking off with full bomb load, became briefly airborne before crashing. No fatalities.

TOS: 22 August 1939

SOS: 16 February 1940 - **Cat "A" write-off** - reduced to spares and produce

516	Boeing Canada, Vancouver	503	Shark	III	Pegasus IX

Rudder problems delayed delivery to RCAF. To No. 6 (BR) Squadron on 15 October 1939. Crashed during fully loaded take off at Jericho Beach on 17 October 1939.

TOS: 16 September 1939

SOS: 16 February 1940 - **Cat "A" write-off** - reduced to spares and produce

517	Boeing Canada	50?	Shark	III	Pegasus IX

To No. 6 (BR) Squadron on 21 October 1939 at RCAF Station Jericho Beach, BC. Bombed up and placed on standby, 10 April 1940, in order to intercept Norwegian merchant vessels if they attempted to escape Vancouver harbour, no mission flown. To Alliford Bay, Queen Charlotte Islands, with this unit in May 1940. Cat "C" accident on 27 May 1940. Lost upper wing during dive bombing training at Alliford Bay, BC on 27 July 1940, 3 fatalities; first RCAF *Shark* fatalities. This accident lead to fleet grounding, and general inspection and repair of aircraft wings before returning to service.

TOS: 17 October 1939

SOS: 14 November 1940 - **Cat "A" write-off**

518	Boeing Canada	506	Shark	III	Pegasus IX

To No. 6 (BR) Squadron on 1 November 1939. Operated by No. 7 (BR) Squadron, RCAF Station Prince Rupert, BC, December 1941 to January 1942. Crashed and burned in a forest near Prince Rupert, BC on 4 January 1942. The pilot and Sgt E.E. Cormier were killed but Sgt Collins escaped with minor injuries. The airframe had 307:55 hours at that time. Wreckage still there in 1970's.

TOS: 24 October 1939

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

519	Boeing Canada	507	Shark	III	Pegasus IX

To No. 6 (BR) Squadron on 22 November 1939. After #517 crash on 27 July 1940, inspected and found to have buckled ribs on upper wing. To No. 7 (BR) Squadron December 1941. To No. 122 (K) Squadron, as target tug, on 21 August 1943. Stored at No. 3 Repair Depot from 19 March 1944.

TOS: 22 November 1939   **SOS:** 13 July 1944 - reduced to spares and produce

520	Boeing Canada	505	Shark	III	Pegasus IX

To No. 6 (BR) Squadron on 15 December 1939. Stored at No. 3 Repair Depot from 5 August 1941. Issued to No. 7 (BR) Squadron May 1942. The a/c received a non-standard camouflage paint schema while at this unit. Water looped and turned over while taking off on floats at Prince Rupert, BC on 2 March 1943.

TOS: 14 December 1939   **SOS:** 25 May 1943 **- Cat "A" write-off - reduced to spares and produce**

521	Boeing Canada	504	Shark	III	Pegasus IX

To No. 6 (BR) Squadron on 5 December 1939. After 517 crash on 27 July 1940, inspected and found to have buckled ribs on upper wing. To No. 3 Repair Depot 5 August 1941. To No. 7 (BR) Squadron on 10 April 1942. Back to No. 3 RD in September 1943.

TOS: 5 December 1939   **SOS:** 13 July 1944 - reduced to spares and produce

522	Boeing Canada		Shark	III	Pegasus IX

Used to test adjustable front float struts. To No. 6 (BR) Squadron, 23 December 1939, coded "XE*K". To No. 3 Repair Depot for storage on 5 August 1941. Issued to No. 7 (BR) Squadron on 26 May 1942. To No. 122 (K) Squadron, as target tug, on 11 August 1943. Back to No. 3 RD on 19 March 1944.

TOS: 22 December 1939   **SOS:** 5 June 1944 - Transferred to RN, used for training on escort carrier HMS *Patroller, Ranee or Reaper*; later dumped overboard

523	Boeing Canada		Shark	III	Pegasus IX

To No. 6 (BR) Squadron 10 January 1940, coded "XL*L". Operated by No. 7 (BR) Squadron, RCAF Station Prince Rupert, BC, December 1941 to 1942. Used by No. 122 (K) Squadron, RCAF Station Patricia Bay, BC, as a target tug, 7 July 1943 to 1944. Flew last RCAF Shark operation, target tug flight, on 30 January 1944. To No. 3 Repair Depot for storage on 19 March 1944.

TOS: 8 January 1940   **SOS:** 13 July 1944 - reduced to spares and produce

524	Boeing Canada		Shark	III	Pegasus IX

To No. 6 (BR) Squadron on 27 January 1940, at RCAF Station Jericho Beach, BC. Bombed up and placed on standby, 10 April 1940, in order to intercept Norwegian merchant vessels if they attempted to escape Vancouver harbour, no mission flown. To Alliford Bay, Queen Charlotte Islands, with this unit in May 1940. Flew squadron's first operational patrol from Alliford Bay, on 30 May 1940. Transferred to No. 7 (BR) Squadron December 1941. Cat "C" accident at Prince Rupert on 21 April 1942. Crashed off Ketlakatla, BC on 20 June 1942, after striking slipstream of another *Shark*. The a/c dove into the water from 600 ft. 2 crew onboard were lost, only one float ever found.

TOS: 24 January 1940   **SOS:** 13 July 1942 - **Cat "A" write-off**

525	Blackburn	w/o # 8780/1	Shark	III	Pegasus IX

First Mk. III for the RCAF. Assembled and tested in the UK, November 1938. Carried mix of RCAF serials at that time, 508 on rudder and 525 on wings. Tested on floats in UK in December 1938. Shipped unassembled to RCAF Station Jericho Beach, BC in spring of 1939. With No. 6 (BR) Squadron, RCAF Station Jericho Beach, BC from 22 March 1939. Temporary detachment to Ucluelet, BC September 1939 to May 1940. Crashed, on floats, at Alliford Bay, BC, landing on glassy water on 19 July 1940.

TOS: March 1939   **SOS:** 4 October 1940 - **Cat "A" write-off** - reduced to spares and produce

526	Blackburn	w/o # 8780/2	Shark	III	Pegasus IX

Last Shark built by Blackburn. At RCAF Station Ottawa on 14 or 16 March 1939. Erected by No. 1 Air Depot. To Test and Development Flight, 2 June 1939. Tested first Canadian Shark target towing installation, with wind driven winch. To No. 10 (BR) Squadron at Halifax on 7 September 1939, as a target tug. Loaned, with crew, to No. 118 (B) Squadron, RCAF Station *Saint John*, NB, briefly in 1939 and again in 1940. Struck tender boat while taxiing on floats, 22 August 1940 with Cat "B" damage. Stored at No. 3 Repair Depot from 7 November 1940.   To No. 6 (BR) Squadron on 11 August 1941. To No. 7 (BR) Squadron, RCAF Station Prince Rupert, from December 1941. Cat "C" accident on 28 February 1942. Overturned on landing, on floats, at Prince Rupert BC on 3 September 1942. No injuries.

TOS: 14 March 1939   **SOS:** 4 December 1942 - **Cat "A" write-off**

545	Boeing Canada		Shark	III	Pegasus IX

With No. 6 (BR) Squadron, RCAF Station Jericho Beach, BC, from 6 March 1940. Transferred to No. 4 (BR) Squadron, same station, on 1 May 1940. Served with No. 4 (BR) Squadron, RCAF Stations Jericho Beach and Ucluelet, BC, from 1940 to 1941. Operated on floats, coded "FY*C". Operated by No. 7 (BR) Squadron, RCAF Station Prince Rupert, BC, December 1941 to 1943. Cat "C" accident on 4 Apr 1942 at Prince Rupert, BC. To No. 3 Repair Depot for storage on 19 March 1944

TOS: 20 February 1940   **SOS:** 13 Jul 1944 - write-off

546	Boeing Canada		Shark	III	Pegasus IX

With No. 6 (BR) Squadron, RCAF Station Jericho Beach, BC, from 6 March 1940. Transferred to No. 4 (BR) Squadron, same station, on 1 May 1940. Served with No. 4 (BR) Squadron, RCAF Stations Jericho Beach and Ucluelet, BC, from 1940 to 1941. Operated on floats, coded "FY*D". Operated by No. 7 (BR) Squadron, RCAF Station Prince Rupert, BC, December 1941 to 1943, coded "FG*H". To No. 3 Repair Depot for storage in September 1943.

TOS: 20 February 1940   **SOS:** 5 June 1944 - Transferred to RN, used for training on escort carrier HMS *Thane*; later dumped overboard

547	Boeing Canada		Shark	III	Pegasus IX

To Western Air Command, for storage, on 1 April 1940. To No. 4 (BR) Squadron on 1 May 1940. To No. 7 (BR) Squadron, RCAF Station Prince Rupert, BC, in December 1941. Crashed and sank while landing on floats, at Prince Rupert BC on 27 January 1943. Depth charges detonated, one fatality.

first date: 5 March 1940   **SOS:** 2 February 1943 - **Cat "A" write-off**

548	Boeing Canada		Shark	III	Pegasus IX

To Western Air Command, for storage, on 1 April 1940. To No. 4 (BR) Squadron on 1 May 1940. Served with No. 4 (BR) Squadron, RCAF Stations Jericho Beach and Ucluelet, BC, from 1940 to 1942. Operated on floats, coded "FY*F". To No. 7 (BR) Squadron, RCAF Station Prince Rupert, BC, in December 1941. Effectively destroyed at Prince Rupert after depth charge accidently released by maintenance crew, and detonated beneath moored aircraft on 21 September 1943. 2 fatalities.

TOS: 19 March 1940   **SOS:** 9 October 1943 - **Cat "A" write-off;** reduced to spares & produce

549	Boeing Canada		Shark	III	Pegasus IX

To Western Air Command, for storage, on 1 April 1940. To No. 4 (BR) Squadron on 15 June 1940. To No. 7 (BR) Squadron, RCAF Station Prince Rupert, BC, December 1941. Cat "C" accident on 5 Feb 1942 at Prince Rupert, BC. Flew this squadron's last Shark mission on 24 September 1943. Used by No. 122 (K) Squadron, RCAF Station Patricia Bay, BC, as a target tug, 1943 to 1944. To No. 3 Repair Depot, for storage, on 19 March 1944.

TOS: 19 March 1940   **SOS:** 31 May 1944 - Transferred to RN, used for training on escort carrier HMS *Puncher*; later dumped overboard

550	Blackburn	Boeing Canada, Vancouver	Shark	III	Pegasus IX

Last Canadian built Shark. To Western Air Command, for storage, on 19 May 1940. To No. 6 (BR) Squadron on 11 October 1940, at Alliford Bay, Queen Charlotte Islands. To 7 (BR) Squadron at Prince Rupert, BC, December 1941 or January 1942.   Attacked a submarine on 27 October 1942, no observed results. This was the only offensive action by a RCAF Shark. To No. 122 (K) Squadron, as target tug, on 11 August 1943. To No. 3 Repair Depot, for storage, 19 March 1944.

TOS: 4 April 1940

SOS: 5 June 1944 - Transferred to RN, used for training on escort carrier HMS *Patroller, Ranee or Reaper*; later dumped overboard

ADDITIONAL NOTES

Abbreviations:

BC	=	British Columbia (Canada)
(BR)	=	Bomber Reconnaissance
c/n	=	construction number
HMS	=	His Majesty's Ship
(K)	=	Composite
ON	=	Ontario (Canada)
RAF	=	Royal Air Force
RCAF	=	Royal Canadian Air Force
RN	=	Royal Navy
SOS	=	Struck Off Strength
S/N	=	Serial Number
Sqn	=	Squadron
Stn	=	Stn
(TB)	=	Torpedo Bomber
TOS	=	Taken On Strength
TTS	=	Technical Training School

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;

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.

Shark Category "A" Accidents = 14 (or 14 / 26 = 54% of the fleet)

Instruction Airframe Categories

In the Canadian Armed Forces, airframes relegated to training purposes were categorized with an alpha-numeric serial number. The letter designation denoted one of four categories as follows:

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

"A" prefix - identifies aircraft that are deemed repairable and potentially could be returned to flight status
"B" prefix - identifies aircraft that are permanently assigned to the ground training role
"C" prefix - identifies ground training aircraft that have been sectioned
"D" prefix - identifies aircraft consigned as demolition targets

REFERENCES:

- Griffin, J.A. - *Canadian Military Aircraft - Serials and Photographs*
- http://rwrwalker.ca/RCAF_501_550_detailed.htm
- LAC - RCAF Accident Reports & Investigations - Microfilm Reel #C5929