

Appendix A - RCAF Armstrong Whitworth Siskin Serials

RCAF s/n	Manufacturer	Name	Mark	c/n
-	Armstrong Whitworth	Siskin	IIIDC	AW147
<p>TOS: 5 January 1926</p> <p>RAF #J7758. Operated under loan with RAF serial number, along with #J7759 for winter evaluation trials. Then assigned to Training Squadron, "B" Flight, Camp Borden, ON. Also flown at High River, AB. Category "A" crash - while at High River on 28 June 1927, killing pilot P/O C.M. Anderson; the a/c was destroyed by post-crash fire.</p> <p>SOS: 22 September 1927 - Cat "A" write-off</p>				
23	Armstrong Whitworth	Siskin	IIIA	AW207
<p>TOS: 26 July 1928</p> <p>Initially assigned to Training Squadron, B Flight, Camp Borden, ON. Later flown in demonstration teams by F/O Fowler Gobeil. Took part in 1931 Trans Canada Air Pageant. Suffered mid-air with #61 during formation practice at RCAF Station Trenton, killing the pilot of other aircraft, demonstration team leader S/L Henry Hewson. Category "A" crash. This a/c had 388:00 flying hours at the time.</p> <p>SOS: 26 July 1932 - Cat "A" write-off</p>				
61	Armstrong Whitworth	Siskin	IIIA	
<p>TOS: 28 June 1929</p> <p>Initially assigned to Training Squadron, "B" Flight, Camp Borden, ON. This a/c was part of demonstration team at 1929 Cleveland Air Races. Suffered mid-air collision on 26 July 1932 with #23 during formation practice at RCAF Station Trenton, killing the pilot, demonstration team leader, S/L Henry Hewson. Category "A" crash. This a/c had 110:20 flying hours at the time.</p> <p>SOS: 10 August 1932 - Cat "A" write-off</p>				
10 301	Armstrong Whitworth	Siskin	III	AW148
<p>TOS: 5 January 1926</p> <p>Ex-RAF #J7759. Initially operated with RAF serial number, for winter evaluation trials. Then assigned to Training Squadron, "B" Flight, Camp Borden, ON. Also flown in High River, AB. Officially purchased by the RCAF as of August 1927. Planned renumbering to #301 from #10 was never executed. On 31 October 1934, Sgt V.S. Roberts was overhead <i>Camp Borden</i> when <i>Siskin</i> #10 broke up in the air. Eye witnesses were horrified to both see and hear the engine wrench itself free of its mountings and, as the aircraft tumbled, the wings broke away and the fuselage plummeted to earth from 2,000 feet (610 m) with Sgt Roberts unable to escape the wreckage. The precise cause of the structural break-up is not available in references but it may have been a prop or engine mount failure. Some sources have this aircraft becoming #301, but this is incorrect; the change was planned but not executed because of the crash. This a/c had 332:10 flying hours when struck off.</p> <p>SOS: 26 March 1935 - Category "A" crash & write-off</p>				

20 302 A26	Armstrong-Whitworth	Siskin	IIIA	AW208
<p>TOS: 20 December 1927</p> <p>Ex-RAF #J8632. Initially assigned to Training Squadron, "B" Flight, Camp Borden, ON. Part of the 1929 air demonstration team, flew first RCAF public demonstrations that summer across ON and Eastern US. Took part in air show in Toronto, 1929 or 1930. Named "Captain Sir Arthur Whitten Brown" in ceremony on 19 July 1929. Part of Siskin Exhibition Flight, 1932. Circa 1929, renumbered to #302 (from #20) With Fighter Flight of No. 3 (B) Squadron, RCAF Station Trenton, 1935 to 1937. Used by No. 1 (F) Squadron, at RCAF Station Trenton, ON, 1937 and 1938. Later became instructional airframe #A26, possibly used by No. 113 (F) Squadron in this role.</p> <p>SOS: 5 September 1946 - to War Assets for disposal</p>				
21 303 A27	Armstrong Whitworth	Siskin	IIIA	AW281
<p>TOS: 26 December 1927</p> <p>Registration G-CYZE reserved, only used briefly (if at all). Initially assigned to Training Squadron, "B" Flight, Camp Borden, ON. Renumbered from 21 to 303 circa 1929. Undercarriage damaged in a landing accident on 4 Sep 1929. Damaged again in a forced landing accident after overturning on 18 May 1930 while being ferried from Ottawa to Camp Borden. With Fighter Flight of No. 3 (B) Squadron, RCAF Station Trenton, 1935 to 1937. Used by No. 1 (F) Squadron, at RCAF Station Trenton, ON, 1937 and 1938. Used as an instructional airframe throughout WW2, serial A 27. To No. 58 (Royal Canadian Air Cadets) Squadron as training aid. On 30 Dec 1948, the airframe was stripped and donated as part of the "National Scrap Drive".</p> <p>SOS: 18 August 1947</p>				
22 304 A28	Armstrong Whitworth	Siskin	IIIA	AW235
<p>TOS: 26 July 1928</p> <p>Initially assigned to Training Squadron, "B" Flight, Camp Borden, ON. Damaged in a landing accident at Camp Borden on 22 May 1930 when the u/c collapse. Took part in air show in Toronto, 1929 or 1930. Took part in 1931 Trans Canada Air Pageant. Part of Siskin Exhibition Flight, 1932. Renumbered from #22 to #304 circa 1929. With Fighter Flight of No. 3 (B) Squadron, RCAF Station Trenton, 1935 to 1937. Used by No. 1 (F) Squadron, at RCAF Station Trenton, ON, 1937 and 1938. Became instructional airframe #A 28, later users included No. 92 (Royal Canadian Air Cadets) Squadron.</p> <p>SOS: 22 July 1946</p>				
59 305	Armstrong Whitworth	Siskin	IIIA	AW397
<p>TOS: c.1932 - Renumbered</p> <p>Initially assigned to Training Squadron, "B" Flight, Camp Borden, ON. Later with Siskin Flight, Rockcliffe 1929. Part of the 1929 air demonstration team at the Cleveland Air Races. Named "Captain Sir John Alcock DSC" in ceremony on 19 July 1929. Took part in 1931 Trans Canada Air Pageant. Renumbered as 305, some time after 1931. Category "B" accident at Minden, near Trenton, on 18 June 1938 after the pilot became lost and force landed out of fuel. Struck off, after being assessed as a Category "A" write-off from the damage at Minden..</p> <p>SOS: 16 January 1939 - Cat "A" write-off - remains reduced to spares & produce</p>				

60 306 A29	Armstrong-Whitworth	Siskin	IIIA	AW148
<p>TOS: 22 June 1929</p> <p>Initially assigned to Training Squadron, "B" Flight, Camp Borden, ON. Operated on skis. Part of the 1929 air demonstration team. Took part in 1931 Trans Canada Air Pageant. Part of Siskin Exhibition Flight, 1932. Renumbered as #306 sometime after 1932. Used by No. 113 (F) Squadron in 1939. Became Instructional Airframe #A 29 at No. 1 TTS in St. Thomas, ON.</p> <p>SOS: 29 September 1942 - airframe reduced to spares & produce</p>				
62 307 A11	Armstrong Whitworth	Siskin	IIIDC	AW398
<p>TOS: 29 May 1929</p> <p>Initially assigned to Training Squadron, "B" Flight, Camp Borden, ON. Dual control trainer. Renumbered as #307 from #62 circa 1932. Became Instructional Airframe #A 11 at No. 1 TTS in St. Thomas, ON.</p> <p>SOS: 12 July 1940 - airframe reduced to spares & produce</p>				
63 308	Armstrong Whitworth	Siskin	IIIDC	AW399
<p>TOS: 29 May 1929</p> <p>Initially assigned to Training Squadron, "B" Flight, Camp Borden, ON. Dual control trainer. Renumbered from #63 to #308 circa 1932. On the 25 May 1937, the a/c was being used by No. 1 (F) Sqn for a practice flight from RCAF Stn Trenton. The pilots carried out two dives and two loops after which the engine failed and sprayed oil. A forced landing was executed in a field but the a/c turned over in the process. Both pilots survived with injuries. An oil pressure line was subsequently found to be fractured. The airframe was heavily damaged and was assessed as Cat "B" damage. The a/c was subsequently not repaired and was written-off.</p> <p>SOS: 16 August 1937 - Cat "A" write-off - airframe reduced to spares & produce</p>				
210 309 A30	Armstrong Whitworth	Siskin	IIIA	AW699
<p>TOS: 26 March 1931</p> <p>Took part in 1931 Trans Canada Air Pageant, while marked as #210. Renumbered from #210 to #309 on 23 June 1931. With Fighter Flight of No. 3 (B) Squadron, RCAF Station Trenton, 1935 to 1937. Used by No. 1 (F) Squadron, at RCAF Station Trenton, ON., 1937 and 1938. Also with No. 113 (F) Squadron in 1939. Later became Instructional airframe #A 30.</p> <p>SOS: 29 September 1942 - airframe reduced to spares & produce at No. 1 TTS in St. Thomas, ON.</p>				

ADDITIONAL NOTES

Abbreviations

(B)	=	Bomber
c/n	=	construction number
(F)	=	Fighter
ON	=	Ontario (Canada)
RAF	=	Royal Air Force
RCAF	=	Royal Canadian Air Force
SOS	=	Struck Off Strength
S/N	=	Serial Number
Sqn	=	Squadron
Stn	=	Stn
TOS	=	Taken On Strength

Category "A" Write-offs = 5 (or 6 /12 = 50% of the fleet)

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.

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