

RCAF Supermarine Spitfire Serials

L1090 3201M	Supermarine		Spitfire	Mk. IIA	
<p>TOS: 19 February 1940 - taken on strength</p> <p>First flight in UK on 24 August 1939. TOS by RAF 29.8.39; Shipped to USAAC at Wright Field, Dayton, Ohio late 1939 for evaluation. Transferred to 1 Testing Centre RCAF at Ottawa (as part of Test & Development Flight), may have arrived in May 1940. Comparison and test flying with XP-40 at RCAF Uplands (Ottawa). Ontario, 9.5.40 (S/L EA McNab); Tests also conducted at Toronto (date unknown); No. 1 Training Air Command 30.5.40; RCAF Stn No.97 on 6.6.40; No.1 AD Ottawa 20.6.40; Departed Ottawa in Canadian National Railway Boxcar #36531 for England via Montreal 25.6.40; Arr. UK 1.8.40; Converted to GI 3201M; No.3 SoTT Blackpool 14.4.41; No. 14 SoTT Henlow 13.5.44; Became instructional airframe 3201M with RAF, Cat.E 4.9.44, struck off RAF charge in 1944</p> <p>SOS: 25 June 1940</p>					
P8332 A166 166B	Supermarine	Type 329	Spitfire	Mk. IIB	
<p>TOS: 7 May 1942 - taken on strength</p> <p>Originally taken on strength with RAF on 29 April 1941. Ex RAF P8332. No RCAF history. Received from UK Air Ministry. Transported on board the MV <i>Manchester Escort</i>, April 1942. Became Instructional airframe A166 on 7 May 1942, later 166B, used at RCAF Stations Rockcliffe and Mountainview, ON. Used by No. 1 Training Command at Mountain View, ON. Toured frequently during the war, on static display at War Bond drives. Static display at several RCAF facilities up to 1964. Later transferred to National Aeronautical Collection at Rockcliffe. Restored to war time RAF markings by No. 6 Repair Depot at Trenton in 1966. On the books of the Museum of Science and Technology in Ottawa in 1983 to 1986. Refurbished to flyable condition in 1989, using a US built Packard Merlin 29, salvaged from a Canadian-built Hurricane. Loaned to Canadian War Museum in 1990, still there, partially disassembled but on display, in 2011. Currently displayed in Canadian Aviation & Space Museum, Rockcliffe, ON. Still belongs to Department of National Defence. Has carried various false squadron codes while in the museum.</p> <p>SOS:</p>					
R7143	Supermarine	Type 349	Spitfire	Mk. V	
<p>TOS: 26 February 1943 - Taken on strength</p> <p>Built as a Mk. Ia, delivered to RAF in February 1941. Served with Royal Aeronautical Establishment and 1416 Flight. Converted to PR IV in April 1941. Converted to Mk. V in fall of 1941, served with 140 Squadron, RAF. Converted to PR VII Type G in early 1942, all armament removed. To Canada onboard SS <i>Manchester Progress</i>, left UK on 16 January 1943. Identified as Mk. V in RCAF records. Used by Photographic Flight, RCAF Station Rockcliffe, Ontario. To No.9 Transport Group as of 15.7.46; Awaiting disposal 11.10.46; Used for Air Search and Rescue duties 9.1.47; Transferred to RCN JG480 2.9.47, as surplus to RC.92 (Ottawa) requirements; Flown from Rockcliffe to RCNAS Dartmouth; Air Electrical School HMCS <i>Stadacona</i> for instructional purposes from 10.47 to 8.50; Final fate unclear; likely scrapped.</p> <p>SOS: 2 September 1947</p>					
X4492	Supermarine	Type 349	Spitfire	Mk. VA	1296
<p>TOS: 26 February 1943 - Taken on strength</p> <p>First flight on 14 September 1940, as a Mk. I. Progressively modified in RAF service, as PR.IV, then F.VI. Delivered to Canada onboard SS <i>Manchester Progress</i>, leaving UK on 16 January 1942, and arriving at Rockcliffe on 17 February 1942. Used by Photographic Flight, RCAF Station Rockcliffe, ON for camera development work. Fitted with 36-inch telephoto camera by July 1943. Used to photograph total eclipse of the sun on 9 July 1945, using F24 camera modified to shot upwards. Flown by F/L Percival for this mission, out of Rivers Camp, MB. With No. 9 (T) Group at Rockcliffe post war.No.9 Transport Group 15.7.46; Awaiting disposal 11.10.46; Retained for Search and Rescue with No.9 Transport Group 9.1.47; SOC; Transferred to RCN 2.9.47 as surplus to RC.92 (Ottawa) requirements; Final fate unclear; likely scrapped.</p> <p>SOS: 2 September 1947</p>					

X4555	Supermarine	Type 349	Spitfire	Mk. VA
TOS: 7 April 1943 - Taken on strength				
First flight on 25 September 1940, as a Mk. I. Modified to PR.IV, and then PR.VII (G) in 1942, after being used operationally by No. 92 and No. 132 Squadrons. Shipped to Canada on the SS <i>Tom Couston</i> , leaving the UK on 10 March 1943, arriving in Canada on 4 April 1943. RCAF No.3 Training Command on loan from Air Ministry to Home War Establishment, Rockliffe (Ottawa), Ontario, 7.4.43 for high altitude testing on behalf of the RAF, 36-inch telephoto camera installed; No.1 Air Command 15.1.45; No.9 Training Group 15.7.46 [possibly No. 13 Photo Survey Sqn, Rockliffe]; Awaiting disposal 11.10.46; Retained for Search and Rescue with No.9 Training Group 9.1.47; SOC, transferred by/via X-5 ED to PR375 RCN at the Air Electrical School at HMCS <i>Stadacona</i> near Halifax, Nova Scotia, on indefinite loan, to train naval personnel on aviation electronics 4.2.47 (it had both wings removed and was lifted up by crane to the third floor of the school, some of the windows being removed in order for it be installed); Officially to Director of Naval Air Services charge 1.8.47; Paint work later entirely removed; No longer there by 8.50; Final fate unclear; likely scrapped.				
SOS: 1 August 1947 - Struck off				
ER824	Supermarine	Type 349	Spitfire	Mk. VB
TOS: 12 February 1943				
Spitfire LF.Vb/LR/trop; TOC/RAF 18.10.42; Presentation aircraft ' <i>KABIA PROVINCE</i> '; Shipped to Takoradi 30.11.42; ER824 and two other Spitfires were damaged in severe weather while in transit to Middle East aboard SS <i>Empire Kingsley</i> , which put into nearest port and arrived St.John's for repair 24.12.42; Put ashore to No.6 Repair Depot RCAF Torbay and ER824 assembled with parts from the other two aircraft 12.2.43; Flown 16.3.43 still in desert camouflage with tropical filter; Shipped to Halifax, NS, then returned to UK in June 1943; RiW (Phillips & Powis) 2.7.43; Later with No. 422 Sqn RAF				
SOS: June 1943				
ER881	Supermarine	Type 349	Spitfire	Mk. VB
TOS: Unknown				
Spitfire F.Vb; TOC/RAF 27.10.42; Shipped to Takoradi ME 30.11.42, damaged in transit (with ER824); No.6 Repair Depot RCAF Torbay, reduced to components and used to rebuild ER824				
SOS: Unknown				
ES117	Supermarine	Type 349	Spitfire	Mk. VB
TOS: Unknown				
Spitfire F.Vc; TOC/RAF 18.11.42; Shipped to Takoradi 30.11.42, but damaged in transit (with ER824); No.6 Repair Depot RCAF Torbay, reduced to components and used to rebuild ER824				
SOS: Unknown				
JG480 A517	Supermarine	Type 349	Spitfire	Mk. VIIIc
TOS: 21 March 1944				
Spitfire LF.VIIIc (Merlin 66); On CRD (Controller of Research & Development) charge at VA Worthy Down 12.12.43; Via No.52 MU shipped to Canada in SS <i>Indochinois</i> , arriving at Montreal 7.3.44; to No.8 RD Winnipeg for assembly, test flight 21.3.44; RCAF 23.3.44; No.2 Training Command at Winter Establishment & Test Fit Gimli, Manitoba, 12.4.44; Reserve storage 5.7.44; Displayed in Winnipeg city centre for Victory Bond drive 8.44; No.2 Air Command 1.12.44; storage (serviceable) 25.9.45; North West Air Command 2.1.46; became ground instructional airframe A517 12.7.46; Indefinite loan to RCN Training Establishment (Naval Secretarial & Supply School), HMCS <i>Naden</i> , Esquimalt, British Columbia, 12.7.46; Scrapped there around 1950 (RCN personnel cut it up into pieces, keeping some of the parts for themselves and donating some parts to a museum in British Columbia)				
SOS: 12 July 1946				

TZ138	Supermarine	Type 349	Spitfire	Mk. FR.XIVe
--------------	-------------	----------	----------	-------------

TOS: 11 November 1945

Spitfire FR.XIVe (Griffon 65); TOC/RAF 7.45; In SS *Alder Province* to Canada for winterization trials with Winter Experimental Establishment (WEE), in Namao near Edmonton, Alberta 11.11.45; RCAF North West Air Command 11.2.46; No.8 RD Winnipeg for assembly, engine changed 6.46; Flown to Lethbridge, AB in 7.46; Fort Nelson for winter trials 26.11.46; Nosed over in snow (twice) at Le Pas, prop damaged (Pits Badeaux and M Hayward) in 2.47 (41:55 flying hours); Take-off with skis, which were lost in the air, arr Namao 28.2.47; WEE census 8.48; Tested with Tiger Moth skis 12.48; SOS 31.3.49; Awaiting disposal at Edmonton 21.7.49; Sold as surplus by War Assets Corporation 8.49; Civil reg. *CF-GMZ* to Jess Bristow, sponsored by Imperial Oil Co, Edmonton; for racing purposes; Flown for/by F/Lt J H G 'Butch' McArthur in Tinnerman Trophy Race Ohio (Race No.'80') in 1949; To USA in Florida as N20E in 1949; Re-registered as N5505A and sold to Lee Fairbrother of Rosemont, MN in 1960. To Charles Leidel in Nov 1968. Briefly returned to Canada, by Jack Arnold, Brantford, ON in 1971 (marked 'JR-A'); Then back to USA through three more owners until sold to Don Knapp in 1988. Then purchased and restored to airworthiness by Lone Star Flight Museum in Gavelston, TX. Next obtained by Bill Destefani and then transferred to Liberty Aero Corporation in M1y 1998. Again worked on by Peter Regina's restoration facility in Van Nys, CA until sold to Robert Jens, Richmond, BC, Canada (and registered as *C-GSPT* 18.5.00)

SOS: 31 March 1949

VN332	Supermarine	Type 349	Spitfire	F.24
--------------	-------------	----------	----------	------

TOS: 28 May 1947

VN332 Spitfire F.24 (Griffon 61); First flight South Marston 25.2.47; To No.47 MU Sealand for packing 28.5.47; Shipped to Canada in SS *Beaverlake*; Arr Montreal 24.7.47; Winter Experimental Establishment at Namao near Edmonton, for cocooning and winterization; Test flown 24.8.47; Test-series in 12.47; WEE census 31.7.48; Cocooned for storage 8.48; WEE census 30.12.48; Dismantled 9.49; WEE census 12.49; Sold by War Assets Corp to Lee Fairbrother 1950; (Civil registered as *N7929A* on 21.2.51); Flown to USA on 31.3.51; Crashed and destroyed near Teterboro, New Jersey in 1953 (Pilot killed).

SOS: December 1949