



# Royal Canadian NAVY Serial Numbers

η

\*\*\*\*\*

## Albacore

Fairey Albacore 1 (British serialled) Initially to RAF. Taken on strength by RCN but never flown

- N4191 TOS May 5<sup>th</sup> 1943. SOS Jul 2<sup>nd</sup> 1949
- N4315 TOS May 5<sup>th</sup> 1943. SOS Jul 2<sup>nd</sup> 1949
- T9244 TOS May 5<sup>th</sup> 1943. SOS Jul 2<sup>nd</sup> 1949
- T9246 TOS May 5<sup>th</sup> 1943. SOS Jul 2<sup>nd</sup> 1949
- X8947 TOS May 5<sup>th</sup> 1943. SOS Jul 2<sup>nd</sup> 1949
- X8952 TOS May 5<sup>th</sup> 1943. SOS Jul 2<sup>nd</sup> 1949

## Walrus

Supermarine Walrus II Block built by Saro for RN  
but transferred to RAF. Z1768, Z1771, Z1814 to RCAF in 1945

8 that were in Canada were listed as MK 1's. However, production records show seven of the eight were actually MK II's.

- ND 909 Mk II at No 1 Naval Air Gunnery School(NAGS), Yarmouth, NS. SOS 02/04/46. Sold to Mr E.Webb in Montreal
- L2330 Mk I was at 3 SFTS, Calgary, AB and went to War Assets(WA) for disposal.
- W3089 Mk II sent to RCN but cancelled and SOS 05/04/46 to WA
- Z1768 Mk II No 1 NAGS, Yarmouth NS, SOS 02/04/46 sold to Mr E.Webb, Montreal
- Z1771 Mk II No 1 NAGS, Yarmouth, NS, to RCN then WA and sold to Mr E Webb, Montreal.
- Z1775 Mk II sent to RCN then cancelled , SOS 05/04/46 to WA
- Z1781 Mk II to RCN RNAS Shearwater 20/03/46, SOS 06/12/47 to WA, sold to Kenting Aviation registered as CF-GKA  
Named Putsy - Putsy Ended up as a house boat in Gander NFLD
- Z1814 Mk II was at 14 SFTS, Kingston, ON, SOS 30/06/47 to WA

## Seafire η

Supermarine Seafire F.XV GV1 Built by Cunliffe Owen supplied to RCN

- PR375
- PR410 PR410 was preserved in Canada
- PR425
- PR428
- PR434 PR434 del 26-9-45
- PR451 PR451 del 4-10-45 extant Abbotsford Ins Tech
- PR458 PR458 del 8-10-45
- PR460
- PR461 PR461 del 5-10-45
- PR470 PR470 del 11-1-45
- PR471
- PR479 PR479 del 22-11-45 Marked as AA-B. Deck accident
- PR494 del 30-11-45 GV1 to RCAF for winter trials
- PR496
- PR498 PR498 del 4-12-45
- PR499 del 28-11-45 GV1 to RCAF for winter trials
- PR500
- PR501
- PR502
- PR503 PR503 del 7-12-45 RCN was preserved in Canada.Hamilton. extant C-GCWK
- PR504
- PR505
- PR506
- SR459
- SR464
- SR530
- SR545
- SW802
- SW809 BC-M
- SW815 BC-T
- SW860 BC-H
- SW869 AA-H

SW870  
SW909

### Seafury

TG114 Hawker Sea Fury FB.II (Batch of 50 supplied to RCN del 1948)  
Registered CF-OYF in 1962. In 1967 (then registered N54M) TG114  
was rebuilt using sections of VR918 & VR919 (fuselage section) also pre-RCN aircraft, in Phoenix.  
Resulting aircraft registered as N232J. Took part in the Reno Air Races 2000 as 'September Fury'

WH589 Hawker Sea Fury FB.II  
Cold Lake 1989 ex RAN Bankstown NSW

TG119 Hawker Sea Fury FB.II  
with VF-871 RCN Sqn 30<sup>th</sup> Air Group. Bristol Centaurus XVIIC

### Tiger Moth

5014 DeHavilland DH-82C Tiger Moth  
Navy 813 TOS May 16<sup>th</sup> 1948 SOC Mar 1<sup>st</sup> 1950 was CF CJJ  
5088 was CF CJG  
8865 Navy 800 TOS May 17<sup>th</sup> 1948 SOC Mar 1<sup>st</sup> 1950 EAA Oshkosh as N667EA was CF CJH

### Firefly

? Firefly Mk AS-5. RCN employed 65 Anti -sub Fireflys on board its own carrier aircraft 1946-1954  
Fairey Firefly  
To RCAF then Ethiopian AF

WH632 Fairey Firefly AS Mk. 6  
Ex RAN as. To Canadian Warplane heritage 1978. As C-GBDG

WD901 Fairey Firefly AS Mk. 6  
Ex RAN as. To Canadian Warplane heritage 1971/77. As CF-BDH  
Crashed Lake Ontario Sept 1977

WD840 Fairey Firefly AS Mk. 6  
Ex RAN as. To Bob Diemert Carman Manitoba 1969/75

DK445 Fairey Firefly Trainer TI / I I6  
DT975  
MB433  
MB443  
MB694  
PP408

Fairey Firefly FR 1 27

DK 485  
DK 535  
DK 537  
DK 555  
DK 560  
DK 561  
DK 563  
DK 564  
DK 565  
DK 569  
MB 566  
MB 579  
MB 588  
MB 668  
MB748  
PP 411

Fairey Firefly FR IV 15

TW730  
TW734  
TW741  
VG753  
VG963  
VG966

Fairey Firefly AS V 18

### Avenger

303 Grumman TBM-3E Avenger  
ex USN Bu 53610 to RCN

304 Grumman TBM-3E Avenger  
ex USN Bu 53489 to RCN

306 Grumman TBM-3E Avenger  
ex USN Bu 53392 to RCN

307 Grumman TBM-3E Avenger  
ex USN Bu 53241 to RCN

309 Grumman TBM-3E Avenger  
ex USN Bu 53632 to RCN

312 Grumman TBM-3E Avenger  
ex USN Bu 53488 to RCN

315 Grumman TBM-3E Avenger  
ex USN Bu 53503 to RCN

316 Grumman TBM-3E Avenger  
ex USN Bu 53732 to RCN

322 Grumman TBM-3E Avenger  
ex USN Bu 85665 to RCN

324 Grumman TBM-3E Avenger  
ex USN Bu 86180 to RCN

326 Grumman TBM-3E Avenger  
ex USN Bu 69327 to RCN

327 Grumman TBM-3E Avenger  
ex USN Bu 86020 to RCN

328 Grumman TBM-3E Avenger  
ex USN Bu 53626 to RCN

338 Grumman TBM-3E Avenger  
ex USN Bu 85928 to RCN

339 Grumman TBM-3E Avenger  
ex USN Bu 53496 to RCN

343 Grumman TBM-3E Avenger  
ex USN Bu 53420 to RCN

378 Grumman TBM-3 Avenger  
ex USN Bu 53119 to RCN

361 Grumman TBM-3 Avenger  
ex USN Bu 53139 to RCN

377 Grumman TBM-3 Avenger  
ex USN Bu 53200 to RCN

349 Grumman TBM-3 Avenger  
ex USN Bu 53334 to RCN

390 Grumman TBM-3 Avenger  
ex USN Bu 53337 to RCN

368 Grumman TBM-3 Avenger  
ex USN Bu 53507 to RCN

387 Grumman TBM-3 Avenger  
ex USN Bu 53559 to RCN

391 Grumman TBM-3 Avenger  
ex USN Bu 53759 to RCN

392 Grumman TBM-3E Avenger  
ex USN Bu 53760 to RCN

386 Grumman TBM-3E Avenger  
ex USN Bu 53818 to RCN

388 Grumman TBM-3 Avenger  
ex USN Bu 53828 to RCN

380 Grumman TBM-3 Avenger  
ex USN Bu 69347 to RCN

347 Grumman TBM-3 Avenger  
ex USN Bu 69354 to RCN

346 Grumman TBM-3 Avenger  
ex USN Bu 85460 to RCN

385 Grumman TBM-3 Avenger  
ex USN Bu 85506 to RCN

381 Grumman TBM-3 Avenger  
ex USN Bu 85597 to RCN

383 Grumman TBM-3 Avenger

369 ex USN Bu 85652 to RCN  
 Grumman TBM-3 Avenger  
 364 ex USN Bu 85829 to RCN  
 Grumman TBM-3 Avenger  
 372 ex USN Bu 85652 to RCN  
 Grumman TBM-3 Avenger  
 374 ex USN Bu 85870 to RCN  
 Grumman TBM-3 Avenger  
 366 ex USN Bu 85983 to RCN  
 Grumman TBM-3 Avenger  
 420 ex USN Bu 86098 to RCN  
 Grumman TBM-3 Avenger  
 421 ex USN Bu 53078 to RCN  
 Grumman TBM-3 Avenger  
 907? ex USN Bu 86175 to RCN  
 Grumman TBM-3 Avenger  
 908 ex USN Bu to RCN  
 General Motors TBM-3 Avenger  
 Ex USN 53697 of VC-920, Taken on strength July 25<sup>th</sup> 1952. Struck off July 5<sup>th</sup> 1960.  
 Later CF-LEH operated in New Brunswick Canada as bud worm spray plane.

→ **Banshee**

All 39 Banshees flew with VF-870 & VF871 Sqns until amalgamated into VF-870 in 1959.

In service from 26 Nov 1955 till 12 Sep 1962 Operated from HCMS Bonaventure (8/Sqn,16 reserve,7 for attrition)

12100 McDonnell Banshee F2H 1955/62  
 12108  
 12112  
 12121  
 12120  
 12330?

McDonnell F2H-3 Banshee (34)

From US Navy serial block:BU# 126291-126350: BU# 126354-126489  
BU#127493/127546

126294  
 126295  
 126306  
 126310  
 126313  
 126327  
 126330  
 126331  
 126333  
 126334  
 126335  
 126337  
 126339  
 126343  
 126346  
 126347 transferred to RCN. RCAF serials not known  
 126361  
 126381  
 126382  
 126390  
 126392  
 126400  
 126402 VF-870 Sqn RCN (display Shearwater NS 1987) 12464 ex VF-870 Sqn RCN  
 126403  
 126414  
 126415  
 126422  
 126428  
 126429  
 126434  
 126443  
 126444

126446  
126449  
126454  
126464  
126469

126488 transferred to Royal Canadian Navy.

127510 transferred to Royal Canadian Navy

126291/126350

McDonnell F2H-3 Banshee

- 126294 to Royal Canadian Navy Apr 1950. Retired Mar 21, 1962  
126295 to Royal Canadian Navy Dec 14, 1955. Retired Jul 18, 1962.  
126306 to Royal Canadian Navy Dec 8, 1955. While landing  
at Shearwater naval air station Aug 27, 1957 it  
collided with a TBM Avenger. Both pilots killed.  
126310 to Royal Canadian Navy Jan 23, 1956. Crashed  
into ground at Prospect, Nova Scotia May 14, 1957.  
126313 to Royal Canadian Navy Dec 1955. Starboard wing separated  
in flight May 31, 1957 and plane crashed on McNab's Island Halifax, Nova Scotia.  
126327 to Royal Canadian Navy Mar 1957. Retired May 8, 1962  
126330 to Royal Canadian Navy but crashed in ocean on delivery lost on ferry flight Apr 22, 1956  
flight from NAS Quonset Point, RI Apr 22, 1956. Wreck never found.  
126331 to Royal Canadian Navy Dec 1955. Taxied into other  
Banshees on icy aprons in winter Canada but survived  
to retire May 23, 1961. Stripped for parts and burned in  
airfield fire training.  
126333 to Royal Canadian Navy May 14, 1956. Landed on HMCS  
Bonaventure OK Mar 4, 1958 but while taxiing forward went  
over side into the ocean and pilot ejected but was killed.  
126334 to Royal Canadian Navy Jul 4, 1956. Made last flight by  
a Canadian Navy Banshee (and perhaps the last flight of  
any Banshee) Jan 10, 1956 when it was flown to Southern Alberta  
(Calgary) Institute of Technology as a ground instructional  
airframe. Later displayed on lawn of Naval Reserve Division  
in Calgary, HMCS Tecumseh. In 2007 was at the Naval Museum of Alberta, Calgary, Canada  
126335 to Royal Canadian Navy Aug 15, 1957. Retired Sep 10, 1962  
126337 to Royal Canadian Navy Apr 17, 1956. Suffered engine  
fire on takeoff Apr 12, 1957. To instructional aircraft at Shearwater Naval Air Station. Burned many times to  
train the station's crash crew.  
126339 to Royal Canadian Navy Dec 13, 1956. Retired Sep 12, 1962.  
126343 to Royal Canadian Navy. Damaged Mar 1956 when landed with  
starboard wheel retracted but was repaired and flown again. Retired Jul 12, 1962.  
126346 to Royal Canadian Navy Aug 6, 1956. Retired Sep 12, 1962  
and scrapped at Shearwater in 1963.  
126347 to Royal Canadian Navy Apr 22, 1956. Retired May 3, 1962

126354/126489

McDonnell F2H-3 Banshee

- 126361 to Royal Canadian Navy May 5, 1957. Retired May 23, 1961  
126381 to Royal Canadian Navy Dec 4, 1955. Retired Sep 12, 1962  
and scrapped at Shearwater in 1963.  
126382 to Royal Canadian Navy Aug 17, 1956. Retired Sep 12, 1962  
126390 to Royal Canadian Navy Aug 29, 1957. SOC Oct 1961.  
Burnt at Shearwater in 1964 to train the airfield crash crew.  
126392 to Royal Canadian Navy Nov 26, 1955. SOC Feb 14, 1962.  
126400 to Royal Canadian Navy Feb 4, 1957. Crashed into Irish  
Sea from HMCAS Bonaventure Nov 11, 1959 when pilot got  
a "cold shot". Pilot survived  
126402 to Royal Canadian Navy Mar 18, 1957. Retired Sep 12, 1962.  
On display in 2007 at Shearwater Aviation Museum, Halifax, Canada.  
126403 to Royal Canadian Navy May 24, 1956. Ditched in  
Atlantic Ocean off Nova Scotia Oct 2, 1957 off HMCS  
Bonaventure. Tail recovered from ocean floor in 1964 by a fishing boat.  
126414 to Royal Canadian Navy Dec 4, 1955. SOC Apr 10, 1962  
and burnt at Shearwater in 1964 for fire training.  
126415 to Royal Canadian Navy Aug 29, 1957. SOC Oct 28, 1969  
because it hit the practice deck landing mirror at Shearwater Oct 25, 1960

126419 on display at National Museum of Naval Aviation, Pensacola, FL  
 126422 to Royal Canadian Navy Nov 26, 1955. Retired Jan 8, 1962.  
     Used for crash crew fire training.  
 126424 crashed Jul 13, 1955 at NAS China Lake, CA  
 126428 to Royal Canadian Navy Oct 31, 1956. Crashed at sea off  
     Jacksonville, FL Feb 25, 1958 when flying out of Mayport NAS with HMCS Bonaventure.  
 126429 to Royal Canadian Navy Sep 25, 1956. Retired Sep 12, 1962.  
 126434 to Royal Canadian Navy Jul 2, 1956. Crashed near Peggy's Cove, Nova  
     Scotia Jun 16, 1961 while practicing aerobatics. Pilot killed.  
 126443 to Royal Canadian Navy Dec 16, 1955. SOC Oct 18, 1961.  
 126444 to Royal Canadian Navy Dec 14, 1955. Last flight  
     Jul 20, 1961. Burned for crash crew training in 1964  
 126446 to Royal Canadian Navy Aug 14, 1957. Retired Sep 12, 1962.  
 126449 to Royal Canadian Navy Feb 8, 1957. Retired Sep 12, 1962.  
 126454 to Royal Canadian Navy Apr 5, 1957. SOC May 10, 1962.  
 126464 to Royal Canadian Navy Aug 14, 1957. Retired Sep 12, 1962.  
     By Jul 1997 was in Canadian National Aviation Museum, Rockcliffe.  
     In 2007 was with Canadian Aviation Museum, Ottawa, Canada.  
 126469 to Royal Canadian Navy May 18, 1956. Retired Sep 12, 1962 and scrapped in 1963.  
 126488 to Royal Canadian Navy May 13, 1957. Ditched on the shore  
     at Key West Jan 14, 1959 after the engine flamed out. Pilot OK

### Corsair

8314	Vought O2U-4 Corsair ex USN Bu to RCN
8315	Vought O2U-4 Corsair ex USN Bu to RCN
8316	Vought O2U-4 Corsair ex USN Bu to RCN
8317	Vought O2U-4 Corsair ex USN Bu to RCN
8318	Vought O2U-4 Corsair ex USN Bu to RCN
8319	Vought O2U-4 Corsair ex USN Bu to RCN

### Tracker

Grumman XS2F-1 S-2 Tracker (FF Dec 1952. Total built 1281)  
     RCN replaced fleet of Avengers in 1954. (99 Trackers were Canadian assembled by De Havilland)  
 Canadian CS2F-1, 2 & 3 re-designated CP-121 Mk 1, Mk2, Mk3. after unification of Canadian Forces (1968)  
     VS-880 & VS-881 from HCMS Bonaventure (ex HMS Powerful)

To fit aboard *Bonaventure*, Canadian Trackers had their length reduced from the standard S2F length of 43 ft, 6 in (13.26 m) to an even 42 feet (12.80 m), and due to the reduced yaw moment of the shorter fuselage, an additional hydraulic booster was added in the tail assembly to reduce rudder effort in the case of an engine-out situation.

In 1960, 17 active-duty CS2F-1 aircraft were transferred to the Royal Netherlands Navy.

12121	renumbered from RCN 1521
12125	renumbered from RCN 1525
12127	renumbered from RCN 1527
12128	renumbered from RCN 1528
12129	renumbered from RCN 1529
12131	renumbered from RCN 1531
12132	renumbered from RCN 1532
12133	renumbered from RCN 1533
12134	renumbered from RCN 1534
12138	renumbered from RCN 1538
12140	renumbered from RCN 1540
12141	renumbered from RCN 1541
12144	renumbered from RCN 1544

CP-121 Tracker (Grumman S-2)  
 stored at Trenton AMDU Nov 1990

12145 renumbered from RCN 1545  
 12146 renumbered from RCN 1546  
 12147 renumbered from RCN 1547  
         CP-121 Tracker (Grumman S-2)  
         Stored at Trenton AMDU Nov 1990  
 12148 renumbered from RCN 1548  
 12149 renumbered from RCN 1549  
 12150 renumbered from RCN 1550  
         CP-121 Tracker (Grumman S-2)  
         Stored at Trenton AMDU Nov 1990  
 12151 renumbered from RCN 1551  
 12152 renumbered from RCN 1552  
 12154 renumbered from RCN 1554  
 12155 renumbered from RCN 1555  
         CP-121 Tracker (Grumman S-2)  
         Stored at Trenton AMDU Nov 1990  
 12156 renumbered from RCN 1556  
         CP-121 Tracker (Grumman S-2)  
         Stored at Trenton AMDU Nov 1990  
 12157 renumbered from RCN 1557  
 12159 renumbered from RCN 1559  
         CP-121 Tracker (Grumman S-2)  
         Stored at Trenton AMDU Nov 1990  
 12160 renumbered from RCN 1560  
 12161 renumbered from RCN 1561  
         CP-121 Tracker (Grumman S-2)  
         Stored at Trenton AMDU Nov 1990  
 12163 renumbered from RCN 1563  
         CP-121 Tracker (Grumman S-2)  
         Stored at Trenton AMDU Nov 1990  
 12164 renumbered from RCN 1564  
 12165 renumbered from RCN 1565  
         CP-121 Tracker (Grumman S-2)  
         Stored at Trenton AMDU Nov 1990  
 12166 renumbered from RCN 1566  
         CP-121 Tracker (Grumman S-2)  
         Stored at Trenton AMDU Nov 1990  
 12167 renumbered from RCN 1567  
 12168 renumbered from RCN 1568  
         CP-121 Tracker (Grumman S-2)  
         Stored at Trenton AMDU Nov 1990  
 12169 renumbered from RCN 1569  
         CP-121 Tracker (Grumman S-2)  
         Stored at Trenton AMDU Nov 1990  
 12170 renumbered from RCN 1570  
 1572 CS2F-2/3 From VS880 Ditched Mar 1969  
  
 12173 renumbered from RCN 1573  
         CP-121 Tracker (Grumman S-2)  
         Stored at Trenton AMDU Nov 1990  
 12174 renumbered from RCN 1574  
         CP-121 Tracker (Grumman S-2)  
         Stored at Trenton AMDU Nov 1990  
 12175 Renumbered from RCN 1575  
 12178 CP-121 Tracker (Grumman S-2)  
         Stored at Trenton AMDU Nov 1990  
 12180 CP-121 Tracker (Grumman S-2)  
         Stored at Trenton AMDU Nov 1990  
 12181 CP-121 Tracker (Grumman S-2)  
         Stored at Trenton AMDU Nov 1990  
 12182 CP-121 Tracker (Grumman S-2)  
         Stored at Trenton AMDU Nov 1990  
 12183 CP-121 Tracker (Grumman S-2)  
         Stored at Trenton AMDU Nov 1990  
 12185 CP-121 Tracker (Grumman S-2)  
         [Prototype turbo prop ex C-GTRT 1988](#)  
 1586 VS880 W/O Crashed 1960  
 12187/1587 Heavy Landing

12188/1588	Crashed Oct 1968
1592	Crashed Feb 1968 3 KIA
1594	VS880 Crashed Sep 1969
1600	Fake 121600
12189	CP-121 Tracker (Grumman S-2) Stored at Trenton AMDU Nov 1990
12190	CP-121 Tracker (Grumman S-2) Stored at Trenton AMDU Nov 1990
12195	CP-121 Tracker (Grumman S-2) Stored at Trenton AMDU Nov 1990
12196	CP-121 Tracker (Grumman S-2) Stored at Trenton AMDU Nov 1990
12197	CP-121 Tracker (Grumman S-2) Stored at Trenton AMDU Nov 1990
12198	CP-121 Tracker (Grumman S-2) renumbered from RCN 1598 Stored at Trenton AMDU Nov 1990
12199	CP-121 Tracker (Grumman S-2) renumbered from RCN 1599
12200?	renumbered from RCN 1600 At Borden, with School of Aerospace Technology and Engineering, in 1993, wearing fake serial "121600". Registered 7 April 1995 as C-FUDQ, to Aero Composites Canada Inc. In 1997 to Downsview for restoration. Registration cancelled on 15 May 1998. Now on display at Toronto Aerospace Museum.
12727?	CP-121 Tracker (Grumman S-2) Stored at Trenton AMDU Nov 1990

### Sikorsky

Sikorsky HO4-S Helicopters with HS-50  
From HCMS Bonaventure (ex HMS Powerful)

### From British Royal Navy

Walrus II  
Fairey Swordfish  
Fairey Albacore

### Loan from RCAF

DH Tiger moth  
Avro Anson V  
Na Harvard II  
Beech Expeditor  
Lockheed T-33 Silver Star

### RCN for Operational Requirements

Supermarine Seafire XV	33
Fairey Firefly Trainer TI / I	16
Fairey Firefly FR 1	27
Fairey Firefly FR IV	15
Fairey Firefly AS V	18
Hawker Sea fury FB X1	74
Grumman TBM Avenger AS3	117
Avenger 3W2 Guppy	8
McDonnell F2H-3 Banshee	39
Grumman CS2F-1 (CP-121) Tracker	43
CS2F-2 Tracker	55
CS2F-3 (CP-121) Tracker	2
COD (CP-121) Tracker	2
Bell HTL-4/ HTL-6	8
Piasecki HUP-3	3
Sikorsky H04S-2/3	13
Sikorsky CHSS-2 (CH-124) Sea King	40



NOTE : For period mid 1947 to November 1951.

To comply with the International Civil Aviation Organization (ICAO) request for visual identification of aircraft radio call signs the RCAF was assigned VC, the RCN assigned VG plus three letters. The VG plus the three letters were applied under the wing with the VG on the starboard wing and the three letters under the port wing.. The three letters were also used on the aircraft fuselage.

The VG was a service identifier ie NAVY, the third and fourth letters identified the squadron and the fifth the individual aircraft. The fifth letter was assigned to the aircraft as it moved from one sqdn to another or as a replacement aircraft.

Here is a list of the unit codes:

VG-AAA to AAZ 883/871 Sqdn  
VG-ABA to ABY 826/881 Sqdn  
VG-BCA to BCY 803/870 Sqdn  
VG-BDA to BDY 825/881 Sqdn  
VG-TFA to TFZ 1 TAG/VU 32 Sqdn  
VG-TGA to TGY 1 TAG  
VG-THA to THY 1 TAG

When aircraft went to station maintenance it would not normally be returned to the same sqdn but a replacement aircraft would be sent to the sqdn to make up the unit establishment(UE) ie PR479 was in 883/871 sqdn as AA-B and in 803/870 as BC-L-P.

The use of the VG system ended in November 1951 and the RCN started using the word NAVY plus three numbers on the side of its aircraft. It also used the words ROYAL CANADIAN NAVY and the aircraft serial number on the rear of the fuselage ie ROYAL CANADIAN NAVY 126464

When the BANSHEE arrived, VF 870 sqdn was assigned the three number designation 100 to 120. When VF 871 was reformed in Jan 1957 it was assigned 141 to 149. The sqdn number held until the RCN went to the USN system of using the last three numbers of the aircraft serial number. Each aircraft then had the word NAVY and the last three numbers of the serial on the fuselage and under the aircraft wings. The word NAVY under the stbd wing the three number under the port wing.

All fixed wing aircraft in the Navy used the red, white and blue tail flash

#### [1945 to mid 1947](#)

SEAFIRE & FIREFLY aircraft retained the painting and numbering system of the Fleet Air Arm. The main change was the replacing of the word Royal Navy with Royal Canadian Navy.

#### Mid 1947 to November 1951

Both RCAF and RCN aircraft followed the ICAO regulation of VC+ three letters for the RCAF and VG+three letters for the RCN

#### November 1951 to July 1958

Nov' 58 saw the end of the use of only letters and replace them with three numbers based on the number of aircrew for each aircraft ie BELL helos 200, AVENGER 300, SEA FURY 100, BANSHEE 100, HO4S & HUP 200. There were exceptions 800 for training aircraft, HARVARD, C-45 and 900 for reserve aircraft and VU-33. VX 10 used 700 for its aircraft.

#### July 1958 to the end of Naval Air in 1968.

The final system used in the RCN was the last three digits of the aircraft serial number.

The RCN did not have any CORSAIR aircraft.