

## Fairchild Cornells at No. 33 EFTS<sup>1</sup>

10 April 2023

### Introduction

The Fairchild Aircraft Company of Hagerstown, Maryland, produced three variants of its popular PT-26 trainer for the RCAF. The first variant, the Cornell Mk. I, was modified for Canadian conditions and included new features such as a closeable canopy and a cockpit heating system. The Cornell I was powered by a 200 hp, L-440-3 engine. Some 670 units were built for the RCAF.

Due, in part, to the official neutrality of the USA prior to the attack on Pearl Harbor, Fairchild Aircraft licensed the manufacturing of the PT-26 to the Fleet Aircraft Company of Fort Erie, ON. Some additional modifications were made to the original Mk I, including the upgrading of the engine to a 200 hp, 6-440-C5 engine. Fleet Aircraft built 807 PT-26A aircraft (also known as the Cornell Mark II or, more simply, the Cornell II) for the RCAF.

Later, Fleet Aircraft produced the PT-26B which was like the PT-26A, but with minor changes. Two hundred and fifty of these aircraft were manufactured for the RCAF and were known as the Cornell Mark III, or the Cornell III.

### Cornell Mk. I at No. 33 EFTS

Since these aircraft were manufactured in Hagerstown, Maryland, USA, and thus must conform to the strictures of American neutrality, they were assigned non-RCAF, non-RAF serial numbers and exported under the provisions of the Lend-Lease Act.

<b>Serial No.</b>	<b>FH785</b>
Type	Cornell, Mk I
Model #	M-62A-4
USAAF #	42-14433
Engine	Ranger 6-440-C5
First Date	13 October 1942—taken on strength by No. 2 Training Command
History	On 25 November 1942, from stored reserve at No. 2 Training Command to No. 23 EFTS. <b>On 29 March 1943, this aircraft had a category “C” crash at Caron (see RCAF Aircraft Record Card in CASPIR).</b> <sup>2</sup> On 3 April 1944, to Midwest Aircraft (Winnipeg, MB). To No. 2 Training Command (Training

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<sup>1</sup>Unless otherwise referenced, information on the Cornells at No. 33 EFTS (Caron, SK) is drawn from the Canadian Aircraft Serials Personnel Information Resource (CASPIR), [www.caspir.warplanes.com](http://www.caspir.warplanes.com).

<sup>2</sup>**Bolded text** in the “History” subsection of each entry indicates activity at, or associated with, Caron.

Command) on 2 June 1944 and to stored reserve at the same on 20 November 1944. On 8 February 1944, it was issued to No. 202 REMS (Mossbank, SK). APDAL (Aircraft Pending Disposal at Location) at No. 202 REMS on 8 April 1946.

Last Date 2 December 1946—struck off strength; to War Assets Corporation for disposal or sale.

**Serial No. FH814**  
 Type Cornell, Mk I  
 Model # M-62A-4  
 USAAF # 42-14462  
 Engine Ranger 6-440-C5  
 First Date 31 October 1942—taken on strength by No. 2 Training Command  
 History First entry at No. 2 Training Command on 31 October 1942. To No. 2 Training Command (No. 23 EFTS) on 25 November 1942. **Flown at Caron by FLT SGT Pryde (with C. Gordon Peters as his passenger) on 5 February and 22 April 1943 (see C. Gordon Peters' passenger logbook in his civilian employee file in JLF's collection).** To M&C Aviation (Prince Albert, SK) from 26 February 1944–2 May 1944. To stored reserve at No. 4 Training Command on 2 May 1944. To stored reserve at No. 1 Training Command on 3 July 1944. To stored reserve at No. 1 Air Command on 15 January 1945. To stored reserve at No. 5 REMU (Picton, ON) (no date). APDAL at No. 5 REMU on 24 January 1946. Had 1389:40 hours since new, and 109:40 hours since its last overhaul, when struck off strength.

Last Date 8 August 1946—struck off strength; free issue to the Foreign Liquidation Commission, Bell Niagara Modification Center No. 7, Niagara Falls, NY.

**Serial No. FH815**  
 Type Cornell, Mk I  
 Model # M-62A-4  
 USAAF # 42-14463  
 Engine # Ranger 6-440-C5; RCAF # 27361; Maker's # 4360 (30 August 1943); RCAF # 27483; Maker's # 6276 (as per Aircraft Record Card)  
 First Date 31 October 1942—taken on strength by No. 2 Training Command  
 History On 25 November 1942, issued from stored reserve at No. 2 Training Command to No. 23 EFTS. **Listed in Brown-annotated inventory (see Elmer Collection, PASK, accession 2015-132, box 12: "Aircraft at No. 33 EFTS, Annotated List").** Had a category "D" accident at No. 23 EFTS (Davidson, SK) on 30 August 1943 (see accident card). At M&C Aviation (Prince Albert, SK) from 24 December 1943–24 March 1944. To No. 2 Training Command on 20 June 1944 and to stored reserve at the same on 20 November 1944. To stored reserve at No. 2 Air Command on 1 December 1944. APDAL at No. 202 REMS (Mossbank, SK) on 17 December 1945. Had 1361:25 hours since new, and 81:10 hours since its last overhaul, when struck off strength.

Last Date 16 May 1947—struck off strength; to War Assets Corporation for disposal or sale.

**Serial No. FH827**  
 Type Cornell, Mk I  
 Model # M-62A-4  
 USAAF # 42-14475  
 First Date 6 November 1942—taken on strength by No. 4 Training Command  
 History On 6 November 1942, issued from stored reserve at No. 4 Training Command to No. 5 EFTS (High River, AB). **Listed in Brown-annotated inventory (see Elmer Collection, PASK, accession 2015-132, box 12: "Aircraft at No. 33 EFTS, Annotated List").** To M&C Aviation (Prince Albert, SK) for time-

expired overhaul from 11 January 1944–8 April 1944. To stored reserve at No. 4 Training Command on 8 April 1944 and to stored reserve at the same on 3 November 1944. To stored reserve at No. 2 Air Command on 1 December 1944. APDAL at No. 1 REMU (Lethbridge, AB) on 15 December 1945. Had 1301:10 hours since new, and 11:10 hours since last overhaul, when struck off strength.

Last Date 21 October 1946–struck off strength; free issue to Foreign Liquidation Commission, Washington, D.C.

**Serial No. FH872**

Type Cornell, Mk I

Model # M-62A-4

USAAF # 42-15351

First Date 12 December 1942–taken on strength by No. 4 Training Command

History First entry as stored reserve at No. 4 Training Command (No. 5 EFTS) on 28 January 1943. **Listed in Brown-annotated inventory (see Elmer Collection, PASK, accession 2015-132, box 12: “Aircraft at No. 33 EFTS, Annotated List”).** To M&C Aviation (Prince Albert, SK) for time-expired overhaul from 14 March 1944–15 May 1944. On 15 May 1944, to stored reserve at No. 4 Training Command and to stored reserve at No. 2 Air Command on 1 December 1944. APDAL at No. 1 REMU (Lethbridge, AB) on 15 December 1945. Had 1298:40 hours since new, and 9:20 hours since its last overhaul, when struck off strength.

Last Date 21 October 1946–struck off strength; free issue to Foreign Liquidation Commission, Washington, D.C.

**Serial No. FH873**

Type Cornell, Mk I

Model # M-62A-4

USAAF # 42-15352

Engine Ranger 6-440-C5

First Date 26 December 1942–taken on strength by No. 4 Training Command

History First entry at No. 4 Training Command on 26 December 1942. **Flown at Caron by E. Fox on 7 April 1943 (as per his logbook). On 19 April 1943, LAC P. H. G Spray struck Cornell FH942 (which was unoccupied and parked along the taxi strip) with this aircraft. Both aircraft sustained category “C” damage (see accident card).** To M&C Aviation (Prince Albert, SK) for time-expired overhaul from 14 December 1943–24 February 1944. On 3 April 1944, to No. 4 Training Command. On 22 July 1944, to stored reserve at No. 3 Training Command. To stored reserve at No. 2 Air Command on 1 December 1944. APDAL at No. 5 REMU (Picton, ON) on 6 November 1946. Had 1569:40 hours since new, and 292:20 hours since its last overhaul, when struck off strength.

Last Date 21 June 1946–struck off strength; free issue to the Foreign Liquidation Commission, Bell Niagara Modification Center No. 7, Niagara Falls, NY.

**Serial No. FH874**

Type Cornell, Mk I

Model # M-62A-4

USAAF # 42-15353

Engine Ranger 6-440-C5; RCAF # 27970; Maker’s # 6029 (28 April 1943)

First Date 26 December 1942—taken on strength by No. 4 Training Command

History First entry at No. 4 Training Command on 26 December 1942. **Sustained a fatal crash on 28 April 1943, nine miles N of Mortlach, SK, in a mid-air collision with Cornell FH875. The occupants of this aircraft, F/O Raymond H. Nicholls and LAC Stephen O. Nethercot, were both killed. The aircraft was a total write-off (see accident card).**

Last Date 9 July 1943—struck off strength; reduced to spares and produce by No. 10 Repair Depot (Calgary, AB).

**Serial No. FH875**

Type Cornell, Mk I

Model # M-62A-4

USAAF # 42-15354

Engine Ranger 6-440-C5; RCAF no. 27971; Maker's no. 6030<sup>3</sup> (28 April 1943)

First Date 26 December 1942—taken on strength by No. 4 Training Command

History First entry at No. 4 Training Command on 26 December 1942. **Suffered a category "C" crash at 10:45 on 29 March 1943, six miles S of Marquis, SK. Suffered a fatal crash on 28 April 1943 with Cornell FH874. The occupants of this aircraft, P/O Felix McKnight and LAC P. T. O'Reilly, parachuted to safety. The aircraft was a total write-off (see accident card).** To No. 10 Repair Depot (Calgary) for writing-off.

Last Date 9 July 1943—struck off strength; reduced to spares and produce by No. 10 Repair Depot (Calgary, AB).

**Serial No. FH876**

Type Cornell, Mk I

Model # M-62A-4

USAAF # 42-15355

Engine Ranger 6-440-C5; RCAF # 27973; Maker's # 6031 (31 March 1943)

First Date 26 December 1942—taken on strength by No. 4 Training Command

History First entry at No. 4 Training Command on 26 December 1942. **On 31 March 1943, LAC N. F. Winby slightly struck Cornell FH945 with this aircraft (see accident card). Flown at Caron by E. Fox on 1, 6 April 1943 (as per his logbook).** To M&C Aviation (Prince Albert, SK) for time-expired overhaul from 29 November 1943—7 March 1944. On 7 March 1944, to stored reserve at No. 2 Training Command. On 1 December 1944, entered stored reserve at No. 2 Air Command. On 2 March 1946, entered stored reserve at No. 4 SEHU (Estevan, SK). APDAL at No. 4 SEHU on 2 March 1946. Had 1284:30 hours since new, and 6:00 hours since its last overhaul, when struck off strength.

Last Date 8 November 1946—struck off strength; free issue to Foreign Liquidation Commission, via Municipal Airport, Fargo, ND.

**Serial No. FH877**

Type Cornell, Mk I

Model # M-62A-4

USAAF # 42-15356

First Date 26 December 1942—taken on strength by No. 4 Training Command

History First entry at No. 4 Training Command on 26 December 1942. **Flown at Caron by E. Fox on 2, 31 March 1943 (as per his logbook).** To M&C Aviation (Prince Albert, SK) for time-expired overhaul from 12 October 1943—16 February 1944. On 16 February 1944, to stored reserve at No. 2 Training

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<sup>3</sup>RCAF2CR, reel C-5937, image 2310.

Command. On 14 February 1944, assigned to No. 6 EFTS in No. 2 Training Command. Entered stored reserve at No. 2 Training Command on 20 November 1944. To stored reserve at No. 2 Air Command on 1 December 1944. On 11 May 1945, assigned to No. 23 EFTS in No. 2 Training Command. APDAL at No. 10 SEHU (Medicine Hat, AB) on 14 November 1945. Had 1743:40 hours since new, and 504:15 hours since its last overhaul, when struck off strength.

Last Date 21 October 1946—struck off strength; free issue to Foreign Liquidation Commission, Washington, D.C.

**Serial No.**

**FH878**

Type

Cornell, Mk I

Model #

M-62A-4

USAAF #

42-15357

Engine

Ranger 6-440-C5; RCAF # 27011; Maker's # 2943 (20 September 1943)

First Date

26 December 1942—taken on strength by No. 4 Training Command

History

First entry at No. 4 Training Command on 26 December 1942. **Flown at Caron by Joseph Robert Morley on 25 July 1943 (as per his logbook). On 20 September 1943, LAC R. McCreadie had a category "C" collision between this aircraft and Cornell FH945, the latter of which was parked on the tarmac in front of hangar no. 2 at Caron (see RCAF Aircraft Record Card and accident card). Flown at Caron by Eric Nicholson on 9 October 1943 (as per his logbook).** To M&C Aviation (Prince Albert, SK) for time-expired overhaul from 30 October 1943—29 February 1944. On 29 February 1944, to stored reserve at No. 2 Training Command. To stored reserve at No. 2 Air Command on 1 December 1944. On 6 February 1945, assigned to No. 23 EFTS in No. 2 Training Command. APDAL at No. 10 SEHU (Medicine Hat, AB) on 14 November 1945. Had 2005:00 hours since new, and 769:10 hours since its last overhaul, when struck off strength.

Last Date 21 October 1946—struck off strength; free issue to Foreign Liquidation Commission, Washington, D.C.

**Serial No.**

**FH882**

Type

Cornell, Mk I

Model #

M-62A-4

USAAF #

42-15361

First Date

23 December 1943—taken on strength by No. 4 Training Command

History

First entry at No. 4 Training Command on 23 December 1942. **Flown at Caron by Joseph Robert Morley on 21, 27 July 1943 (as per his logbook). Flown at Caron by Eric Nicholson on 23, 25, 27 September 1943 (as per his logbook).** To M&C Aviation (Prince Albert, SK) for time-expired overhaul from 16 December 1943—4 April 1944. On 3 July 1944, to stored reserve at No. 1 Training Command. To stored reserve at No. 1 Air Command and No. 5 REMU (Picton, ON) on 15 January 1945. APDAL at No. 5 REMU on 24 January 1946. Had 1507:35 hours since new, and 227:30 hours since its last overhaul, when struck off strength.

Last Date 8 August 1946—struck off strength; free issue to Foreign Liquidation Commission, Bell Niagara Modification Center No. 7, Niagara Falls, NY.

**Serial No.**

**FH883**

Type

Cornell, Mk I

Model #

M-62A-4

USAAF #

42-15362

Engine

Ranger 6-440-C5; RCAF # 27979; Maker's # 6038 (16 May 1943)

First Date 23 December 1942—taken on strength by No. 4 Training Command  
History First entry at No. 4 Training Command on 23 December 1942. **Suffered a category “B” crash on 16 May 1943, two miles NE of Grayburn, SK. It was piloted by SGT. Berry and LAC Smith. They were conducting a dual instruction precautionary approach when it stalled and struck ground (see accident card). According to another report, its undercarriage was torn off and the engine broke free.**<sup>4</sup> To M&C Aviation (Prince Albert, SK) from 27 May 1943—3 June 1944, due to a category “B” accident. On 3 June 1944, returned to No. 4 Training Command. On 27 July 1944, to stored reserve at No. 3 Training Command. To stored reserve at No. 2 Air Command on 15 January 1945. APDAL at No. 5 REMU (Picton, ON) on 6 November 1945. Had 183:45 hours since new, and 142:20 hours since its last overhaul, when struck off strength.

Last Date 21 June 1946—struck off strength; free issue to Foreign Liquidation Commission, Bell Niagara Modification Center No. 7, Niagara Falls, NY.

**Serial No. FH884**  
Type Cornell, Mk I  
Model # M-62A-4  
USAAF # 42-15363  
Engine Ranger 6-440-C5; RCAF # 27824; Maker’s # 10249 (5 December 1943)  
First Date 26 December 1942—taken on strength by No. 4 Training Command  
History First entry at No. 4 Training Command on 26 December 1942. **Flown at Caron by E. Fox on 1 April 1943 (as per his logbook). On 5 December 1943, SGT Robson and LAC P. L. Partridge, who were in Cornell FH889, collided with this aircraft while taxiing on the Caron aerodrome (see accident card).** To stored reserve at No. 2 Training Command on 22 January 1944. To M&C Aviation (Prince Albert, SK) from 4 March 1944—9 May 1944. On 9 May 1944, returned to No. 4 Training Command. On 27 July 1944, to stored reserve at No. 3 Training Command. To stored reserve at No. 1 Air Command on 15 January 1945. APDAL at No. 5 REMU (Picton, ON) on 6 November 1945. Had 1337:30 hours since new, and 136:50 hours since its last overhaul, when struck off strength.

Last Date 21 June 1946—struck off strength; free issue to Foreign Liquidation Commission, Bell Niagara Modification Center No. 7, Niagara Falls, NY.

**Serial No. FH886**  
Type Cornell, Mk I  
Model # M-62A-4  
USAAF # 42-15365  
Engine Ranger; RCAF # 27301; Maker’s # 4242 (30 March 1943)  
First Date 29 December 1942—taken on strength by No. 4 Training Command  
History First entry at No. 4 Training Command on 29 December 1942. **On 30 March 1943, LAC F. E. H. Lightbody had a category “C” accident while taxiing at Caron. His Cornell 10527 struck and damaged this aircraft (see accident card). Flown at Caron by E. Fox on 14 April 1943 (as per his logbook). Flown at Caron by Eric Nicholson on 28 September 1943 (as per his logbook).** To M&C Aviation (Prince Albert, SK) from 27 December 1943—3 April 1944. On 3 April 1944, returned to No. 4 Training Command. On 16 November 1944, to stored reserve at No. 4 Training Command. To stored reserve at No. 2 Air Command on 1 December 1944. APDAL at No. 1 REMU (Lethbridge, AB) on 15 December 1945. Had 1496:00 hours since new, and 218:15 hours since its last overhaul, when struck off strength.

Last Date 21 October 1946—struck off strength; free issue to Foreign Liquidation Commission, Washington, D.C.

<sup>4</sup>RCAF2CR, reel C-5937, image 2449.

<b>Serial No.</b>	<b>FH888</b>
Type	Cornell, Mk I
Model #	M-62A-4
USAAF #	42-15367
Engine	Ranger 6-440-C5; RCAF # 27015; Maker's # 2947 (21 July 1943)
First Date	29 December 1942—taken on strength by No. 4 Training Command
History	A Lend-Lease aircraft. First entry at No. 4 Training Command on 29 December 1942. <b>Flown at Caron by E. Fox on 25 February 1943 (as per his logbook). Suffered a category "C" crash on 21 July 1943 when LAC W. Fowler ground-looped on runway no. 2 at Caron. The oleo leg collapsed (see accident card).</b> To No. 2 Training Command (No. 23 EFTS) on 20 December 1943. To Midwest Aircraft (Winnipeg, MB) on 17 July 1944. On 20 November 1944, APDAL at No. 2 Training Command. On 1 December 1944, APDAL at No. 2 Air Command. On 6 February 1946, APDAL at No. 3 REMU (Carberry, MB). On 20 February 1947, APDAL at No. 5 SEHU (Neepawa, MB). Had 1275:55 hours since new, and n/a hours since its last overhaul, when struck off strength.
Last Date	20 February 1947—struck off strength; to War Assets Corporation for disposal or sale.
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<b>Serial No.</b>	<b>FH889</b>
Type	Cornell, Mk I
Model #	M-62A-4
USAAF #	41-15368
Engine	Ranger 6-440-C5; USA # 261711 (28 March 1943)
First Date	29 December 1942—taken on strength by No. 4 Training Command
History	First entry at No. 4 Training Command on 29 December 1942. <b>Flown at Caron by E. Fox on 8, 9 March 1943 (as per his logbook). On 28 March 1943, SGT D. Berry, and an unnamed pupil, taxied into a parked aircraft on the "A" flight parking strip at Caron, causing category "C" damage to this aircraft (see accident card). On 5 December 1943, SGT Robson and LAC P. L. Partridge, who were in this aircraft, collided with Cornell FH884 while taxiing on the Caron aerodrome (see accident card).</b> To stored reserve at No. 2 Training Command on 5 January 1944. To stored reserve at No. 2 Air Command on 1 December 1944. To stored reserve at No. 4 SEMU on 5 February 1946. On 2 March 1946, APDAL at No. 4 SEHU (Estevan, SK). Had 568:45 hours since new, and nil hours since its last overhaul, when struck off strength.
Last Date	18 December 1946—struck off strength; to War Assets Corporation for disposal or sale.
<b>Serial No.</b>	<b>FH890</b>
Type	Cornell, Mk I
Model #	M-62A-4
USAAF #	42-15369
Engine	Ranger 6-440-C5; RCAF # 27986; Maker's # 6045 (21 February 1943); RCAF # 27330; Maker's # 4329 <sup>5</sup> (11 October 1943)
First Date	29 December 1942—taken on strength by No. 4 Training Command

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<sup>5</sup>RCAF2CR, reel C-5937, image 2472.

History First entry at No. 4 Training Command on 29 December 1942. **Suffered a category “C” accident on 21 February 1943 at the Regina aerodrome under the command of P/O R. H. Nicholls. This aircraft hit a snowbank and nosed over (see accident card). Flown at Caron by Joseph Robert Morley on 2 August 1943 (as per his logbook). While operating this aircraft, F/L William Jarratt and LAC Wilfred Nethercott were both killed on 11 October 1943 in a mid-air collision two miles N and 3 miles E of Archydal, SK. They collided with Cornell FH908, piloted by P/O G. K. Bushell and LAC J. L. Monks (see accident card).**

Last Date 1 December 1943—struck off strength; reduced to spares and produce by No. 10 Repair Depot (Calgary, AB).

**Serial No. FH891**

Type Cornell, Mk I

Model # M-62A-4

USAAF # 42-15370

Engine Ranger; RCAF # 27987; Maker’s # 6046 (9 July 1943)

First Date 6 January 1943—taken on strength by No. 4 Training Command

History First entry at No. 4 Training Command (No. 33 EFTS) on 6 January 1943. **Flown at Caron by Joseph Robert Morley on 14 June, 25 July, and 3, 4 August 1943 (as per his logbook). On 9 July 1943, LAC J. H. Eke ground-looped and collapsed the undercarriage on landing on the no. 2 runway at Caron (see accident card).** To stored reserve at No. 2 Training Command on 5 January 1944. To stored reserve at No. 2 Air Command on 1 December 1944. To stored reserve at No. 4 SEMU on 5 February 1946. On 2 March 1946, APDAL at No. 4 SEHU (Estevan, SK). Had 817:55 hours since new, and nil hours since its last overhaul, when struck off strength.

Last Date 8 November 1946—struck off strength; free issue to Foreign Liquidation Commission, via Municipal Airport, Fargo, ND.

**Serial No. FH892**

Type Cornell, Mk I

Model # M-62A-4

USAAF # 42-15371

Engine Ranger 6-440-C5; RCAF # 27692; Maker’s # 6432<sup>6</sup> (29 September 1943)

First Date 29 December 1942—taken on strength by No. 4 Training Command

History First entry at No. 4 Training Command on 29 December 1942. **Flown at Caron by E. Fox on 5 April 1943 (as per his logbook). Suffered a category “A” crash on 29 September 1943. LAC C. R. Owston was seriously injured and had to be repatriated due to the same. He apparently had not opened the fuel cock to the secondary fuel tank and ran out of fuel. He narrowly missed the high-tension power lines NW of the aerodrome. (See RCAF2CR, reel C-5937, image 2528 and the accident card.)** To M&C Aviation (Prince Albert, SK) on 14 October 1943.

Last Date 12 April 1944—struck off strength; reduced to spares and produce by M&C Aviation by 15 April 1944.

**Serial No. FH893**

Type Cornell, Mk I

Model # M-62A-4

USAAF # 42-15372

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<sup>6</sup>RCAF2CR, reel C-5937, image 2528.



Engine Ranger 6-440-C5; RCAF # 261715; Maker's # 6048 (7 March 1943); RCAF # 27742; Maker's # 6474 (4 August 1943)  
 First Date 29 December 1942—taken on strength by No. 4 Training Command  
 History First entry at No. 4 Training Command on 29 December 1942. **On 7 March 1943, LAC R. S. Waters had a category “C” accident four miles ESE of Caron. He failed to gain sufficient altitude and immediately force landed (see accident card). On 26 March 1943, SGT D. Berry, and an unnamed pupil, had a category “C” accident on the N end of no. 3 runway at Caron. He ran over a boundary marker which he failed to see (see accident card). On 4 August 1943, LAC B. S. Fletcher had a category “B” crash 0.5 miles S of Rowletta, SK. It turned out that his fuel tank was empty, despite reading 1/4 full (see accident card).** To M&C Aviation (Prince Albert, SK) from 20 August 1943—8 May 1944. On 8 May 1944, returned to No. 4 Training Command. On 3 November 1944, issued to stored reserve at No. 4 Training Command. To stored reserve at No. 2 Air Command on 1 December 1944 and APDAL at No. 1 REMU (Lethbridge, AB) on 15 December 1945. Had 662:30 hours since new, and 10:00 hours since its last overhaul, when struck off strength.  
 Last Date 21 October 1946—struck off strength; free issue to Foreign Liquidation Commission, Washington, D.C.

**Serial No. FH894**  
 Type Cornell, Mk I  
 Model # M-62A-4  
 USAAF # 42-15373  
 Engine Ranger 6-440-C5  
 First Date 6 January 1943—taken on strength by No. 4 Training Command  
 History First entry at No. 4 Training Command on 6 January 1943. **Flown at Caron by E. Fox on 10 April 1943 (as per his logbook). On 18 April 1943, LAC F. Drake, in Cornell FH924, struck this aircraft while taxiing at the Caron aerodrome (see accident card).** To stored reserve at No. 2 Training Command on 22 January 1944. To M&C Aviation (Prince Albert, SK) from 24 April 1944—10 May 1944. On 10 May 1944, issued to stored reserve at No. 4 Training Command. To stored reserve at No. 2 Air Command on 1 December 1944 and APDAL at No. 1 REMU (Lethbridge, AB) on 15 December 1945. Had 1249:00 hours since new, and 10:30 hours since its last overhaul, when struck off strength.  
 Last Date 21 October 1946—struck off strength; free issue to Foreign Liquidation Commission, Washington, D.C.

**Serial No. FH895**  
 Type Cornell, Mk I  
 Model # M-62A-4  
 USAAF # 42-15374  
 Engine Ranger; RCAF # 27991; Maker's # 6050 (15 June 1943)  
 First Date 6 January 1943—taken on strength by No. 4 Training Command  
 History First entry at No. 4 Training Command (No. 33 EFTS) on 6 January 1943. **This aircraft suffered a category “C” crash about six miles S of Marquis, SK on 29 March 1943. Both SGT Mahoney and LAC Sadler were uninjured (see the RCAF Flying Accident Signal Report, included in the accident card folder). On 15 June 1943, LAC J. A. Bridden had a category “B” accident one mile N of the Caron aerodrome. His engine failed because the oil pressure pump had not been modified in accordance with new specifications (see accident card).** To M&C Aviation (Prince Albert, SK) from 22 June 1943—23 November 1943. On 28 December 1943 sent to No. 10 Repair Depot (Calgary, AB) for the purpose of carrying out tests on cockpit heater. On 24 April 1944, issued to No. 4 Training Command. On 22 August 1944, issued to stored reserve at No. 4 Training Command. To stored reserve at

No. 2 Air Command on 1 December 1944 and APDAL at No. 1 REMU (Lethbridge, AB) on 15 December 1945. Had 667:05 hours since new, and nil hours since its last overhaul, when struck off strength.

Last Date 21 October 1946—struck off strength; free issue to Foreign Liquidation Commission, Washington, D.C.

**Serial No. FH896**  
 Type Cornell, Mk I  
 Model # M-62A-4  
 USAAF # 42-15375  
 Engine Ranger 6-440-C5; RCAF # 27992; Maker's # 6051 (19 June 1943)  
 First Date 6 January 1943—taken on strength by No. 4 Training Command  
 History First entry at No. 4 Training Command (No. 33 EFTS) on 6 January 1943. **On 19 June 1943, SGT Owen and LAC Wall, experienced engine failure, one mile N of Grayburn, SK. They executed a successful forced landing. It was later determined that the engine had gone severely out of timing (see accident card).** To No. 2 Training Command (No. 23 EFTS) on 20 December 1943. To Midwest Aircraft (Winnipeg, MB) from 24 April 1944–5 May 1944. On 5 August 1944, issued to stored reserve at No. 2 Training Command. To stored reserve at No. 2 Air Command on 1 December 1944. To stored reserve at No. 4 SEHU (Estevan, SK) on 5 February 1946 and APDAL at No. 4 SEHU on 2 March 1946. Had 1279:50 hours since new, and 3:00 hours since its last overhaul, when struck off strength.

Last Date 8 November 1946—struck off strength; free issue to Foreign Liquidation Commission, via Municipal Airport, Fargo, ND.

**Serial No. FH897**  
 Type Cornell, Mk I  
 Model # M-62A-4  
 USAAF # 42-15376  
 Engine Ranger 6-440-C5; USA # 261719 (28 March 1943); RCAF # 27993; Maker's # 6052 (2 July 1943)  
 First Date 6 January 1943—taken on strength by No. 4 Training Command  
 History First entry at No. 4 Training Command (No. 33 EFTS) on 6 January 1942. **Flown at Caron by E. Fox on 4–5 March 1943 (as per his logbook). On 28 March 1943, SGT T. B. Owen, and an unnamed pupil, hit a snowbank during a precautionary landing 3 miles S of Marquis, SK. Their aircraft was only slightly damaged (see accident card). On 2 July 1943, LAC J. Parkin in Cornell FH918 struck this aircraft, which, at the time, was parked at the end of the runway (see accident card). Flown at Caron by Joseph Robert Morley on 22 July 1943 (as per his logbook).** To stored reserve at No. 2 Training Command on 22 January 1944. To Midwest Aircraft (Winnipeg, MB) on 26 April 1944. To No. 23 EFTS on 4 May 1944. On 11 August 1944, issued to stored reserve at No. 2 Training Command. To stored reserve at No. 2 Air Command on 1 December 1944. To stored reserve at No. 4 SEHU (Estevan, SK) on 5 February 1946 and APDAL at No. 4 SEHU on 2 March 1946. Had 1283:20 hours since new, and 3:15 hours since its last overhaul, when struck off strength.

Last Date 8 November 1946—struck off strength; free issue to Foreign Liquidation Commission, via Municipal Airport, Fargo, ND.

**Serial No. FH898**  
 Type Cornell, Mk I  
 Model # M-62A-4  
 USAAF # 42-15377

Engine Ranger; RCAF # 27692; Maker's # 6432 (27 July 1943)  
First Date 6 January 1943—taken on strength by No. 4 Training Command  
History First entry at No. 4 Training Command (No. 33 EFTS) on 6 January 1943. **On 27 July 1943, LAC Quinn, on his first solo flight, stalled this aircraft at 30', dropped a wing, struck the ground, and turned it over on its back (see accident card).** To M&C Aviation (Prince Albert, SK) from 7 August 1943—16 June 1944 due to category “B” accident. On 16 June 1944, issued to stored reserve at No. 4 Training Command. To stored reserve at No. 2 Air Command on 1 December 1944 and APDAL at No. 1 REMU (Lethbridge, AB) on 15 December 1945. Had 739:15 hours since new, and 10:30 hours since its last overhaul, when struck off strength.  
Last Date 21 October 1946—struck off strength; free issue to Foreign Liquidation Commission, Washington, D.C.

**Serial No. FH899**  
Type Cornell, Mk I  
Model # M-62A-4  
USAAF # 42-15378  
First Date 6 January 1943—taken on strength by No. 4 Training Command  
History First entry at No. 4 Training Command (No. 33 EFTS) on 6 January 1943. **Flown at Caron by Eric Nicholson on 1 October 1943 (as per his logbook).** To M&C Aviation (Prince Albert, SK) for time-expired overhaul from 2 December 1943—24 March 1944. On 24 March 1944, issued to stored reserve at No. 2 Training Command. On 22 June 1944, issued to No. 2 Training Command. On 20 November 1944, issued to stored reserve at No. 2 Training Command. To stored reserve at No. 2 Air Command on 1 December 1944 and APDAL at No. 202 REMS (Mossbank, SK) on 17 December 1945. Had 763:50 hours since new, and 27:05 hours since its last overhaul, when struck off strength.  
Last Date 16 May 1947—struck off strength; to War Assets Corporation for disposal or sale.

**Serial No. FH900**  
Type Cornell, Mk I  
Model # M-62A-4  
USAAF # 42-15379  
Engine Ranger 6-440-C5  
First Date 6 January 1943—taken on strength by No. 4 Training Command  
History First entry at No. 4 Training Command (No. 33 EFTS) on 6 January 1943. **(This aircraft apparently had black stripes on its fuselage and wings.) Flown at Caron by Joseph Robert Morley on 14 June 1943 (as per his logbook). Flown at Caron by Eric Nicholson on 7 November 1943 (as per his logbook).** On 22 January 1944, issued to stored reserve at No. 2 Training Command. On 14 April 1944, issued to No. 2 Training Command. To Midwest Aircraft (Winnipeg, MB) on 7 August 1944. On 23 August 1944, APDAL at No. 2 Training Command. APDAL at No. 2 Air Command on 1 December 1944 and later APDAL at No 10 SEHU (Medicine Hat, AB) and No. 4 SEHU (Estevan, SK). Had 1277:50 hours since new, and n/a hours since its last overhaul, when struck off strength.  
Last Date 21 October 1946—struck off strength; free issue to Foreign Liquidation Commission, Washington, D.C.

**Serial No. FH901**  
Type Cornell, Mk I  
Model # M-62A-4

USAAF # 42-15380  
Engine Ranger 6-440-C5  
First Date 11 January 1943—taken on strength by No. 4 Training Command  
History First entry at No. 4 Training Command on 11 January 1943. **Flown at Caron by Joseph Robert Morley on 19, 20 July 1943 (as per his logbook). Flown at Caron by Eric Nicholson on 14 October 1943 (as per his logbook).** On 20 December 1943, issued to stored reserve at No. 2 Training Command. On 3 July 1944, issued to No. 2 Training Command. On 1 December 1944, issued to No. 2 Air Command. On 12 February 1945, APDAL at No. 2 Air Command. APDAL at No. 3 SEHU (Swift Current, SK) on 1 April 1946. On 20 June 1947, stored reserve at No. 10 Repair Depot (Calgary, AB). Had 1285:50 hours since new, and n/a hours since its last overhaul, when at No. 3 SEHU.  
Last Date 4 May 1948—struck off strength; to War Assets Corporation for sale to the Royal Canadian Flying Clubs Association.

**Serial No. FH902**  
Type Cornell, Mk I  
Model # M-62A-4  
USAAF # 42-15381  
First Date 11 January 1942—taken on strength by No. 4 Training Command  
History First entry at No. 4 Training Command on 11 January 1943. **Flown at Caron by Eric Nicholson on 20 September 1943 (as per his logbook).** On 22 January 1944, issued to stored reserve at No. 2 Training Command. On 6 April 1944, issued to No. 2 Training Command. At Midwest Aircraft (Winnipeg, MB) from 20 May 1944—8 September 1944. To stored reserve at No. 2 Training Command on 8 September 1944. To stored reserve at No. 2 Air Command on 1 December 1944. To stored reserve at No. 4 SEHU (Estevan, SK) on 5 February 1946. To APDAL at No. 4 SEHU on 2 March 1946. Had 1279:05 hours since new, and 4:30 hours since its last overhaul, when struck off strength.  
Last Date 8 November 1946—struck off strength; free issue to Foreign Liquidation Commission, via Municipal Airport, Fargo, ND.

**Serial No. FH903**  
Type Cornell, Mk I  
Model # M-62A-4  
USAAF # 42-15382  
First Date 11 January 1943—taken on strength by No. 4 Training Command  
History First entry at No. 4 Training Command on 11 January 1943. **Flown at Caron by E. Fox on 31 March 1943 (as per his logbook). Flown at Caron by Joseph Morley on 8, 14 July 1943 (as per his logbook).** To M&C Aviation (Prince Albert, SK) for time-expired overhaul from 29 November 1943—7 March 1944. On 7 March 1944, issued to stored reserve at No. 2 Training Command. To stored reserve at No. 2 Air Command on 1 December 1944 and stored reserve at No. 4 SEHU (Estevan, SK) on 5 February 1946. APDAL at No. 4 SEHU on 2 March 1946. Had 1280:20 hours since new, and 5:30 hours since its last overhaul, when struck off strength.  
Last Date 8 November 1946—struck off strength; free issue to Foreign Liquidation Commission, via Municipal Airport, Fargo, ND.

**Serial No. FH904**  
Type Cornell, Mk I  
Model # M-62A-4  
USAAF # 42-15383

Engine Ranger 6-440-C5; RCAF # 27175; Maker's # 3066 (30 September 1943)  
First Date 11 January 1943—taken on strength by No. 4 Training Command  
History First entry at No. 4 Training Command on 11 January 1943. **On 30 September 1943, P/O B. J. Douglas and LAC M. D. Holland were conducting a dual landing practice. LAC Holland bounced the aircraft causing category "B" damage (see accident card).** To M&C Aviation (Prince Albert, SK) from 14 October 1943—13 May 1944. To stored reserve at No. 4 Training Command on 13 May 1944. To No. 4 Training Command (No. 5 EFTS) on 17 June 1944. To stored reserve at No. 4 Training Command on 3 November 1944. To stored reserve at No. 2 Air Command on 1 December 1944. APDAL at No. 1 REMU (Lethbridge, AB) on 13 December 1945. Had 978:45 hours since new, and 10:40 hours since its last overhaul, when struck off strength.  
Last Date 21 October 1946—struck off strength; free issue to Foreign Liquidation Commission, Washington, D.C.

**Serial No. FH906**  
Type Cornell, Mk I  
Model # M-62A-4  
USAAF # 42-15385  
Engine Ranger 6-440-C5; RCAF # 27023; Maker's # 2956 (19 July 1943)  
First Date 11 January 1943—taken on strength by No. 4 Training Command  
History First entry at No. 4 Training Command on 11 January 1943. **Flown at Caron by E. Fox on 2, 4 April 1943 (as per his logbook). On 19 July 1943, LAC J. L. Hampton had a category "C" accident while practicing his solo flight. He ground-looped on the main aerodrome (see accident card). Flown at Caron by Eric Nicholson on 7 October 1943 (as per his logbook).** To M&C Aviation (Prince Albert, SK) for time-expired overhaul from 29 December 1943—1 April 1944. To No. 4 Training Command on 1 April 1944. To No. 10 Repair Depot (Calgary, AB) on 11 May 1944.  
Last Date 14 September 1944—struck off strength; reduced to spares and produce by No. 10 Repair Depot (Calgary, AB).

**Serial No. FH907**  
Type Cornell, Mk I  
Model # M-62A-4  
USAAF # 42-15386  
Engine Ranger 6-440-C5; RCAF # 27007; Maker's # 2894 (17 September 1943)  
First Date 11 January 1943—taken on strength to No. 4 Training Command  
History First entry at No. 4 Training Command on 11 January 1943. **Flown at Caron by Joseph Robert Morley on 16 July 1943 (as per his logbook). On 17 September 1943, LAC G. W. Pollington ground-looped it after landing in a slight cross-wind. The aircraft's oleo leg collapsed (see accident card).** To M&C Aviation (Prince Albert, SK) for time-expired overhaul from 15 November 1943—3 March 1944. To stored reserve at No. 2 Training Command on 3 March 1944. To No. 2 Training Command on 24 April 1944. To No. 2 Air Command on 1 December 1944. APDAL at No. 10 SEHU (Medicine Hat, AB) on 14 November 1945. Had 2141:50 hours since new, and 900:05 hours since its last overhaul, when struck off strength.  
Last Date 21 October 1946—struck off strength; free issue to Foreign Liquidation Commission, Washington, D.C.

**Serial No. FH908**  
Type Cornell, Mk I  
Model # M-62A-4  
USAAF # 42-15387

Engine Ranger 6-440-C5; RCAF # 28003; Maker's # 6062 (11 October 1943)  
 First Date 11 January 1943—taken on strength by No. 4 Training Command  
 History First entry at No. 4 Training Command on 11 January 1943. **Suffered a mid-air collision with FH890 near the Archydal forced landing field. The occupants of this aircraft, P/O Bushell and LAC Monks, were uninjured. The occupants of FH890, F/L Jarratts and LAC Nethercott, were killed.<sup>7</sup> (See also DD and the accident card.) For a photo of this aircraft being recovered by a No. 10 Repair Depot truck, along with other Cornells on 11 October 1943, see Milberry and Halliday, *RCAF at War, 2000*, p. 145.** To stored reserve at No. 2 Training Command on 20 December 1943. To No. 2 Training Command on 3 July 1944. To No. 2 Air Command on 1 December 1944. APDAL at No. 2 Air Command on 22 February 1945. APDAL at No. 3 SEHU (Swift Current, SK) on 1 April 1946. To No. 10 Repair Depot (Calgary, AB) for conversion to instructional aircraft on 1 May 1947. Had 1280:35 hours since new, and n/a hours since its last overhaul, when at No. 3 SEHU.  
 Last Date 27 April 1954—struck off strength.

**Serial No. FH909**  
 Type Cornell, Mk I  
 Model # M-62A-4  
 USAAF # 41-15388  
 Engine Ranger 6-440-C5; RCAF # 28005; Maker's # 6064 (4 June 1943); RCAF # 39016; Maker's # 10375 (30 November 1943)  
 First Date 11 January 1943—taken on strength by No. 4 Training Command  
 History First entry at No. 4 Training Command on 11 January 1943. **Flown at Caron by E. Fox on 11 March 1943 (as per his logbook). On 4 June 1943, P/O L. P. Money and LAC R. N. White ground-looped this aircraft during a cross wind take-off (see accident card). Flown at Caron by Joseph Robert Morley on 26 June 1943 (as per his logbook). On 30 November 1943, this aircraft blew over sufficiently for the airscrew to strike the ground while under the control of LAC R. J. Wall. Category "C" damage resulted (see accident card).** To M&C Aviation (Prince Albert, SK) for time-expired overhaul from 31 December 1943—24 February 1944. To stored reserve at No. 4 Training Command on 24 February 1944. To No. 4 Training Command on 14 April 1944. To stored reserve at No. 4 Training Command on 3 November 1944. To stored reserve at No. 2 Air Command on 1 December 1944. APDAL at No. 1 REMU (Lethbridge, AB) on 15 December 1945. Had 1294:35 hours since new, and 11:05 hours since its last overhaul, when struck off strength.  
 Last Date 21 October 1946—struck off strength; free issue to Foreign Liquidation Commission, Washington, D.C.

**Serial No. FH910**  
 Type Cornell, Mk I  
 Model # M-62A-4  
 USAAF # 42-15389  
 Engine Ranger 6-440-C5  
 First Date 11 January 1943—taken on strength by No. 4 Training Command  
 History First entry at No. 4 Training Command on 11 January 1943. **Flown at Caron by Eric Nicholson on 10 November 1943 (as per his logbook).** To stored reserve at No. 2 Training Command on 22 January 1944. To No. 2 Training Command on 6 April 1944. APDAL at No. 2 Training Command on 23

<sup>7</sup>RCAF2CR, reel C-5937, image 2472.

August 1944. APDAL at No. 2 Air Command on 1 December 1944. APDAL at No. 10 SEHU (Medicine Hat, AB) (no date). At No. 4 SEHU (Estevan, SK) where it was recorded as having 1265:00 hours since new, and n/a hours since its last overhaul.

Last Date 21 October 1946—struck off strength; free issue to Foreign Liquidation Commission, Washington, D.C.

**Serial No. FH911**  
Type Cornell, Mk I  
Model # M-62A-4  
USAAF # 42-15390  
Engine Ranger 6-440-C5; RCAF # 28007; Maker's # 6066 (15 May 1943)  
First Date 11 January 1943—taken on strength by No. 4 Training Command  
History First entry at No. 4 Training Command on 11 January 1943. **Flown at Caron by E. Fox on 21 March 1943 (as per his logbook). On 15 May 1943, LAC R. M. Glanfield ground-looped this aircraft upon landing. The port side oleo leg collapsed (see accident card). See JLF Cornell photo collection.** To M&C Aviation (Prince Albert, SK) for time-expired overhaul from 30 October 1943–1 March 1944. To stored reserve at No. 2 Training Command on 1 March 1944. To No. 2 Training Command on 24 April 1944. To No. 2 Air Command on 1 December 1944. APDAL at No. 10 SEHU (Medicine Hat, AB) on 14 November 1945. Had 2103:40 hours since new, and 823:10 hours since its last overhaul, when struck off strength.

Last Date 21 October 1946—struck off strength; free issue to Foreign Liquidation Commission, Washington, D.C.

**Serial No. FH913**  
Type Cornell, Mk I  
Model # M-62A-4  
USAAF # 42-15392  
First Date 27 January 1943—taken on strength by No. 4 Training Command  
History First entry at No. 4 Training Command on 27 January 1943. **Flown at Caron by Joseph Robert Morley on 10 July 1943 (as per his logbook). Flown at Caron by Eric Nicholson on 26 October 1943 (as per his logbook).** To stored reserve at No. 2 Training Command on 17 March 1944. To Midwest Aircraft (Winnipeg, MB) from 8 May 1944–13 October 1944. To stored reserve at No. 2 Training Command on 13 October 1944. To stored reserve at No. 2 Air Command on 1 December 1944. To stored reserves at No. 4 SEHU (Estevan) on 5 February 1946. APDAL at No. 4 SEHU on 2 March 1946. Had 1204:05 hours since new, and 4:15 hours since its last overhaul, when struck off strength.

Last Date 8 November 1946—struck off strength; free issue to Foreign Liquidation Commission, via Municipal Airport, Fargo, ND.

**Serial No. FH914**  
Type Cornell, Mk I  
Model # M\_62A-4  
USAAF # 42-15393  
First Date 27 January 1943—taken on strength by No. 4 Training Command  
History First entry at No. 4 Training Command on 27 January 1943. **Listed in Brown-annotated inventory (see Elmer Collection, PASK, accession 2015-132, box 12: "Aircraft at No. 33 EFTS, Annotated List").** To stored reserve at No. 2 Training Command on 22 January 1944. To M&C Aviation (Prince Albert, SK) from 24 March 1944–6 June 1944. To No. 2 Training Command on 6 June 1944. To No. 2 Air Command on 1 December 1944. APDAL at

No. 10 SEHU (Medicine Hat, AB) on 14 November 1945. Had 1992:02 hours since new, and 721:25 hours since its last overhaul, when struck off strength.

Last Date 21 October 1946—struck off strength; free issue to Foreign Liquidation Commission, Washington, D.C.

**Serial No. FH915**  
 Type Cornell, Mk I  
 Model # M-62A-4  
 USAAF # 42-13594  
 Engine Ranger 6-440-C5  
 First Date 27 January 1943—taken on strength by No. 4 Training Command  
 History First entry at No. 4 Training Command on 27 January 1943. **Flown at Caron by E. Fox on 12 March and 6 April 1943 (as per his logbook).** To stored reserve at No. 2 Training Command on 11 January 1944. To No. 2 Training Command on 14 April 1944. APDAL at No. 2 Training Command on 26 September 1944. APDAL at No. 2 Air Command on 1 December 1944. APDAL at No. 4 SEHU (Estevan, SK) on 27 November 1945. Had 1282:10 hours since new, and n/a hours since its last overhaul, when at No. 4 SEHU.  
 Last Date 18 December 1946—struck off strength; to War Assets Corporation for disposal or sale.

**Serial No. FH916**  
 Type Cornell, Mk I  
 Model # M-62A-4  
 USAAF # 42-15395  
 Engine Ranger 6-440-C5  
 First Date 27 January 1943—taken on strength by No. 4 Training Command  
 History First entry at No. 4 Training Command on 27 January 1943. **Flown at Caron by E. Fox on 2 April 1943 (as per his logbook).** To stored reserve at No. 2 Training Command on 22 January 1944. To No. 2 Training Command on 14 March 1944. APDAL at No. 2 Training Command on 6 October 1944. APDAL at No. 2 Air Command on 1 December 1944. APDAL at No. 10 SEHU (Medicine Hat, AB) (no date). At 4 SEHU (Estevan, SK). Had 1282:05 hours since new, and nil hours since its last overhaul, when at No. 4 SEHU.  
 Last Date 21 October 1946—struck off strength; free issue to Foreign Liquidation Commission, Washington, D.C.

**Serial No. FH917**  
 Type Cornell, Mk I  
 Model # M-62A-4  
 USAAF # 42-15396  
 Engine Ranger 6-440-C5; RCAF # 27187; Maker's # 3078 (22 November 1943)  
 First Date 27 January 1943—taken on strength by No. 4 Training Command  
 History First entry at No. 4 Training Command on 27 January 1943. **On 22 November 1943, LAC S. T. F. Webb attempted to land on the main aerodrome at Caron. In the process, he went into a ground-loop and collapsed the aircraft's undercarriage (see accident card).** To stored reserve at No. 2 Training Command on 5 January 1944. To stored reserves at No. 2 Air Command on 1 December 1944. To stored reserves at No. 4 SEHU (Estevan, SK)



on 5 November 1945. APDAL at No. 4 SEHU on 2 March 1946. Had 975:05 hours since new, and nil hours since its last overhaul, when struck off strength.

Last Date 11 February 1947—struck off strength; to War Assets Corporation for disposal or sale.

**Serial No. FH918**  
Type Cornell, Mk I  
Model # M-62A-4  
USAAF # 42-15497  
Engine Ranger 6-440-C5  
First Date 28 January 1943—taken on strength by No. 4 Training Command  
History First entry at No. 4 Training Command on 28 January 1943. **Flown at Caron by E. Fox on 7 April 1943 (as per his logbook). On 2 July 1943, and while taxiing this aircraft, LAC J. Parkin struck Cornell FH897 which was parked at the end of the runway (see accident card).** To stored reserve at No. 2 Training Command on 14 March 1944. To Midwest Aircraft (Winnipeg, MB) from 8 May 1944—15 October 1944. To stored reserve at No. 2 Training Command on 15 October 1944. To stored reserve at No. 2 Air Command on 1 December 1944. To stored reserve at No. 4 SEHU (Estevan, SK) on 5 February 1946. APDAL at No. 4 SEHU on 5 February 1946. Had 1248:40 hours since new, and 4:00 hours since its last overhaul, when struck off strength.

Last Date 8 November 1946—struck off strength; free issue to Foreign Liquidation Commission, via Municipal Airport, Fargo, ND.

**Serial No. FH924**  
Type Cornell, Mk I  
Model # M-62A-4  
USAAF # 42-15403  
Engine Ranger 6-440-C4; RCAF # 28028; Maker's # 6079 (18 April 1943)  
First Date 28 January 1943—taken on strength by No. 4 Training Command  
History First entry at No. 4 Training Command on 28 January 1943. **On 18 April 1943, LAC F. S. Drake, in this aircraft, struck Cornell FH894 while taxiing at the Caron aerodrome. Drake was uninjured (see accident card). Flown at Caron by Eric Nicholson on 6, 10 October 1943 (as per his logbook).** To stored reserve at No. 2 Training Command on 20 December 1943. To No. 2 Training Command on 27 January 1944. To No. 8 Repair Depot (Winnipeg, MB) on 15 May 1944.

Last Date 15 June 1944—struck off strength; reduced to spares and produce by No. 8 Repair Depot (Winnipeg, MB).

**Serial No. FH925**  
Type Cornell, Mk I  
Model # M-62A-4  
USAAF # 42-15404  
First Date 28 January 1943—taken on strength by No. 4 Training Command

History	First entry at No. 4 Training Command on 28 January 1943. <b>For two pictures of this Cornell taken by E. Fox, see JLF Cornell photo collection. SGT A. R. Farmer flew this aircraft on 28 April 1943 and was tangentially involved in the fatal crash of P/O Nicholls and LAC Nethercot that same day.<sup>8</sup> On 29 December 1943, SGT C. Bartlett incorrectly parked this aircraft, and it blew into the boundary fence. Category “D” damage resulted (see accident card).</b> To M&C Aviation (Prince Albert, SK) for time-expired overhaul from 14 January 1944–13 April 1944. To stored reserve at No. 4 Training Command on 13 April 1944. To stored reserve at No. 3 Training Command on 22 July 1944. To No. 2 Air Command on 1 December 1944. APDAL at No. 6 REMU (Mont Joli, QC) on 6 November 1945. Had 234:20 hours since new, and nil hours since its last overhaul, when struck off strength.
Last Date	21 June 1946–struck off strength; free issue to Foreign Liquidation Commission, Bell Niagara Modification Center No. 7, Niagara Falls, NY.
<b>Serial No. FH926</b>	
Type	Cornell, Mk I
Model #	M-62A-4
USAAF #	42-15405
Engine	Ranger 6-440-C5
First Date	28 January 1943–taken on strength by No. 4 Training Command
History	First entry at No. 4 Training Command on 28 January 1943. <b>Flown at Caron by E. Fox on 22 March 1943 (as per his logbook).</b> To M&C Aviation (Prince Albert, SK) for time-expired overhaul from 23 November 1943–8 March 1944. To stored reserve at No. 2 Training Command on 8 March 1944. To stored reserve at No. 2 Air Command on 1 December 1944. To stored reserve at No. 4 SEHU (Esterwan SK) on 2 February 1946. APDAL at No. 4 SEHU on 2 March 1946. Had 1278:20 hours since new, and 5:00 hours since its last overhaul, when struck off strength.
Last Date	8 November 1946–struck off strength; free issue to Foreign Liquidation Commission, via Municipal Airport, Fargo, ND.
<b>Serial No. FH927</b>	
Type	Cornell, Mk I
Model #	M-62A-4
USAAF #	42-15406
First Date	28 January 1943–taken on strength by No. 4 Training Command
History	First entry at No. 4 Training Command on 28 January 1943. <b>Flown at Caron by Joseph Robert Morley on 1 July 1943 (as per his logbook).</b> To stored reserve at No. 2 Training Command on 20 February 1943(?). To No. 2 Training Command on 3 January 1944. To Midwest Aircraft (Winnipeg, MB) on 17 July 1944. APDAL at No. 2 Training Command on 20 November 1944. APDAL at No. 2 Air Command on 1 December 1944. At 5 SEHU (Neepawa, MB) on 6 December 1945. Had 1271:45 hours since new, and n/a hours since its last overhaul, when at No. 5 SEHU.
Last Date	20 February 1947–struck off strength; to War Assets Corporation for disposal or sale.
<b>Serial No. FH936</b>	
Type	Cornell, Mk I
Model #	M-62A-4
USAAF #	42-153415

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<sup>8</sup>RCAF2CR, reel C-5937, image 2325.

Engine Ranger 6-440-C5  
First Date 3 February 1943—taken on strength by No. 4 Training Command  
History First entry at No. 4 Training Command (No. 34 EFTS) on 3 February 1943. **Tony Morley, in a 2013 post on Facebook.com, included a picture of this aircraft. He believes it was taken while his father, Joseph Robert Morley, was at Caron in 1943. See also JLF Cornell photo collection.** To M&C Aviation (Prince Albert, SK) for time-expired overhaul from 6 May 1944—16 June 1944. To stored reserve at No. 4 Training Command on 16 June 1944. To stored reserve at No. 2 Air Command on 1 December 1944. APDAL at No. 1 REMU (Lethbridge, AB) on 15 December 1945. Had 1290:05 hours since new, and 11:40 hours since its last overhaul, when struck off strength.  
Last Date 21 October 1946—struck off strength; free issue to Foreign Liquidation Commission, Washington, D.C.

**Serial No. FH939**  
Type Cornell, Mk I  
Model # M-62A-4  
USAAF # 42-15418  
Engine Ranger 6-440-C5  
First Date 10 February 1943—taken on strength by No. 4 Training Command  
History First entry at No. 4 Training Command (No. 33 EFTS) on 10 February 1943. **Listed as at No. 33 EFTS in the Elmer Collection, PASK, accession 2015-132, box 5: “No. 33 EFTS, Aircraft\_1” and RCAF Aircraft Record Card in CASPIR.** To M&C Aviation (Prince Albert, SK) for time-expired overhaul from 8 February 1944—24 April 1944. To stored reserve at No. 4 Training Command on 3 November 1944. To stored reserve at No. 2 Air Command on 1 December 1944. APDAL at No. 1 REMU (Lethbridge, AB) on 15 December 1945. Had 1297:20 hours since new, and 10:50 hours since its last overhaul, when struck off strength.  
Last Date 21 October 1946—struck off strength; free issue to Foreign Liquidation Commission, Washington, D.C.

**Serial No. FH940**  
Type Cornell, Mk I  
Model # M-62A-4  
USAAF # 42-15419  
Engine Ranger 6-440-C5  
First Date 10 February 1943—taken on strength by No. 4 Training Command  
History First entry at No. 4 Training Command (23 EFTS) on 10 February 1943. **Listed as at No. 33 EFTS in the Elmer Collection, PASK, accession 2015-132, box 5: “No. 33 EFTS, Aircraft\_1” and RCAF Aircraft Record Card in CASPIR.** To M&C Aviation (Prince Albert, SK) for time-expired overhaul from 8 February 1944—27 April 1944. To No. 4 Training Command on 27 April 1944. To stored reserve at No. 4 Training Command on 3 November 1944. To stored reserve at No. 2 Air Command on 1 December 1944. To stored reserve at No. 1 REMU (Lethbridge, AB) on 2 February 1946. APDAL at No. 1 REMU on 2 February 1946. Had 1375:10 hours since new, and 89:20 hours since its last overhaul, when struck off strength.  
Last Date 21 October 1946—struck off strength; free issue to Foreign Liquidation Commission, Washington, D.C.

**Serial No. FH941**  
Type Cornell, Mk I  
Model # M-62A-4

USAAF # 42-15420  
Engine Ranger 6-440-C5  
First Date 10 February 1943—taken on strength by No. 4 Training Command  
History First entry at No. 4 Training Command (No. 33 EFTS) on 10 February 1943. **Listed as at No. 33 EFTS in the Elmer Collection, PASK, accession 2015-132, box 5: “No. 33 EFTS, Aircraft\_1” and RCAF Aircraft Record Card in CASPIR.** To stored reserve at No. 4 Training Command on 11 September 1944. To stored reserve at No. 2 Air Command on 1 December 1944. To stored reserve at No. 202 REMS (Mossbank, SK). APDAL at No. 2 REMU (Moose Jaw, SK) on 8 April 1946.  
Last Date 2 December 1946—struck off strength; to War Assets Corporation for disposal or sale.

**Serial No. FH942**  
Type Cornell, Mk I  
Model # M-62A-4  
USAAF # 42-15421  
Engine Ranger 6-440-C5; RCAF # 27994; Maker’s # 6053 (12 December 1943)  
First Date 10 February 1943—taken on strength by No. 4 Training Command  
History First entry at No. 4 Training Command (No. 33 EFTS) on 10 February 1943. **Flown at Caron by Joseph Robert Morley on 26 July 1943 (as per his logbook). Listed as at No. 33 EFTS on RCAF Aircraft Record Card in CASPIR. On 19 April 1943, LAC P. H. G. Spray in Cornell FH873 collided with this aircraft, which was parked next to the taxi strip (see accident card). On 12 December 1943, SGT A. H. Harris and LAC M. Doswell had an category “D” accident three miles NE of Rowletta, SK, during a forced landing practice (see accident card).** To stored reserve at No. 2 Training Command on 17 March 1944. To Midwest Aircraft (Winnipeg, MB) from 8 May 1944—11 October 1944. To stored reserve at No. 2 Training Command on 11 October 1944. To stored reserve at No. 2 Air Command on 1 December 1944. APDAL at No. 202 REMS (Mossbank, SK) on 4 January 1946. Had 698:00 hours since new, and 6:55 hours since its last overhaul, when struck off strength.  
Last Date 8 November 1946—struck off strength; free issue to Foreign Liquidation Commission, via Municipal Airport, Fargo, ND.

**Serial No. FH943**  
Type Cornell, Mk I  
Model # M-62A-4  
USAAF # 42-15422  
Engine Ranger 6-440-C5  
First Date 10 February 1943—taken on strength by No. 4 Training Command  
History First entry at No. 4 Training Command (No. 33 EFTS) on 10 February 1943. **Listed as at No. 33 EFTS in the Elmer Collection, PASK, accession 2015-132, box 5: “No. 33 EFTS, Aircraft\_1” and RCAF Aircraft Record Card in CASPIR.** To stored reserve at No. 2 Training Command on 17 March 1944. To Midwest Aircraft (Winnipeg, MB) from 8 May 1944—9 October 1944. To stored reserve at No. 2 Training Command on 9 October 1944. To stored reserve at No. 2 Air Command on 1 December 1944. To stored reserve at No. 4 SEHU (Estevan, SK) on 5 February 1946. APDAL at No. 4 SEHU on 2 March 1946. Had 1238:10 hours since new, and 4:15 hours since its last overhaul, when struck off strength.  
Last Date 8 November 1946—struck off strength; free issue to Foreign Liquidation Commission, via Municipal Airport, Fargo, ND.

**Serial No. FH944**

Type Cornell, Mk I  
 Model # M-62A-4  
 USAAF # 42-15423  
 Engine Ranger 6-440-C5  
 First Date 10 February 1943—taken on strength by No. 4 Training Command  
 History First entry at No. 4 Training Command on 10 February 1943. **Listed as at No. 33 EFTS in the Elmer Collection, PASK, accession 2015-132, box 5: “No. 33 EFTS, Aircraft\_1” and RCAF Aircraft Record Card in CASPIR.** To No. 2 Training Command on 26 February 1943. APDAL at No. 2 Training Command on 26 September 1944. APDAL at No. 2 Air Command on 1 December 1944. APDAL at No. 4 SEHU (Estevan, SK) on 27 November 1945. Had 1282:00 hours since new, and n/a hours since its last overhaul, when at No. 4 SEHU.  
 Last Date 18 December 1946—struck off strength; to War Assets Corporation for disposal or sale.

**Serial No. FH945**  
 Type Cornell, Mk I  
 Model # M-62A-4  
 USAAF # 42-15424  
 First Date 10 February 1943—taken on strength by No. 4 Training Command  
 Engine Ranger 6-440-C5; RCAF # 27831; Maker’s # 10256 (20 September 1943)  
 History Frist entry at No. 4 Training Command (No. 33 EFTS) on 10 February 1943. **On 31 March 1943, LAC N. F. Winby, in Cornell FH876, collided with this aircraft on the Caron tarmac (see accident card). Flown at Caron by E. Fox on 5 April 1943 (as per his logbook). Flown at Caron by Joseph Robert Morley on 15 July 1943 (as per his logbook). On 20 September 1943, LAC R. McCreddie had a category “C” collision with this aircraft, which was parked on the tarmac in front of hangar no. 2 at Caron (see RCAF Aircraft Record Card in CASPIR and accident card). Flown at Caron by Eric Nicholson on 6 October 1943 (as per his logbook).** To stored reserve at No. 2 Training Command on 21 January 1944. To No. 2 Training Command on 14 April 1944. To Midwest Aircraft (Winnipeg, MB) on 30 June 1944. APDAL at No. 2 Training Command on 20 November 1944. APDAL at No. 2 Air Command on 1 December 1944. APDAL at No. 3 REMU (Carberry, MB) on 6 February 1946. Had 1276:05 hours since new, and n/a hours since its last overhaul, when at No. 5 SEHU (Neepawa, MB).  
 Last Date 20 February 1947—struck off strength; to War Assets Corporation for disposal or sale.

**Serial No. FH946**  
 Type Cornell, Mk I  
 Model # M-62A-4  
 USAAF # 42-15425  
 Engine Ranger 6-440-C5  
 First Date 10 February 1943—taken on strength by No. 4 Training Command  
 History **First entry at No. 4 Training Command (No. 33 EFTS) on 10 February 1943. Listed as at No. 33 EFTS in the Brown-annotated inventory (see Elmer Collection, PASK, accession 2015-132, box 12: “Aircraft at No. 33 EFTS, Annotated List”).** To No. 2 Training Command (No. 23 EFTS) on 17 March 1943. At Midwest Aircraft (Winnipeg, MB) from 26 May 1944—28 September 1944. Allotted to No. 2 Training Command on 28 September 1944. To No. 2 Air Command on 1 December 1944. APDAL at No. 10 SEHU (Medicine Hat, AB) on 14 November 1945. Had 2059:05 hours since new, and 743:45 hours since its last overhaul, when struck off strength.

Last Date 21 October 1946—struck off strength; free issue to Foreign Liquidation Commission, Washington, D.C.

**Serial No. FJ658**

Type Cornell, Mk I

Model # M-62A-4

USAAF # 42-15487

Engine Ranger 6-440-C5

First Date 23 March 1943—taken on strength by No. 4 Training Command [Note: the RCAF Aircraft Record Card combines the records of FH658 and FJ658.]

History First entry at No. 4 Training Command on 23 March 1943. **On 14 April 1943, LAC N. P. C. Croucher had a category “C” accident on the Boharm relief field when he braked hard to avoid another aircraft (see accident card). Flown at Caron by Joseph Robert Morley on 28 June and 5, 12 July 1943 (as per his logbook).** To M&C Aviation (Prince Albert, SK) on 18 October 1943. To stored reserve at No. 2 Training Command on 17 March 1944. To stored reserve at No. 2 Air Command on 1 December 1944. To stored reserve at No. 4 SEHU (Estevan, SK) on 27 November 1945. APDAL at No. 4 SEHU on 6 February 1946. Had 1147:25 hours since new, and nil hours since its last overhaul, when struck off strength.

Last Date 18 December 1946—struck off strength; to War Assets Corporation for disposal or sale.

**Serial No. FJ660**

Type Cornell, Mk I

Model # M-62A-4

USAAF # 42-15489

Engine Ranger 6-440-C5

First Date 23 March 1943—taken on strength by No. 4 Training Command [Note: the RCAF Aircraft Record Card combines the records of FH660 and FJ660.]

History First entry at No. 4 Training Command on 23 March 1943. **Flown at Caron by Joseph Robert Morley on 30 June 1943 (as per his logbook).** To M&C Aviation (Prince Albert, SK) on 25 August 1943. To stored reserve at No. 2 Training Command on 5 January 1944. To No. 2 Training Command on 12 February 1944. To stored reserve at No. 2 Air Command on 1 December 1944. To stored reserve at No. 4 SEHU (Estevan, SK) on 27 November 1945. APDAL at No. 4 SEHU on 6 February 1946. Had 904:04 hours since new, and nil hours since its last overhaul, when struck off strength.

Last Date 21 October—struck off strength; free issue to Foreign Liquidation Commission, via Municipal Airport, Fargo, ND.

**Serial No. FJ661**

Type Cornell, Mk I

Engine Ranger 6-440-C5; RCAF # 28107; Maker’s # 6166 (6 May 1943)

First Date 23 March 1943—taken on strength by No. 4 Training Command [Note: the RCAF Aircraft Record Card combines the records of FH661 and FJ661.]

History First entry at No. 4 Training Command on 23 March 1943. **While parked on the tarmac at Caron, this aircraft was struck by J. F. Rudd’s Cornell 10526 on 6 May 1943. Minor damage occurred (see accident card).** To stored reserve at No. 2 Training Command on 17 March 1944. To stored reserve at No. 2 Air Command on 1 December 1944. To stored reserve at No. 4 SEHU (Estevan, SK) on 27 November 1945. APSAL at No. 4 SEHU on 2 February 1946. Had 1186:55 hours since new, and n/a hours since its last overhaul, when struck off strength.

Last Date 20 October 1946—struck off strength; free issue to Foreign Liquidation Commission, via Municipal Airport, Fargo, ND.

**Serial No. FJ663**

Type Cornell, Mk I  
Model # M-62A-4  
USAAF # 42-15492  
Engine Ranger; RCAF # 28109; Maker's # 6168 (18 May 1943)  
First Date 23 March 1943—taken on strength by No. 4 Training Command [Note: the RCAF Aircraft Record Card combines the records of FH663 and FJ663.]  
History First entry at No. 4 Training Command on 23 March 1943. **Flown at Caron by E. Fox on 13 April 1943 (as per his logbook). Suffered a category "B" crash on 18 May 1943, at the hand of SGT M. Hewet (see accident card).** At M&C Aviation (Prince Albert, SK) for crash repairs, 29 May 1943—6 June 1944. To No. 4 Training Command on 6 June 1944. To stored reserve at No. 3 Training Command on 27 July 1944. To stored reserve at No. 2 Air Command on 15 January 1945. APDAL at No. 5 REMU (Picton, ON) on 6 November 1945. Had 478:30 hours since new, and 172:40 hours since its last overhaul, when struck off strength.  
Last Date 21 June 1946—struck off strength; free issue to the Foreign Liquidation Commission, Bell Niagara Modification Center No. 7, Niagara Falls, NY.

**Serial No. FJ676**  
Type Cornell, Mk I  
Model # M-62A-4  
USAAF # 42-15505  
Engine Ranger 6-440-C5  
First Date 2 April 1943—taken on strength by No. 4 Training Command [Note: the RCAF Aircraft Record Card combines the records of FH676 and FJ676.]  
History First entry at No. 4 Training Command on 2 April 1943. **Flown at Caron by Joseph Robert Morley on 4 July 1943 (as per his logbook). Flown at Caron by Eric Nicholson on 30 September 1943 (as per his logbook).** To stored reserve at No. 2 Training Command on 5 January 1944. To stored reserve at No. 2 Air Command on 1 December 1944. To stored reserve at No. 4 SEHU (Estevan, SK) on 27 November 1945. APDAL at No. 4 SEHU on 6 February 1946. Had 1016:00 hours since new, and nil hours since its last overhaul, when struck off strength.  
Last Date 21 June 1946—struck off strength; free issue to the Foreign Liquidation Commission, via Municipal Airport, Fargo, ND.

**Serial No. FJ684**  
Type Cornell, Mk I  
Model # M-62A-4  
USAAF # 42-15513  
Engine Ranger 6-440-C5; RCAF # 27417; Maker's # 4398 (10 December 1943)  
First Date 26 March 1943—taken on strength by No. 4 Training Command [Note: the RCAF Aircraft Record Card combines the records of FH684 and FJ684.]  
History First entry at No. 4 Training Command on 26 March 1943. **On 10 December 1943, LAC J. B. Clare had a "E1" accident at Caron when he stepped off the foot walk on this aircraft and punctured the wing (see accident report).** To stored reserve at No. 3 Training Command on 21 July 1944. To stored reserve at No. 2 Air Command on 15 January 1945. APDAL at No. 5 REMU (Picton, ON) on 6 November 1945. Had 656:40 hours since new, and nil hours since its last overhaul, when struck off strength.  
Last Date 8 August 1946—struck off strength; free issue to the Foreign Liquidation Commission, Bell Niagara Modification Center No. 7, Niagara Falls, NY.

**Serial No. FJ909**  
Type Cornell, Mk I

First Date Unknown [No entry for this aircraft in CASPIR.]  
History **Suffered an accident at Caron as documented in Library and Archives Canada, file no. 1300-JF909.**  
Last Date Unknown

**Serial No. FJ915**  
Type Cornell, Mk I  
First Date Unknown [No entry for this aircraft in CASPIR.]  
History **Flown at Caron by Joseph Robert Morley on 11 July 1943 (as per his logbook).**  
Last Date Unknown

### Cornell Mk. II at No. 33 EFTS

**RCAF # 10526**  
Type Cornell, Mk. II  
Fleet # FC31  
Engine Ranger 6-440-C5; RCAF # 27300; Maker's # 4232 (6 May 1943); RCAF # 27306; Maker's # 4249 (30 July 1943); RCAF # 37356; Maker's # 6872 (31 August 1943)  
First Date 18 December 1942—taken on strength by No. 4 Training Command  
History First entry at No. 4 Training Command on 18 December 1942. **This aircraft had three accidents while at No. 33 EFTS. On 6 May 1942, while taxiing, LAC J. F. Rudd in Cornell 10526 struck Cornell JF661 (see accident card). On 30 July 1943, LAC F. W. R. Goodenough force landed 1 mile E of Rowletta, SK, due to engine failure (see accident card). On 31 August 1943, LAC D. A. Williams ground-looped on Runway no. 3 at Caron (see accident card).** To stored reserve at No. 2 Training Command on 5 January 1944. To stored reserve at No. 2 Air Command on 1 December 1944. Noted as "frozen series" on 7 July 1945. To stored reserve at No. 4 SEHU (Estevan, SK) on 27 November 1945. APDAL at No. 4 SEHU on 12 March 1946. To civil register as CF-KAZ.  
Last Date 21 August 1946—struck off strength; to War Assets Corporation for disposal or sale.

**RCAF # 10527**  
Type Cornell, Mk. II  
Fleet # FC28  
Engine Ranger 6-440-C5; RCAF # 27979; Maker's # 6038 (21 September 1943)  
First Date 18 December 1942—taken on strength by No. 4 Training Command  
History First entry at No. 4 Training Command on 18 December 1942. **On 30 March 1943, LAC F. E. H. Lightbody had an accident while taxiing this aircraft at Caron. His Cornell 10527 struck and slightly damaged Cornell FH886 (see accident card). Flown at Caron by Joseph Robert Morley on 17, 18, 24 July 1943 (as per his logbook). On 21 September 1943, LAC G. P. Jacobs, while taxiing, applied brakes too harshly to avoid another aircraft, which stood this aircraft on its nose (see accident card).** To stored reserve at No. 2 Training Command on 5 January 1944. To stored reserve at No. 2 Air



Command on 1 December 1944. Noted as "frozen series" on 7 July 1945. To stored reserve at No. 4 SEHU (Estevan, SK) on 27 November 1945. APDAL at No. 4 SEHU on 12 March 1946.

Last Date 21 August 1946—struck off strength; to War Assets Corporation for sale.

**RCAF # 10528**  
Type Cornell, Mk. II  
Fleet # FC33  
Engine Ranger 6-440-C5; RCAF # 27315; Maker's # 4275 (21 September 1943)  
First Date 18 December 1942—taken on strength by No. 4 Training Command  
History First entry at No. 4 Training Command on 18 December 1942. **Flown at Caron by E. Fox on 11 April 1943 (as per his logbook). Suffered a category "D" accident at Davidson, SK on 21 September 1943. Its pilot, LAC R. Hunt, was uninjured. The accident occurred during a routine solo flight [likely a cross country flight] and happened during taxiing prior to the take off point. The pilot paid insufficient attention to the brakes (see accident card). Suffered a category "B" accident on 24 September 1943. Its pilot, LAC A. MacDonald, who was on a routine solo flight, was uninjured. He apparently misjudged the landing and broke the undercarriage (see accident card).** To M&C Aviation (Prince Albert, SK) on 14 October 1943. To No. 10 Repair Depot on 11 August 1944. Reduced to spares and produce at No. 10 Repair Depot (Calgary, AB) on 28 November 1944.

Last Date 28 November 1944—struck off strength; reduced to spares and produce at No. 10 Repair Depot (Calgary, AB).

**RCAF # 10531**  
Type Cornell, Mk. II  
Fleet # FC35  
Engine Ranger 6-440-C5  
First Date 21 December 1942—taken on strength by No. 2 Training Command  
History First entry at No. 2 Training Command on 21 December 1942. **Listed in Brown-annotated inventory (see Elmer Collection, PASK, accession 2015-132, box 12: "Aircraft at No. 33 EFTS, Annotated List").** To No. 2 Training Command on 21 April 1943. To No. 2 Air Command on 1 December 1944. To stored reserve at No. 2 Air Command on 17 January 1945. To stored reserve at No. 202 REMS (Mossbank, SK) on 17 January 1945. Noted as "frozen series" on 7 July 1945. APDAL at No. 202 REMS on 8 April 1946.

Last Date 2 December 1946—struck off; to War Assets Corporation for disposal or sale.

**RCAF # 10532**  
Type Cornell, Mk. II  
Fleet # FC36  
Engine Ranger 6-440-C5; RCAF # 27306; Maker's # 4249 (27 April 1943)  
First Date 28 December 1942—taken on strength by No. 4 Training Command  
History A Lend-Lease aircraft. First entry at No. 4 Training Command on 28 December 1942. **Flown at Caron by E. Fox on 3 April 1943 (as per his logbook). On 27 April 1943, F/O Webster and LAC Kemp were involved in a category "C" accident with this aircraft while night landing at the Boharm relief field. The damage followed a hard landing (see accident card).** To M&C Aviation (Prince Albert, SK) from 10 August 1943 to 6 July 1944, for repairs

following a category "B" crash. To stored reserve at No. 4 Training Command on 6 July 1944. To stored reserve at No. 2 Air Command on 1 December 1944. To stored reserve at No. 1 REMU (Lethbridge, AB) (no date). Noted as "frozen series" on 7 July 1945. APDAL at No. 1 REMU on 18 April 1946.

Last Date 21 October 1946—struck off strength; free issue to the Foreign Liquidation Commission, Washington, DC.

**RCAF # 10533**  
Type Cornell, Mk. II  
Fleet # FC37  
Engine Ranger 6-440-C5; RCAF # 27309; Maker's # 4254 (9 March 1943)  
First Date 28 December 1942—taken on strength by No. 4 Training Command  
History A Lend-Lease aircraft. First entry at No. 4 Training Command on 28 December 1942. **LAC J. W. Hartley was involved in a category "B" crash at Caron on 9 March 1943. He apparently overshot the runway and overturned in deep snow (see accident card).** To M&C Aviation (Prince Albert, SK) from 26 March to 13 November 1943, for repairs. To No. 4 Training Command on 13 November 1943. To stored reserve at No. 4 Training Command on 16 November 1944. To stored reserve at No. 2 Air Command on 1 December 1944. To stored reserve at No. 1 REMU (Lethbridge, AB) (no date). APDAL at No. 1 REMU on 18 April 1946. Noted as "frozen series" on 7 July 1945.

Last Date 21 October 1946—struck off strength; free issue to the Foreign Liquidation Commission, Washington, DC.

**RCAF # 10534**  
Type Cornell, Mk. II  
Fleet # FC48  
Engine Ranger 6-440-C5; RCAF # 27310; Maker's # 4269 (5 July 1943)  
First Date 28 December 1942—taken on strength by No. 4 Training Command  
History First entry at No. 4 Training Command on 28 December 1942. **On 5 July 1943, LAC Parkhouse attempted to pull out of a landing bounce but struck the ground, causing category "B" damage to Cornell 10534 (see accident card).** To M&C Aviation (Prince Albert, SK) on 19 July 1943, for crash repairs. To Midwest Aircraft (Winnipeg, MB) for repairs, 21 April to 29 June 1944. To stored reserve at No. 2 Training Command on 29 June 1944. To stored reserve at No. 2 Air Command on 1 December 1944. Noted as "frozen series" on 7 July 1945. To stored reserve at No. 4 SEHU (Estevan, SK) on 27 November 1945. APDAL at No. 4 SEHU on 12 March 1946. To civil register as CF-GIQ.

Last Date 21 August 1946—struck off strength; to War Assets Corporation for disposal or sale.

**RCAF # 10535**  
Type Cornell, Mk. II  
Fleet # FC38  
Engine Ranger 6-440-C5; RCAF # 27311; Maker's # 4271 (4 August 1943)  
First Date 28 December 1942—taken on strength by No. 4 Training Command  
History First entry at No. 4 Training Command on 28 December 1942. **Flown at Caron by E. Fox on 26 February 1943 (as per his logbook). Flown at Caron by Joseph Robert Morley on 10, 14 July 1943 (as per his logbook). On 4 August 1943, LAC J. Gregg overshot the runway at the Boharm relief field while night flying and ran over a ditch into the roadway (see accident card).** To stored reserve at No. 2 Training Command on 5 January 1944. To stored reserve at No. 2 Air Command on 1 December 1944. Noted as "frozen series" on 7 July 1945. To stored reserve at No. 4 SEHU (Estevan, SK) on 27 November 1945. APDAL at No. 4 SEHU on 12 March 1946.

Last Date 21 August 1946—struck off strength; to War Assets Corporation for disposal or sale.

**RCAF # 10536**

Type Cornell, Mk. II

Fleet # M256

Engine Ranger 6-440-C5

First Date 11 January 1943—taken on strength by No. 4 Training Command

History First entry at No. 4 Training Command (No. 33 EFTS) on 11 January 1943. **Flown at Caron by E. Fox on 13 April 1943 (as per his logbook). Flown at Caron by Eric Nicholson on 4, 5 October 1943 (as per his logbook).** To stored reserve at No. 2 Training Command on 22 January 1944. To Midwest Aircraft (Winnipeg, MB) from 1 May to 26 August 1944. To stored reserve at No. 2 Training Command on 26 August 1944. To stored reserve at No. 2 Air Command on 1 December 1944. Noted as “frozen series” on 7 July 1945. To stored reserve at No. 4 SEHU (Estevan, SK) on 27 November 1945. APDAL at No. 4 SEHU on 12 March 1945. To civil register as CF-FOL.

Last Date 21 August 1946—struck off strength; to War Assets Corporation for disposal or sale.

**RCAF # 10537**

Type Cornell, Mk. II

Fleet # Unknown

Engine Ranger 6-440-C5; RCAF # 27313; Maker’s # 4273 (12 April 1943); RCAF # 27806; Maker’s # 1023 (7 October 1943)

First Date 11 January 1943—taken on strength by No. 4 Training Command

History First entry at No. 4 Training Command (No. 33 EFTS) on 11 January 1943. **Arrived at Caron on 25 January 1943. Flown at Caron by E. Fox on 10 March 1943 (as per his logbook). Suffered a category “B” accident on 12 April 1943 on the Caron taxi strip when it collided with Cornell 10549, which was being piloted by L. Dalton. Both occupants of Cornell 10537, P/O Ross and LAC Godwin, were uninjured (see accident card). Flown at Caron by Joseph Robert Morley on 1, 3 August 1943 (as per his logbook). Suffered a category “B” crash on 7 October 1943. The pilot, LAC A. J. Lowe, was not injured. Lowe was on a routine solo flight. As he approached the aerodrome the aircraft dove in and bounced, thus collapsing the undercarriage (see accident card).** To M&C Aviation (Prince Albert, SK) beginning 19 October 1943 for repairs. To No. 10 Repair Depot on 11 August 1944 for scrapping. Reduced to spares and produce on 28 November 1944.

Last Date 28 November 1944—struck off strength; reduced to spares and produce.

**RCAF # 10538**

Type Cornell, Mk. II

Fleet # Unknown

Engine Ranger 6-440-C5

First Date 13 January 1943—taken on strength by No. 4 Training Command

History A Lend-Lease aircraft. First entry at No. 4 Training Command (No. 33 EFTS) on 13 January 1943. **Flown at Caron by E. Fox on 7 March 1943 (as per his logbook). Flown at Caron by Eric Nicholson on 19 October 1943 (as per his logbook).** To Midwest Aircraft (Winnipeg, MB) for time-expired overhaul from 25 January to 10 May 1944. To No. 2 Training Command on 10 May 1944. To stored reserve at No. 2 Training Command on 20 November 1944. To stored reserve at No. 2 Air Command on 1 December 1944. To stored reserve at No. 202 REMS (Mossbank, SK) (no date). Noted as “frozen series” on 7 July 1945. APDAL at No. 202 REMS on 8 April 1946.

Last Date 8 November 1946—struck off strength; free issue to Foreign Liquidation Commission at Municipal Airport, Fargo, North Dakota.

**RCAF # 10539**  
Type Cornell, Mk. II  
Fleet # FC54  
Engine Ranger 6-440-C5  
First Date 13 January 1943—taken on strength by No. 4 Training Command  
History First entry at No. 4 Training Command on 13 January 1943. **On 14 April 1943, SGT T. B. Owen and LAC F. G. Plowman lost control of this aircraft after dislodging its tail wheel while landing at night (see accident card).** To stored reserve at No. 2 Training Command on 5 January 1944. To stored reserve at No. 2 Air Command on 1 December 1944. Noted as “frozen series” on 7 July 1945. At No. 4 SEHU (Estevan, SK) on 27 November 1945. APDAL at No. 4 SEHU on 12 March 1946.

Last Date 21 August 1946—struck off strength; to War Assets Corporation for disposal or sale.

**RCAF # 10540**  
Type Cornell, Mk. II  
Fleet # FC55  
Engine Ranger 6-440-C5; RCAF # 27322; Maker’s # 4283 (12 April 1943); RCAF # 27808; Maker’s # 10233 (3 November 1943)  
First Date 13 January 1943—taken on strength by No. 4 Training Command  
History First entry at No. 4 Training Command on 13 January 1943. **This aircraft suffered a category “D” accident on the Caron aerodrome on 12 April 1943. LAC Dalton was taxiing during his night flying circuits. The accident was due to his “gross carelessness” (see accident card). Suffered category “C2” accident at the Boharm relief field on 3 November 1943 when the instructor, W. H. Harrison-Cripps, hit an unoccupied aircraft (Cornell 10544). LAC S. Graham was his pupil at the time (see accident card).** To M&C Aviation (Prince Albert, SK) for time-expired overhaul from 15 May to 26 July 1944. To stored reserve at No. 2 Training Command on 26 July 1944. To stored reserve at No. 2 Air Command on 1 December 1944. Noted as “frozen series” on 7 July 1945. To stored reserve at No. 4 SEHU (Estevan, SK) on 27 November 1945. APDAL at No. 4 SEHU on 12 March 1946. To civil register as CF-ECH.

Last Date 21 August 1946—struck off strength; to War Assets Corporation for disposal or sale.

**RCAF # 10541**  
Type Cornell, Mk. II  
Fleet # FC32  
Engine Ranger 6-440-C5  
First Date 13 January 1943—taken on strength by No. 4 Training Command  
History First entry at No. 4 Training Command on 13 January 1943. **Flown at Caron by E. Fox on 6 April 1943 (as per his logbook). Flown at Caron by Eric Nicholson on 10 October 1943 (as per his logbook).** To Midwest Aircraft (Winnipeg, MB) for time-expired overhaul from 25 January to 15 May 1944. To stored reserve at No. 2 Training Command on 15 May 1944. To stored reserve at No 2 Training Command on 20 November 1944. To stored reserve at No. 2 Air Command on 1 December 1944. Noted as “frozen series” on 7 July 1945. To stored reserve at No. 202 REMS (Mossbank, SK) (no date). APDAL at No. 202 REMS on 8 April 1946.

Last Date 2 December 1946—struck off strength; to War Assets Corporation for disposal or sale.

**RCAF # 10542**  
 Type Cornell, Mk. II  
 Fleet # FC58  
 Engine Ranger 6-440-C5; RCAF # 28051; Maker's # 6110 (4 October 1943)  
 First Date 14 January 1943—taken on strength by No. 4 Training Command  
 History First entry at No. 4 Training Command on 14 January 1943. **Delivered to Caron on 2 February 1943. On 4 October 1943, W/O W. J. Caldwell and LAC McCulloch had a category "C" accident when this aircraft was taken heavy into the ground upon landing (see accident card).** To stored reserve at No. 2 Training Command on 5 January 1944. To stored reserve at No. 2 Air Command on 1 December 1944. Noted as "frozen series" on 7 July 1945. To stored reserve at No. 4 SEHU (Estevan, SK) on 27 November 1945. APDAL at No. 4 SEHU on 12 March 1946.  
 Last Date 21 August 1946—struck off strength; to War Assets Corporation for disposal or sale.

**RCAF # 10543**  
 Type Cornell, Mk. II  
 Fleet # Unknown  
 Engine Ranger 6-440-C5; RCAF # 27312; Maker's # 4272 (10 October 1943)  
 First Date 14 January 1943—taken on strength by No. 4 Training Command  
 History First entry at No. 4 Training Command on 14 January 1943. **Delivered to Caron on 2 February 1943. Suffered a category "B" accident at the Boharm relief field on 10 October 1943. The instructor, P. Bayetto, and his pupil, LAC L. A. Morl, were not injured. They were on a routine instructional flight when they were struck by Cornell 10750 while taxiing (see accident card).** To M&C Aviation (Prince Albert, SK) on 19 October 1943. According to the RCAF Aircraft Record Card, this aircraft was involved in a category "B" crash while at M&C Aviation. To No. 10 Repair Depot on 11 August 1944. Reduced to spares and produce on 28 November 1944.  
 Last Date 28 November 1944—struck off strength; reduced to spares and produce by No. 10 Repair Depot (Calgary, AB).

**RCAF # 10544**  
 Type Cornell, Mk. II  
 Fleet # FC59  
 Engine Ranger 6-440-C5; RCAF # 27336; Maker's # 4318 (15 May 1943); RCAF # 27818; Maker's # 10243 (3 November 1943)  
 First Date 15 January 1943—taken on strength by No. 4 Training Command  
 History First entry at No. 4 Training Command on 15 January 1943. **Delivered to Caron on 23 January 1943. Flown at Caron by E. Fox on 3 April 1943 (as per his logbook). On 17 May 1943, LAC G. Heather had a category "C" accident in this aircraft during a heavy crosswind (see accident card). Flown at Caron by Eric Nicholson on 21 September and 8 November 1943 (as per his logbook). Involved in a category "C2" accident at the Boharm relief field on 3 November 1943 with Cornell 10540, piloted by W. H. Harrison-Cripps and his pupil, LAC S. Graham (see accident card for Cornell 10540).** To stored reserve at No. 2 Training Command on 17 March 1944. To stored reserve at No. 2 Air Command on 1 December 1944. Noted as "frozen series" on 7 July 1945. To stored reserve at No. 4 SEHU (Estevan, SK) on 27 November 1945. APDAL at No. 4 SEHU on 12 March 1946. To civil register as CF-IJS.  
 Last Date 21 August 1946—struck off strength; to War Assets Corporation for disposal or sale.

**RCAF # 10545**  
 Type Cornell, Mk. II  
 Fleet # FC43  
 Engine Ranger; RCAF # 27316; Maker's # 4277 (26 May 1943, 4 August 1943); RCAF # 27261; Maker's # 2861 (11 December 1943)  
 First Date 15 January 1943—taken on strength by No. 4 Training Command  
 History First entry at No. 4 Training Command on 15 January 1943. **Delivered to Caron on 23 January 1943. (See JLF Cornell photo collection.) On 26 May 1943, LAC T.S. Wardlow ground-looped this aircraft on the Caron aerodrome; its undercarriage collapsed (see accident card). On 4 August 1943, LAC J. Higginbottom “nosed up” this aircraft on the no. 1 runway at Caron (see accident card). On 8 December 1943, SGT A. C. Boyd, “nosed over” this Cornell after he skidded on ice and caught a strong gust of wind (see accident card). On 11 December 1943, LAC H. J. Tierney had this Cornell swing around and deposited on its nose by the wind, causing “D” damage (see accident card).** To stored reserve at No. 2 Training Command on 22 January 1944. To No. 2 Training Command (No. 6 EFTS) on 14 April 1944. To Midwest Aircraft (Winnipeg, MB) from 6 May to 15 August 1944. To storage at No. 2 Training Command on 15 August 1944. To stored reserve at No. 2 Air Command on 1 December 1944. Noted as “frozen series” on 7 July 1945. To stored reserve at No. 4 SEHU (Estevan, SK) on 27 November 1945. APDAL at No. 4 SEHU on 12 March 1946. To civil register as CF-FQY.  
 Last Date 21 August 1946—struck off strength; to War Assets Corporation for disposal or sale.

**RCAF # 10546**  
 Type Cornell, Mk. II  
 Fleet # Unknown  
 Engine Ranger 6-440-C5; RCAF # 27960; Maker's # 6018 (28 September 1943)  
 First Date 16 January 1943—taken on strength by No. 4 Training Command  
 History First entry at No. 4 Training Command (No. 33 EFTS) on 16 January 1943. Delivered to Caron on 23 January 1943. **Flown at Caron by Joseph Robert Morley on 21, 23 July and 3 August 1943 (as per his logbook). Suffered a category “B” accident on 28 September 1943, which resulted in a broken undercarriage. The pilot, LAC J. D. Machin, was not injured (see accident card).** To M&C Aviation (Prince Albert, SK) on 4 October 1943. To No. 10 Repair Depot (Calgary, AB) on 11 August 1944. Reduced to spares and produce by No. 10 Repair Depot (Calgary, AB) on 28 November 1944.  
 Last Date 28 November 1944—struck off strength; reduced to spares and produce by No. 10 Repair Depot (Calgary, AB).

**RCAF # 10547**  
 Type Cornell, Mk. II  
 Fleet # Unknown  
 Engine Ranger 6-440-C5; RCAF # 27354; Maker's # 4319 (2 November 1943)  
 First Date 16 January 1943—taken on strength by No. 4 Training Command  
 History First entry at No. 4 Training Command (No. 33 EFTS) on 16 January 1943. **Delivered to Caron on 23 January 1943. Flown at Caron by Eric Nicholson on 9 October 1943 (as per his logbook). On 2 November 1943, LAC C. M. Young and LAC N. T. Durbin suffered category “B” accidents in Cornells 14440 and 10547. Both were uninjured. Durbin, in Cornell 10547, did not see the other aircraft and turned over onto it. They collided as they were preparing to land after routine solo flights (see accident cards).** To No. 10 Repair Depot (Calgary, AB) on 12 January 1944. Reduced to spares and produce at No. 10 Repair Depot (Calgary, AB) on 1 April 1944.  
 Last Date 1 April 1944—struck off strength; reduced to spares and produce by No. 10 Repair Depot (Calgary, AB).

**RCAF # 10548**  
 Type Cornell, Mk. II  
 Fleet # Unknown  
 Engine Ranger 6-440-C5; RCAF # 27318; Maker's # 4279 (25 July 1943)  
 First Date 20 January 1943—taken on strength by No. 4 Training Command  
 History First entry at No. 4 Training Command (No. 33 EFTS) on 20 January 1943. **On 25 July 1943, LAC M. G. Seed bounced this Cornell on landing and went nose first, producing category "B" damage (see accident card).** To M&C Aviation (Prince Albert, SK) from July 1943—21 April 1944. Diverted to Midwest Aircraft (Winnipeg, MB) on 21 April 1944 until 20 July 1944. To stored reserve at No. 2 Training Command on 20 July 1944. To stored reserve at No. 2 Air Command on 1 December 1944. Noted as "frozen series" on 7 July 1945. To stored reserve at No. 4 SEHU (Estevan, SK) on 27 November 1945. APDAL at No. 4 SEHU on 12 March 1946.  
 Last Date 21 August 1946—struck off strength; to War Assets Corporation for disposal or sale.

**RCAF # 10549**  
 Type Cornell, Mk. II  
 Fleet # Unknown  
 Engine Ranger; RCAF # 27322; Maker's # 4283 (12 April 1943)  
 First Date 20 January 1943—taken on strength by No. 4 Training Command  
 History First entry at No. 4 Training Command (No. 33 EFTS) on 20 January 1943. **Suffered a category "B" accident on 12 April 1943 on the Caron taxi strip when Cornell 10537 collided with Cornell 10549, being driven by L. Dalton. Both occupants of Cornell 10537, P/O Ross and LAC Godwin, were uninjured (see accident card).** To M&C Aviation (Prince Albert, SK) on 22 April 1943. To No. 10 Repair Depot (Calgary, AB) on 11 August 1944. Reduced to spares and produce at No. 10 Repair Depot (Calgary, AB) on 28 November 1944.  
 Last Date 28 November 1944—struck off strength; reduced to spares and produce by No. 10 Repair Depot (Calgary, AB).

**RCAF # 10550**  
 Type Cornell, Mk. II  
 Fleet # Unknown  
 Engine Ranger  
 First Date 20 January 1943—taken on strength by No. 4 Training Command  
 History First entry at No. 4 Training Command on 20 January 1943. Suffered a category "B" crash at Jones Lake, near Kenora, ON, on 8 February 1943, while being ferried to No. 4 Training Command, **for use at No. 33 EFTS.** The pilot, F/L T. E. Kelly, of 124 Ferry Squadron, was slightly injured. To No. 8 Repair Depot, (Winnipeg, MB) on 23 February 1943. Reduced to spares and produce by No. 8 Repair Depot (Winnipeg, MB).  
 Last Date 11 March 1943—struck off strength; reduced to spares and produce by No. 8 Repair Depot (Winnipeg, MB).

**RCAF # 10551**  
 Type Cornell, Mk. II  
 Fleet # Unknown  
 Engine Ranger 6-440-C5; RCAF # 27740; Maker's # 6472 (10 October 1943)  
 First Date 20 January 1943—taken on strength by No. 4 Training Command

History First entry at No. 4 Training Command (No. 33 EFTS) on 20 February 1943. **Flown at Caron by E. Fox on 11 April 1943 (as per his logbook). On 10 October 1943, LAC J. L. Miller crash landed 0.5 miles west of the Caron aerodrome. Apparently, the fuel gauge was stuck on “full” even though it was empty (see accident card).** To stored reserve at No. 2 Training Command on 22 January 1944. Issued from storage on 14 April 1944, for use by No. 6 EFTS (Prince Albert, SK). To Midwest Aircraft (Winnipeg, MB) for overhaul, 14 June to 11 October 1944. To stored reserve at No. 2 Training Command on 11 November 1944. To stored reserve at No. 2 Air Command on 1 December 1944. To stored reserve at No. 202 REMS (Mossbank, SK) (no date). Noted as “frozen series” on 7 July 1945. APDAL at No. 202 REMS on 8 September 1946. Status amended from “purchased” to “lend-lease” on 9 November 1946.

Last Date 8 March 1946—stuck off strength; free issue to Foreign Liquidation Commission, via Municipal Airport, Fargo, ND.

**RCAF # 10554**  
Type Cornell, Mk. II  
Fleet # FC65  
Engine Ranger 6-440-C5; RCAF # 27164; Maker’s # 3055 (3 October 1943)  
First Date 2 February 1943-taken on strength by No. 4 Training Command  
History First entry at No. 4 Training Command on 2 February 1943. **On 3 October 1943, SGT J. B. Mahoney and LAC Piddington made a heavy landing at the Boharm relief field while night flying. Cornell 10554 ground-looped and the port oleo fork failed (see accident card).** To stored reserve at No. 2 Training Command on 22 January 1944. To Midwest Aircraft (Winnipeg, MB) from 4 May to 2 September 1944. To No. 2 Training Command on 2 September 1944. To No. 2 Air Command on 1 December 1945. To stored reserve at No. 202 REMS (Mossbank, SK) on 17 January 1945. Noted as “frozen series” on 7 July 1945. APDAL at No. 202 REMS on 8 April 1946. To civil register as CF-FEY.

Last Date 2 December 1946—struck off strength; to War Assets Corporation for disposal or sale.

**RCAF # 10555**  
Type Cornell, Mk. II  
Fleet # Unknown  
Engine Ranger 6-440-C5; RCAF # 7335; Maker’s # 4316 (19 May 1943)  
First Date 4 February 1943—taken on strength by No. 4 Training Command  
History First entry at No. 4 Training Command (No. 34 EFTS) on 4 February 1943. **Pictured with Denis Hammond at Caron. See photo in JLF Cornell photo collection.** To M&C Aviation (Prince Albert, SK) for time-expired overhaul from 23 February 1944–24 June 1944. Diverted to Midwest Aircraft (Winnipeg, MB) on 29 June 1944. To stored reserve at No. 2 Air Command on 1 December 1944. Noted as “frozen series” on 7 July 1945. To stored reserves at No. 4 SEHU (Estevan, SK) on 27 November 1945. APDAL at No. 4 SEHU on 13 March 1946.

Last Date 21 August 1946—struck off strength; to War Assets Corporation for disposal or sale.

**RCAF # 10559**  
Type Cornell, Mk. II  
Fleet # Unknown  
Engine Ranger 6-440-C5  
First Date 2 April 1943—taken on strength by No. 4 Training Command



History First entry at No. 4 Training Command (No. 34 EFTS) on 4 February 1943. **Listed in Brown-annotated inventory (see Elmer Collection, PASK, accession 2015-132, box 12: "Aircraft at No. 33 EFTS, Annotated List")**. To Can Aircraft on 15 June 1944. To stored reserve at No. 3 Training Command on 25 August 1944. To stored reserve at No. 2 Air Command on 15 January 1945. To No. 1 Air Command on 1 March 1946. APDAL at No. 1 Air Command on 15 March 1946. Converted to instructional airframe (A494) on 10 May 1946. APDAL at No. 2 Technical Training School (Camp Borden, ON).

Last Date 12 July 1949—struck off strength; to War Assets Corporation for disposal or sale.

**RCAF # 10563**  
Type Cornell, Mk. II  
Fleet # FC41  
Engine Ranger 6-440-C5  
First Date 9 February 1943—taken on strength by No. 4 Training Command  
History First entry at No. 4 Training Command (No. 34 EFTS) on 9 February 1943. First used at No. 34 EFTS. **This Cornell appears in JLF Cornell photo collection.** To M&C Aviation (Prince Albert, SK) from 30 June to 5 September 1944. To stored reserve at No. 2 Training Command on 5 September 1944. To stored reserve at No. 2 Air Command on 1 December 1944. Noted as "frozen series" on 7 July 1945. To stored reserve at No. 4 SEHU (Estevan, SK) on 27 November 1945. APDAL at No. 4 SEHU on 12 March 1946. To civil register as CF-EXG.

Last Date 21 August 1946—struck off strength; to War Assets Corporation for disposal or sale.

**RCAF # 10611**  
Type Cornell, Mk. II  
Fleet # FC112  
Engine Ranger 6-440-C5  
First Date 16 March 1943—taken on strength by No. 4 Training Command  
History First entry at No. 4 Training Command on 16 March 1943. **Appears in picture of Cornell fleet at No. 33 EFTS—see JLF Cornell photo collection.** To M&C Aviation (Prince Albert, SK) from 22 March to 14 July 1944. To stored reserve at No. 4 Training Command on 17 July 1944. To stored reserve at No. 2 Air Command on 1 December 1944. To stored reserve at No. 1 REMU (Lethbridge, AB) (no date). Noted as "frozen series" on 7 July 1945. APDAL at No. 1 REMU on 18 April 1946. Status amended from purchased to Lease-Lend on 22 November 1946.

Last Date 22 November 1946—struck off strength; free issue to Foreign Liquidation Commission, Washington, DC.

**RCAF # 10626**  
Type Cornell, Mk. II  
Fleet # FC127  
Engine Ranger 6-440-C5; RCAF # 27487; Maker's # 6280 (16 May 1943); RCAF # 27448; Maker's # 6421 (18 May 1943)  
First Date 23 March 1943—taken on strength by No. 4 Training Command  
History First entry at No. 4 Training Command on 23 March 1943. **Suffered a category "C" accident on the Caron aerodrome on 16 May 1943. P/O L. P. Money and LAC A. J. Assig were uninjured when an oleo leg collapsed on landing (see accident card). Suffered a category "A" crash on 18 May 1943, one mile south of Grayburn, SK. SGT Gordon A. Shearer and LAC Thomas K. J. Simpson were both killed instantly. See LAC, Accident Report, Cornell 10626, in JLF files and accident card.** Wreckage received on 21 June 1943 at No. 10 Repair Depot (Calgary) (as per No. 10 Repair Depot ORB).

Last Date 20 August 1943—struck off strength; reduced to spares and produce at No. 10 Repair Depot (Calgary, AB).

**RCAF # 10627**  
Type Cornell, Mk. II  
Fleet # FC128  
Engine Ranger 6-440-C5  
First Date 23 March 1943—taken on strength by No. 4 Training Command  
History First entry at No. 4 Training Command on 23 March 1943. **Flown at Caron by Joseph Robert Morley on 17 July 1943 (as per his logbook). Flown at Caron by Eric Nicholson on 9 November 1943 (as per his logbook).** To stored reserve at No. 2 Training Command on 5 January 1944. To stored reserve at No. 2 Air Command on 1 December 1944. Noted as "frozen series" on 7 July 1945. To stored reserve at No. 4 SEHU (Estevan, SK) on 27 November 1945. APDAL at No. 4 SEHU on 12 March 1946. To civil register post-war as CF-HXG.  
Last Date 21 August 1946—struck off strength; to War Assets Corporation for disposal or sale.

**RCAF # 10628**  
Type Cornell, Mk. II  
Fleet # FC129  
Engine Ranger 6-440-C5  
First Date 23 March 1943—taken on strength by No. 4 Training Command  
History First entry at No. 4 Training Command on 23 March 1943. **Listed in Brown-annotated inventory (see Elmer Collection, PASK, accession 2015-132, box 12: "Aircraft at No. 33 EFTS, Annotated List"). See also JLF Cornell photo collection.** To stored reserve at No. 2 Training Command on 5 January 1944. To stored reserve at No. 2 Air Command on 1 December 1944. Noted as "frozen series" on 7 July 1945. Stored at No. 4 SEHU at Estevan, SK, by 27 November 1945. Pending disposal at Estevan from 12 March 1946.  
Last Date 21 August 1946—struck off strength; to War Assets Corporation for disposal or sale.

**RCAF # 10629**  
Type Cornell, Mk. II  
Fleet # FC130  
Engine Ranger 6-440-C5  
First Date 23 March 1943—taken on strength by No. 4 Training Command  
History First entry at No. 4 Training Command on 23 March 1943. **This Cornell may appear in the Denis Hammond photo collection?** At No. 5 EFTS (High River, AB) on 15 March 1944 (as per accident card). APDAL at No. 4 Training Command on 14 November 1944. APDAL at No. 2 Air Command on 1 December 1944. To stored reserve at No. 2 Air Command on 9 April 1945. Noted as "frozen series" on 7 July 1945. To stored reserve at No. 202 REMS (Mossbank, SK) (no date). APDAL at No. 202 REMS on 8 April 1946. Had 1243:30 total time, 501:45 since overhaul, while at De Winton, AB.  
Last Date 2 December 1946—struck off strength; to War Assets Corporation for disposal or sale.

**RCAF # 10630**  
Type Cornell, Mk. II  
Fleet # FC131

Engine Ranger 6-440-C5; RCAF # 27428; Maker's # 6221 (18 May 1943)  
 First Date 23 March 1943—taken on strength by No. 4 Training Command  
 History First entry at No. 4 Training Command on 23 March 1943. **On 18 May 1943, LAC W. J. E. Preston had a category "C" accident on the main aerodrome at Caron. This Cornell ground-looped and an oleo leg collapsed (see accident card).** To stored reserve at No. 4 Training Command on 16 November 1944. To stored reserve at No. 2 Air Command on 1 December 1944. Noted as "frozen series" on 7 July 1945. To stored reserve at No. 1 REMU (Lethbridge, AB) on 1 December 1944. To stored reserve at No. 2 REMU (Moose Jaw, SK) on 7 February 1946. APDAL at No. 2 REMU on 8 April 1946. Status changed from purchased to lease-lend in April 1946.  
 Last Date 8 November 1946—struck off strength; free issue to Foreign Liquidation Commission, via Municipal Airport, Fargo, ND.

**RCAF # 10631**  
 Type Cornell, Mk. II  
 Fleet # FC132  
 Engine Ranger; RCAF # 27467; Maker's # 6260 (23 April 1943); RCAF # 27467; Maker's # 6260 (17 June 1943); RCAF # 27663; Maker's # 10159 (27 September 1943)  
 First Date 23 March 1943—taken on strength at No. 4 Training Command  
 History First entry at No. 4 Training Command on 23 March 1943. **On 23 April 1943, LAC W. Carr had a category "C" accident at the Boharm relief field while practicing solo precautionary landings (see accident card). On 17 June 1943, LAC Franklin experienced engine failure one mile west of Grayburn, SK, while practicing solo flight forced landings (see accident card). On 27 September 1943, P/O Stott and LAC McLeland had a category "C" accident when they hit an outbuilding on approach to the Boharm relief field (see accident card).** To stored reserve at No. 4 Training Command on 5 November 1944. To stored reserve at No. 2 Air Command on 1 December 1944. Noted as "frozen series" on 7 July 1945. To stored reserve at No. 4 SEHU (Estevan, SK), on 27 November 1945. APDAL at No. 4 SEHU on 12 March 1946.  
 Last Date 21 August 1946—struck off strength; to War Assets Corporation for disposal or sale.

**RCAF # 10632**  
 Type Cornell, Mk. II  
 Fleet # FC133  
 Engine Ranger 6-440-C5  
 First Date 23 March 1943—taken on strength by No. 4 Training Command  
 History First entry at No. 4 Training Command on 23 March 1943. **Flown at Caron by Joseph Morley on 8 July 1943 (as per his logbook).** APDAL at No. 4 Training Command on 14 April 1944. To No. 2 Air Command on 1 December 1944. To stored reserve at No. 2 Air Command on 4 April 1945. Noted as "frozen series" on 7 July 1945. To stored reserve at No. 202 REMS (Mossbank, SK) (no date). APDAL at No. 202 REMS on 8 April 1946. Stored at De Winton, AB, with 1212:30 logged time.  
 Last Date 2 December 1946—struck off strength; to War Assets Corporation for disposal or sale.

**RCAF # 10642**  
 Type Cornell, Mk. II  
 Fleet # FC143  
 Engine Ranger 6-440-C5; RCAF # 27451; Marker's # 6244 (27 September 1943)

First Date 6 April 1943—taken on strength by No. 4 Training Command  
 History First entry at No. 4 Training Command on 6 April 1943. **Flown at Caron by Joseph Robert Morley on 6 July 1943 (as per his logbook). Suffered a category “C” accident at the Boharm relief field on 27 September 1943. The pilot, F/O H. R. Nathan, was not injured (see accident card).** To Midwest Aircraft (Winnipeg, MB), for category “B” crash repairs, on 15 May 1944. Damage was reclassified to category “A”. To No. 10 Repair Depot (Calgary, AB) on 10 August 1944 for purpose of write-off. The aircraft was retained in whole state as per orders on 29 July 1944.

Last Date 20 October 1944—struck off strength.

**RCAF # 10647**  
 Type Cornell, Mk. II  
 Fleet # FC148  
 Engine Ranger 6-440-C5; RCAF # 27442; Maker’s # 6235 (27 October 1943)  
 First Date 6 April 1943—taken on strength by No. 4 Training Command  
 History First entry at No. 4 Training Command on 6 April 1943. **On 27 October 1943, F/O T. L. T. Thompson struck a wire fence when attempting a field take off 3 miles SW of Mortlach, SK. Cornell 10647 sustained “C7” damage as a result (see accident card).** To stored reserve at No. 2 Training Command on 22 January 1944. Issued from storage at No. 2 Training Command on 14 April 1944, for use at No. 6 EFTS (Prince Albert, SK). To stored reserve at No. 2 Training Command on 20 November 1944. To stored reserve at No. 2 Air Command on 1 December 1944. Noted as "frozen series" on 7 July 1945. To stored reserve at No. 202 REMS (Mossbank, SK) (no date). APDAL at No. 202 REMS on 8 April 1946. To civil register post war as CF-HGB  
 Last Date 2 December 1946—struck off strength; to War Assets Corporation for disposal or sale.

**RCAF # 10749**  
 Type Cornell, Mk. II  
 Fleet # FC250  
 Engine Ranger 6-440-C5; RCAF # 27516; Maker’s # 6309 (11 December 1943)  
 First Date 13 July 1943—taken on strength by No. 4 Training Command  
 History Delivered to stored reserve at No. 4 Training Command on 13 July 1943. Issued from storage at No. 4 Training Command on 5 August 1943. **On 11 December 1943, LAC E. G. Lockyer, had a “D1” accident at the Boharm relief field. It occurred while he was practicing precautionary landings (see accident card).** To stored reserve at No. 2 Training Command on 22 January 1944. Issued from storage at No. 2 Training Command on 28 April 1944, for use at No. 23 EFTS. To No. 2 Air Command on 1 December 1944. To stored reserve at No. 2 Air Command on 17 January 1945. Noted as "frozen series" on 7 July 1945. To stored reserve at No. 202 REMS (Mossbank, SK) (no date). APDAL at No. 202 REMS on 8 April 1946. To civil register as CF-GRA.  
 Last Date 2 December 1946—struck off strength; to War Assets Corporation for disposal or sale.

**RCAF # 10750**  
 Type Cornell, Mk. II  
 Fleet # FC251  
 Engine Ranger 6-440-C5; RCAF # 27527; Marker’s # 6320 (10 October 1943)  
 First Date 13 July 1943—taken on strength by No. 4 Training Command

History Delivered to stored reserve at No. 4 Training Command on 13 July 1943. Issued from storage at No. 4 Training Command on 5 May 1943. **Suffered a category "C" accident at the Boharm relief field on 10 October 1943. The instructor, F/O F. J. Trueman, and his pupil, LAC R. L. MacDonald, were not injured. They were on a routine instructional flight when they struck Cornell 10543 while taxiing (see accident card).** APDAL at No. 2 Air Command on 1 December 1944. To No. 2 Training Command on 1 December 1944. To stored reserve at No. 2 Air Command on 9 April 1945. Noted as "frozen series" on 7 July 1945. To stored reserve at No. 202 REMS (Mossbank, SK) on 28 November 1945. APDAL at No. 202 REMS on 8 April 1946. Had 1034:35 hours since new, and nil hours since its last overhaul, when at De Winton, AB.

Last Date 2 December 1946—struck off strength; to War Assets Corporation for disposal or sale.

**RCAF # 10842**  
Type Cornell, Mk. II  
Fleet # FZ289  
USAAF # 43-36339 (PT-26B-FE)  
RAF # FZ289  
Engine Ranger 6-440-C5; RCAF # 39081; Maker's # 10440 (6 April 1944)  
First Date 24 November 1943—taken on strength by No. 4 Training Command  
History A Lend-Lease aircraft. **First entry at No. 4 Training Command (No. 33 EFTS) on 24 November 1943.** To stored reserve at No. 2 Air Command on 16 November 1944. APDAL at No. 2 Air Command on 1 December 1944. APDAL at No. 10 SEHU (Medicine Hat, AB) (no date). Had 825:20 hours since new, and n/a hours since its last overhaul, when at De Winton, AB.

Last Date 21 October 1946—struck off strength; free issue to Foreign Liquidation Commission, Washington, DC.

**RCAF # 10859**  
Type Cornell, Mk. II  
Fleet # FZ306  
USAAF # 43-36356 (PT-26B-FE)  
RAF # FZ306  
Engine Ranger 6-440-C5; RCAF # 39061; Maker's # 10420 (7 December 1943)  
First Date 2 November 1943—taken on strength by No. 4 Training Command  
History A Lend-lease aircraft. First entry at No. 4 Training Command on 2 November 1943. **On 7 December 1943, LAC R. E. G. Bennett had a category "D" accident on the Caron aerodrome (see accident card).** At No. 5 EFTS on 24 June 1944 (see accident card). To stored reserve at No. 4 Training Command on 16 November 1944. To stored reserve at No. 2 Air Command on 1 December 1944. APDAL at No. 1 REMU (Lethbridge, AB) on 17 December 1946. Had 885:10 hours since new, and nil hours since its last overhaul, when struck off strength.

Last Date 22 April 1947—struck off strength; to War Assets Corporation for disposal or sale.

### Cornell Mk. III at No. 33 EFTS

**RCAF # 14440**  
Type Cornell, Mk. III

Fleet # Unknown  
 Engine Ranger 6-440-C5; RCAF # 37259; Maker's # 6775 (2 November 1943)  
 First Date 22 June 1943—taken on strength by No. 4 Training Command  
 History First entry at No. 4 Training Command (No. 15 EFTS) on 22 June 1943. **Flown at Caron by Joseph Robert Morley on 19 July 1943 (as per his logbook). On 2 November 1943, LAC C. M. Young and LAC N. T. Durbin suffered category "B" accidents in Cornells 14440 and 10547. Both were uninjured. Durbin, in Cornell 10547, did not see this aircraft and turned over on it (see accident card).** To No. 10 Repair Depot (Calgary, AB) on 12 January 1944. Reduced to spares and produce at No. 10 Repair Depot (Calgary, AB) on 1 April 1944.  
 Last Date 22 April 1947—struck off strength; reduced to spares and produce by No. 10 Repair Depot (Calgary, AB).

**RCAF # 14441**  
 Type Cornell, Mk. III  
 Fleet # Unknown  
 Engine Ranger 6-440-C5; RCAF # 280021; Maker's # 6061 (1 March 1944)  
 First Date 22 June 1943—taken on strength by No. 4 Training Command  
 History First entry at No. 4 Training Command (No. 15 EFTS) on 22 June 1943. **Flown at Caron by Joseph Morley and SGT Thomson on 7 July 1943 (as per the former's logbook).** At No. 5 EFTS (High River, AB) on 1 March 1944 (see accident card). APDAL at No. 4 Training Command on 14 November 1944. APDAL at No. 2 Air Command on 1 December 1944. APDAL at No. 10 SEHU (Medicine Hat, AB) (no date). Had 1197:10 hours since new, and nil hours since its last overhaul, when at De Winton, AB.  
 Last Date 2 October 1946—struck off strength; free issue to Foreign Liquidation Commission, Washington, DC.

**RCAF # 14442**  
 Type Cornell, Mk. III  
 Fleet # Unknown  
 Engine Ranger 6-440-C5; RCAF # 27633; Maker's # 10131 (10 April 1944)  
 First Date 22 June 1943—taken on strength by No. 4 Training Command  
 History A Lend-Lease aircraft. First entry at No. 4 Training Command (No. 15 EFTS) on 22 June 1943. **Listed in Brown-annotated inventory (see Elmer Collection, PASK, accession 2015-132, box 12: "Aircraft at No. 33 EFTS, Annotated List").** At No. 5 EFTS (High River, AB) on 10 April 1944 (see accident card). APDAL at No. 4 Training Command on 16 November 1944. APDAL at No. 2 Air Command on 1 December 1944. APDAL at No. 10 SEHU (Medicine Hat) (no date). Had 1101:15 hours since new, and nil hours since its last overhaul, when at Lethbridge, AB.  
 Last Date 21 October 1946—struck off strength; free issue to Foreign Liquidation Commission, Washington, DC.

**RCAF # 14443**  
 Type Cornell, Mk. III  
 Fleet # Unknown  
 Engine Ranger 6-440-C5; RCAF # 37356; Maker's # 6872 (25 July 1943)  
 First Date 22 June 1943—taken on strength by No. 4 Training Command  
 History First entry at No. 4 Training Command (No. 15 EFTS) on 22 June 1943. **On 25 July 1943, F/L R. H. Havard and F/O W. S. Dossett ran into a sudden ice/hailstorm 3 miles E of Keeler, SK, which damaged Cornell 14443. They managed a safe, forced landing (see accident card).** To M&C Aviation

(Prince Albert SK) from 20 July 1943–26 June 1944. To stored reserve at No. 2 Training Command on 30 June 1944. To stored reserve at No. 2 Air Command on 1 December 1944. To stored reserve at No. 4 SEHU (Estevan, SK) on 17 November 1945. APDAL at No. 4 SEHU on 6 February 1946. Had 90:25 hours since new, and 6:55 hours since its last overhaul, when struck off strength.

Last Date 8 November 1946—struck off strength; free issue to Foreign Liquidation Commission, via Municipal Airport, Fargo, ND.

**RCAF # 14444**  
Type Cornell, Mk. III  
Fleet # Unknown  
Engine Ranger; RCAF # 37361; Maker's # 6877 (27 July 1943)  
First Date 22 June 1943—taken on strength  
History A Lend-Lease aircraft. First entry at No. 4 Training Command (No. 15 EFTS) on 22 June 1943. **On 27 July 1943, F/O C. E. Mackenzie and LAC B. Powell had a category "C" accident when they simultaneously applied the brakes on landing (see accident card). Flown at Caron by Eric Nicholson on 9 October 1943 (as per his logbook).** APDAL at No. 4 Training Command on 16 November 1944. APDAL at No. 2 Air Command on 1 December 1944. Stored reserve at No. 2 Air Command on 9 August 1945. APDAL at No. 2 Air Command on 3 October 1945. APDAL at No. 3 SEHU (Swift Current, SK) on 1 April 1946. Had 1181:00 hours since new, and nil hours since its last overhaul, when at Lethbridge, AB on 1 December 1944. Had 1182:50 hours since new, and n/a hours since its last overhaul, when at No. 3 SEHU on 3 October 1945.

Last Date 22 April 1947—struck off strength; to War Assets Corporation for disposal or sale.

**RCAF # 14502**  
Type Cornell, Mk. III  
Fleet # Unknown  
Engine Ranger 6-440-C5; RCAF # 37195; Maker's # 6711 (11 October 1943 and 28 December 1943)  
First Date 3 August 1943—taken on strength by No. 4 Training Command  
History First entry at No. 4 Training Command stored reserve on 3 August 1943. To No. 4 Training Command on 17 August 1943. **On 11 October 1943, LAC H. W. Jackson was distracted while landing at the Caron aerodrome. This aircraft sustained category "C" damage when it ground-looped and tipped on its nose (see accident card). Flown at Caron by Eric Nicholson on 7, 11 November 1943 (as per his logbook). On 28 December 1943, LAC J. A. Syme had a category "E1" accident on the Caron aerodrome in it (see accident card).** To stored reserve at No. 2 Training Command on 22 January 1944. To No. 2 Training Command (No. 6 EFTS) on 14 April 1944. To stored reserve at No. 2 Training Command on 10 November 1944. To stored reserve at No. 2 Air Command on 1 December 1944. APDAL at No. 202 REMS (Mossbank, SK) on 17 December 1945. Had 517:55 hours since new, and nil hours since its last overhaul, when struck off strength.

Last Date 16 May 1947—struck off strength; to War Assets Corporation for disposal or sale.

**RCAF # 14510**  
Type Cornell, Mk. III  
Fleet # Unknown  
Engine Ranger 6-440-C5  
First Date 3 August 1943—taken on strength by No. 4 Training Command

History A Lend-Lease aircraft. First entry at No. 4 Training Command stored reserve on 3 August 1943. To No. 4 Training Command on 28 August 1943. **Flown at Caron by Eric Nicholson on 9 October 1943 (as per his logbook).** To stored reserve at No. 4 Training Command on 16 November 1944. To stored reserve at No. 2 Air Command on 1 December 1944. APDAL at No. 1 REMU (Lethbridge, AB) on 17 December 1945. Had 914:40 hours since new, and nil hours since its last overhaul, when struck off strength.

Last Date 21 October 1943—struck off strength; free issue to Foreign Liquidation Commission, Washington, DC.

**RCAF # 14647**  
Type Cornell, Mk. III  
Fleet # Unknown  
Engine Ranger 6-440-C5; RCAF # 37871; Maker's # 7387 (5 January 1945)  
First Date 24 November 1943—taken on strength by No. 4 Training Command  
History **First entry at No. 4 Training Command (No. 33 EFTS) on 24 November 1943.** To stored reserve on 5 January 1944. To No. 2 Training Command (No. 23 EFTS) on 28 April 1944. To No. 2 Air Command on 1 December 1944. At No. 23 EFTS (Davidson, SK) on 5 January and 18 June 1945 (see accident cards). APDAL at No. 10 SEHU (Medicine Hat, AB) on 14 November 1945. Had 1004:05 hours since new, and n/a hours since its last overhaul, when struck off strength.

Last Date 21 October 1946— struck off strength; free issue to Foreign Liquidation Commission, Washington, DC.

**RCAF # 14658**  
Type Cornell, Mk. III  
Fleet # Unknown  
Engine Ranger 6-440-C5  
First Date 24 November 1943—taken on strength by No. 4 Training Command  
History **First entry at No. 4 Training Command (No. 33 EFTS) on 24 November 1943.** To stored reserve at No. 2 Training Command on 5 January 1944. To No. 2 Training Command on 22 May 1944. To No. 2 Air Command on 1 December 1944. APDAL at No. 10 SEHU (Medicine Hat, AB) on 14 November 1945. Had 605:45 hours since new, and n/a hours since its last overhaul, when struck off strength.

Last Date 21 October 1946— struck off strength; free issue to Foreign Liquidation Commission, Washington, DC.

**RCAF # 14664**  
Type Cornell, Mk. III  
Fleet # Unknown  
Engine Ranger 6-440-C5  
First Date 24 November 1943—taken on strength by No. 4 Training Command  
History **First entry at No. 4 Training Command (No. 33 EFTS) on 24 November 1943.** To stored reserve at No. 2 Training Command on 5 January 1944. To No. 2 Training Command (No. 23 EFTS) on 25 May 1944. To No. 2 Air Command on 1 December 1944. APDAL at No. 10 SEHU (Medicine Hat, AB) on 14 November 1945. Had 921:05 hours since new, and n/a hours since its last overhaul, when struck off strength.

Last Date 21 October 1946— struck off strength; free issue to Foreign Liquidation Commission, Washington, DC.