



Kestrel Publications



CANADAIR CC-144 CHALLENGER ROYAL CANADIAN AIR FORCE SERIAL NUMBERS & INDIVIDUAL HISTORIES



by T.F.J. Leversedge

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Overview

This publication is intended to provide a brief overview / summary of individual aircraft histories using information drawn from personal documents / records and other publicly available references identified at the end of the publication. In addition, this information has been further supplemented and / or verified against available RCAF incident / accident reports.

About the Author



Terry Leversedge was born in Moose Jaw, Saskatchewan, while his father was serving at Royal Canadian Air Force (RCAF) Station Moose Jaw. He later graduated from the Royal Military College, Kingston, with a degree in Mechanical Engineering in 1979, and then received a Masters degree in aerospace vehicle design from the Cranfield Institute of Technology in the United Kingdom. His career in military aerospace engineering encompassed a wide number of positions at both field units and within the headquarters of the RCAF, before he retired after 35 years of service at the rank of Brigadier General. Now an aviation consultant and amateur historian, he is the author of other commercially available books on Canadian military aviation subjects and has published numerous articles as the Editor-In-Chief at *Airforce* magazine, the flagship publication of the Royal Canadian Air Force Association.

Additional Information

The information in this serial as accurate and up to date as possible based upon the available public sources. It should not, however, be construed as an "official" list nor 100% accurate. Any errors of commission or omission are solely those of the author. As with all endeavours of this nature, however, the author would be pleased to hear of any additional information and / or corrections. Please provide any details to: Kestrel Publications at kestrelpubs@gmail.com

Dedication

This publication is dedicated to all those who fly and maintain these CC-144 aircraft.

Cover Image Notes

CC-144 #144614 from 412 Squadron on the tarmac in Uplands, Ottawa. - (CF Photo)



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CC-144 Challenger Serials

Serial #	Manufacturer	c/n	Model #	Designation	Variant	Model
144601	Canadair	1040	CL600-1A11	CC-144	CC-144A	Challenger

TOS: 29 April 1983

Registered to Canadair as C-GYLM for manufacturer's tests. #144601 flew with 412(Transport) Squadron at Canadian Forces Base, Ottawa (Uplands) starting in April 1983 transporting VIPs. In 1995, Challenger 601 was transferred to 434 Squadron and served at CFB Greenwood in Nova Scotia in an electronic warfare capacity where it served as a trainer for 5 years. In 2000, the aircraft was returned to 412 Squadron at Ottawa International Airport, where it again served as a VIP transport. In May 2012, #144601 was heavily damaged by a bird strike while in Florida at MacDill Air Force Base. It underwent a temporary repair before being flown back to Ottawa, where much of the starboard side nose was replaced. #144601 served as a VIP transport until 2014, when the Challenger fleet was reduced from six to four aircraft. It was delivered to the National Air Force Museum (NAFM) at 8 Wing, Trenton, ON in 2015.

SOS: 2015; preserved at the NAFM

144602	Canadair	1065	CL600-1A11	CC-144	CC-144A	Challenger
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TOS: 13 April 1983

Registered to Canadair as C-GBVE for manufacturer's tests. Delivered to No. 412 (T) Squadron, CFB Ottawa (South), formerly known as CFB Uplands, in 1983. Still there in 1991. With No. 434 Squadron at CFB Greenwood, NS by 1995, withdrawn from this unit in 2000. Apparently never modified as electronics trainer. Back to No. 412 Squadron at Ottawa International Airport. Stored at Ottawa, in light grey colour scheme, without engines, as late as June 2004. Sold to Mountain Aviation on 2 April 2004, registered as N601WJ on 23 April 2004. To K Aviation on 10 September 2004, registered as N287DL on 18 October 2004. Still airworthy 2005.

SOS: 2004 - Struck off and sold, see comments.

144603	Canadair	1006	CL600-1A11	CC-144	CC / CE-144A	Challenger
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TOS: 14 May 1987

Registered to Canadair as C-GCSN for manufacturer's tests in 1984. Delivered to No. 412 (T) Squadron on 1 September 1987. Converted to Interim Electronic Support Trainer (IEST), redesignated CE-144A. To No. 414 Squadron at CFB North Bay, Ontario in this configuration. Converted to electronics intelligence gathering configuration, known as Airborne Receiver System, date unknown. Referred to as CE-144B in this configuration, but this may be unofficial. With No. 434 Squadron at CFB Greenwood, NS from 1992, withdrawn from this unit in 2000. Sold to DDH Aviation on 6 March 2001, registered as N296V on same day. To Affiliated Computer Services on 31 December 2001, registration changed to this owner on 8 February 2002. Re-registered as N515BP on 3 July 2002, same owner. Sold to Tami's Jet LLC on 9 May 2006, registration N6972Z reserved on 19 June 2006.

SOS: 10 January 2001 - Struck off, later sold.

144604	Canadair	1007	CL600	CC-144	CC-144A	Challenger
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TOS: 17 December 1985

Registered as C-GBKC for manufacturer's tests. First delivered to Canadian Department of Transport, with this registration, in 1981. Used as VIP transport for federal government. First delivered to No. 412 (T) Squadron at CFB Ottawa (Uplands) on 7 January 1986, still there in 1991. With No. 434 Squadron at CFB Greenwood, NS by 1995, withdrawn from this unit in 2000. Designated for conversion to maritime patrol configuration as CP-144A, but program cancelled before conversion completed. Back to No. 412 Squadron at Ottawa International Airport, still in CC-144A transport configuration. Sold to Mountain Aviation LLC on 2 April 2004, registered as N600WJ on 23 April 2004. Sold to HRS Solutions on 2 June 2004, registered to this owner on 25 March 2005. Now registered as N779HF, same owner. Still airworthy 2006.

SOS: 2004 - Struck off, sold



144605	Canadair	1008	CL600	CC-144	CC-144A	Challenger
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TOS: 7 March 1986

Registered as C-GBEY for manufacturer's tests. First delivered to Canadian Department of Transport, with this registration, in 1981. Used as VIP transport for federal government. To No. 412 (T) Squadron at CFB Ottawa (Uplands), still there in 1991. With No. 434 Squadron at CFB Greenwood, NS by 1995, withdrawn from this unit in 2000. Designated for conversion to maritime patrol configuration as CP-144A, but program cancelled before conversion completed. Stored at CFB Greenwood until sold. Sold to DDH Aviation on 1 February 2001, registered as N380V on 2 February 2001. Flown to Germany, converted to VIP interior by Naske Air. Sold to Mountain Aviation LLC on 27 May 2003, registered to this owner on 29 May 2003. Re-registered as N604SH on 17 May 2004, same owner. Still airworthy 2006.

SOS: 10 January 2001 - Struck off, later sold.

144606	Canadair	1009	CL600-1A11	CC-144	CC / CE-144A	Challenger
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TOS: 6 September 1985

Registered to Canadair as C-GCVQ for manufacturer's tests in 1985. Converted to Interim Electronic Support Trainer (IEST), redesignated CE-144A. To No. 414 Squadron at CFB North Bay, Ontario in this configuration. With No. 434 Squadron at CFB Greenwood by 1995, withdrawn from this unit in 2000. Converted to full EST configuration, date unknown. Referred to as CE-144C in this configuration, but this may be unofficial. At Innotech Aviation in Montreal in April 1995, probably for EST conversion. Sold to DDH Aviation on 16 February 2001, registered as N396V on 20 February 2001. To 4KS Aviation Inc. on 28 February 2001, registration changed to this owner on 3 April 2001. Still airworthy 2006.

SOS: 10 January 2001 - Struck off, later sold.

144607	Canadair	1014	CL600	CC-144	CC / CE-144A	Challenger
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TOS: 18 March 1987

Registered to Canadair as C-GBLL for manufacturer's tests, this registration not cancelled until 1990. Converted to Interim Electronic Support Trainer (IEST), redesignated CE-144A. To No. 414 Squadron at CFB North Bay, Ontario in this configuration. With No. 434 Squadron at CFB Greenwood, NS by 1995, withdrawn from this unit in 2000. Sold to DDH Aviation on 6 March 2001, registered as N370V on same day. To 448 Alliance Corp. on 31 December 2001, registered to this owner on 8 February 2002. Crashed and destroyed 2 February 2005 at Teterboro, New Jersey. Aborted takeoff, left runway, struck building. No fatalities.

SOS: 10 January 2001 - Struck off, later sold.

144608	Canadair	1015	CL600	CC-144	CC / CE-144A	Challenger
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TOS: 22 May 1985

Registered To Canadair as C-GBLN for manufacturer's tests in 1985. With No. 412 Squadron at CFB Ottawa (Uplands) in 1991. Converted to Interim Electronic Support Trainer (IEST), redesignated CE-144A. With No. 434 Squadron at CFB Greenwood by 1995, withdrawn from this unit in 2000. Converted to full EST configuration, date unknown. Referred to as CE-144C in this configuration, but this may be unofficial. At Lockheed (Canada?) in April 1995, probably for EST conversion. Sold to DDH Aviation on 2 March 2001, registered as N25V same day. To 4KS Aviation on 6 March 2001, registered to this owner on 11 April 2001. Still airworthy 2006.

SOS: 10 January 2001 - Struck off, later sold.



144609	Canadair	1017	CL600	CC-144	CC / CE-144A	Challenger
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TOS: 6 September 1985

Registered to Canadair as C-GBPX for manufacturer's tests in 1985. With No. 412 Squadron at CFB Ottawa (Uplands) in 1991. Converted to Interim Electronic Support Trainer (IEST), redesignated CE-144A. With No. 434 Squadron at CFB Greenwood by 1995, withdrawn from this unit in 2000. Converted to full EST configuration, date unknown. Referred to as CE-144C in this configuration, but this may be unofficial. At Canadair at Montreal in April 1995, probably for EST conversion. Sold to DDH Aviation on 21 February 2001, registered as N270V next day. To 4KS Aviation on 5 March 2001, registered to this owner on 4 April 2001. Still airworthy 2006.

SOS: 10 January 2001 - Struck off, later sold.

144610	Canadair	1022	CL600-1A11	CC-144	CC-144A	Challenger
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TOS: 22 May 1985

Registered to Canadair as C-GOGO for manufacturer's tests. First delivered to Ontario Ministry of Natural Resources, with this registration. Registration cancelled on 3 March 1983, returned to Canadair. To No. 414 Squadron at CFB North Bay, Ontario. Visited Mildenhall, UK in May 1994, in low-vis grey finish. With No. 434 Squadron at CFB Greenwood, NS by 1995, withdrawn from this unit in 2000. Designated for conversion to maritime patrol configuration as CP-144A, but program cancelled before conversion completed. Stored at CFB Greenwood until sold. Sold to DDH Aviation on 6 February 2001, registered as N260V next day. To RCP's Lear LLC on 15 July 2005, registered to this owner on 3 August 2005. Still airworthy 2006.

SOS: 10 January 2001 - Struck off, later sold.

144611	Canadair	1030	CL600-1A11	CC-144	CC / CE-144A	Challenger
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TOS: 17 February 1987

Registered to Canadair as C-GCZU for manufacturer's tests in 1987. Reported as delivered on 26 February 1987. Converted to Interim Electronic Support Trainer (IEST), redesignated CE-144A. To No. 414 Squadron at CFB North Bay, Ontario in this configuration. With No. 434 Squadron at CFB Greenwood, NS by 1995, withdrawn from this unit in 2000. Sold to DDH Aviation on 1 February 2001, registered as N60S on 6 February 2001. To 448 Alliance Corp. on 31 December 2001, registration changed to this owner on 8 February 2002. Back to DDH Aviation on 12 June 2002, registration changed to this owner on 14 June 2002. To 60S LLC on 4 February 2005, registration changed to this owner on 24 February 2005. Re-registered as N630BB, same owner, on 18 July 2005. Still airworthy 2006.

SOS: 10 January 2001 - Struck off, later sold.

144612	Canadair	1002	CL600-1A11	CC-144	CC / CX-144A	Challenger
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TOS: 29 February 1988

Registered as C-GCGS for manufacturer's tests. Second prototype CL600, used by Canadair for development and certification trials. On Experimental Flight Permit until 1988. Purchased from Canadair for use in development of CE-144 and CP-144 programs. Was briefly marked as 144600, but this appears to be unofficial (possibly marked by manufacturer for promotion). Designated CX-144A after delivery, due to differences in configuration from standard CC-144A. Operated by Aerospace Engineering and Test Establishment at CFB Cold Lake, Alberta. Reportedly unpopular with AETE, due to non-standard configuration. Preserved, displayed outside at Air Force Headquarters, CFB Winnipeg, Manitoba.

SOS: 8 April 1993 - Struck off, preserved.



144613	Canadair	3035	CL600-2A12 (601)	CC-144	CC-144B	Challenger
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TOS: 28 August 1986

Registered to Canadair as C-GCUN for manufacturer's tests in 1986. Owned by federal Treasury Board, operated by Canadian Forces, initially for government VIP transport. First CC-144B (CL 601) with Canadian Forces. With No. 412 (T) Squadron at CFB Ottawa (Uplands) when it visited Faro, Portugal in 1989. Still with 412 Squadron when it crashed on landing at CFB Shearwater, NS on 24 April 1995, written off. Was practicing flapless landings, when a rushed approach resulted in a very hard bounce and go around. While flying by tower to inspect for damage, RH main gear detached from aircraft. This damaged fuel lines, resulting in RH engine failure, and fire at leaking fuel line. The a/c left the runway shortly after touching down second time and came to rest against airport fence 6000 feet from touchdown point. There were no crew injuries. Declared Cat "A", later scrapped.

SOS: 1995 - Cat "A" write-off

144614	Canadair	3036	CL600-2A12 (601)	CC-144	CC-144B	Challenger
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TOS: 6 October 1986

Registered to Canadair as C-GCUP for manufacturer's tests in 1986. Owned by federal Treasury Board, operated by Canadian Forces, for government VIP transport. With No. 412 Squadron at CFB Ottawa (Uplands) by 7 November 1986. Seen at Palma de Mallorca, Spain on 16 May 1993, still in overall white finish. In overall gloss dark blue finish by late 2003, denoting utility interior.

SOS: 2020

144615	Canadair	3037	CL600-2A12 (601)	CC-144	CC-144B	Challenger
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TOS: 6 October 1986

Registered to Canadair as C-GCUR for manufacturer's tests in 1986. Owned by federal Treasury Board, operated by Canadian Forces, initially for government VIP transport. With No. 412 Squadron at CFB Ottawa (Uplands) in 1991. Still with this unit at Ottawa International Airport when it visited Dubai, UAE on 15 November 2003.

SOS: 2020

144616	Canadair	3038	CL600-2A12 (601)	CC-144	CC-144B	Challenger
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TOS: 7 January 1987

For

SOS: ???? ; preserved at 14 Wing Greenwood Air Park

144617	Canadair	5533	CL-600-2B16 (CL-604)	CC-144	CC-144B	Challenger
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TOS: 11 April 2002 - Civil registration first transferred to Department of National Defense.

Registered To Bombardier as N533DK on 7 March 2002, and then C-GKGR on 27 March 2002, for manufacturer's trials. Delivered new to No. 412 (T) Squadron at Ottawa International Airport, possibly on 13 December 2002. Seen at CFB Trenton, Ontario on 7 April 2006, in overall white finish. Visited Northolt, UK in May 2006.

SOS: In-service

144618	Canadair	5535	CL-600-2B16 (CL-604)	CC-144	CC-144B	Challenger
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TOS: 11 April 2002 - Civil registration first transferred to Department of National Defense.

Registered to Bombardier as C-GKGS on 22 March 2002, for company trials. To No. 412 (T) Squadron at Ottawa International Airport, possibly delivered on 13 December 2002.

SOS: In-service



144619	Canadair	CL-650	CC-144	CC-144D	Challenger
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TOS: June 2020 - Civil registration first transferred to Department of National Defense.
 For delivery and use by No. 412 (T) Squadron at Ottawa International Airport, possibly delivered in June 2020 to the RCAF|
SOS: In-service

144620	Canadair	CL-650	CC-144	CC-144D	Challenger
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TOS: June 2020 - Civil registration first transferred to Department of National Defense.
 Registered to Bombardier as C-GSNF. To AETE / No. 412 (T) Squadron at Ottawa International Airport, for initial test flight 17 June 2020.
SOS: In-service

(Data above as of September 2020)

ADDITIONAL NOTES

In summary, the RCAF purchased a total of 20 CC-144 transports in a variety of batches over a span of roughly 20 years. On January 17, 2017, the RCAF's fleet of four remaining CC-144 Challenger aircraft surpassed 50,000 flying hours. It is referred to in CF technical documentation and files as the "CC-144 Challenger".

Operating Units

The following units are using or have flown CC-130 Hercules transports:

- No. 412 (Transport) Squadron, Ottawa (Uplands), ON
- No. 414 (Electronic Warfare) Squadron, North Bay, ON
- No. 434 (Combat Support) Squadron, Greenwood, NS
- Aerospace Engineering Test Establishment, Cold Lake, AB

Aircraft (or Air Vehicle) Damage Level (ADL) Categories: ¹

The RCAF's ADL is a qualitative categorization system used to determine the level of damage sustained by an aircraft / air vehicle during an occurrence. The following damage level definitions are used to reflect the degree of damage:

Cat "A" = Destroyed / missing: The aircraft has been totally destroyed, is assessed as having suffered damage beyond economical repair or is declared "missing";

NB - Aircraft totally destroyed are normally written off the inventory. Accidents with a lower ADL may also subsequently result in administrative write-off of the aircraft for reasons (primarily economic) not directly related to the original damage assessment.

Cat "B" = Very Serious: The aircraft has sustained damage to multiple major components;

Cat "C" = Serious: The aircraft has sustained damage to a major component;

Cat "D" = Minor: The aircraft has sustained damage to non-major components; and

Cat "E" = Nil: The aircraft, including the power plant, has not been damaged.

Number of CF CC-144 Challenger Cat "A" write-offs = 1 (~ 6% of the total fleet)

ABBREVIATIONS

AB	=	Alberta (Canada)
CF	=	Canadian Forces
CFB	=	Canadian Forces Base
C/N	=	Construction Number

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



Flt	=	Flight
NS	=	Nova Scotia (Canada)
ON	=	Ontario (Canada)
RCAF	=	Royal Canadian Air Force
S/N	=	Serial Number
Sqn	=	Squadron
SOS	=	Struck Off Strength
TOS	=	Taken On Strength

Current) RCAF RANKS

Aviator	-	Avr
Corporal	-	Cpl
Master Corporal	-	MCpl
Sergeant	-	Sgt
Warrant Officer	-	WO
Master Warrant Officer	-	MWO
Chief Warrant Officer	-	CWO
Officer Cadet		Ocdt
2nd Lieutenant	-	2nd Lt
1st Lieutenant	-	Lt
Captain	-	Capt
Major	-	Maj
Lieutenant Colonel	-	LCol
Colonel	-	Col
Brigadier General	-	BGen
Major General	-	MGen
Lieutenant General	-	LGen

REFERENCES

Government Reports:

- Canadian Forces Flight Safety Investigation Reports - <http://www.rcaf-arc.forces.gc.ca/en/flight-safety/investigation-reports.page>

Websites

- <http://www.rwrwalker.ca>

