



# *kestrel Publications*



## AIRBUS CC-295 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](mailto:kestrelpubs@gmail.com)

## **Dedication**

This publication is dedicated to all those who fly and maintain these CC-295 aircraft.

## **Cover Image Notes**

CC-295 #295501 on a flight from Seville, Spain, shortly before its acceptance by the RCAF. - (Photo courtesy of Airbus Defence & Space)



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## CC-295 Serials

RCAF #	Company designation	c/n	CF designation	Name
295501	CASA 295W	183	CC-295	Kingfisher*
TOS:	16 December 2019			
	Rolled out on 8 March 2019. First flight on 4 July 2019, Spanish registered as #EC-005, at Seville, Spain for 1:27 hrs total flight time. Accepted by RCAF as of 16 December 2019. Delivered to 19 Wing Comox in October 2020			
295502	CASA 295W	185	CC-295	Kingfisher
	First flight on 5 September 2019, Spanish registered as #EC-004, at Seville, Spain. Still undergoing flight tests there as of July 2022.			
295503	CASA 295W	190	CC-295	Kingfisher
TOS:	September 2021			
	First flights in April 2020, Spanish registered as #EC-190, at Seville, Spain. Delivered to the RCAF in Canada in Sep 2021. Deployed to NAS Patuxent River in the US for flight tests. Back in Seville as of July 2022. Noted in open storage at Seville as of February 2023.			
295504	CASA 295W	192	CC-295	Kingfisher
	First flights in April 2020, and Spanish registered as #EC-004, at Seville, Spain			
295505	CASA 295W	194	CC-295	Kingfisher
	First Spanish registered as #EC-194, at Seville, Spain. Flight tests commenced. Noted in open storage at Seville as of February 2023.			
295506	CASA 295W	197	CC-295	Kingfisher
TOS:	July 2021			
	First Spanish registered as #EC-197, at Seville, Spain. Delivered to the RCAF in Canada in Jul 2021.			
295507	CASA 295W	198	CC-295	Kingfisher
TOS:	June 2021			
	First Spanish registered as #EC-198, at Seville, Spain. Delivered to the RCAF in Canada in Jun 2021.			
295508	CASA 295W	200	CC-295	Kingfisher
TOS:	September 2021			
	First flights in Mar / Apr 2021, Spanish registered as #EC-200, at Seville, Spain. Delivered to the RCAF in Canada in Sep 2021.			
295509	CASA 295W	201	CC-295	Kingfisher
	First Spanish registered as #EC-201, at Seville, Spain. Undergoing flight tests there in Oct 2021. Noted in open storage at Seville as of February 2023.			
295510	CASA 295W	203	CC-295	Kingfisher
	First Spanish registered as #EC-203, at Seville, Spain. Undergoing flight tests there in Sep /Oct 2021. Noted in open storage at Seville as of February 2023.			
295511	CASA 295W	205	CC-295	Kingfisher
	First Spanish registered as #EC-204, at Seville, Spain. Noted in open storage at Seville as of February 2023.			



<b>295512</b>	CASA 295W	206	CC-295	Kingfisher
First Spanish registered as #EC-205, at Seville, Spain. Undergoing flight tests there in Oct / Nov 2021. Noted in open storage at Seville as of February 2023.				
<b>295513</b>	CASA 295W	208	CC-295	Kingfisher
First Spanish registered as #EC-207, at Seville, Spain. Test flying there as of May 2022. Noted in open storage at Seville as of February 2023.				
<b>295514</b>	CASA 295W	210	CC-295	Kingfisher
First Spanish registered as #EC-208, at Seville, Spain. Test flying there as of July 2022. Noted in open storage at Seville as of February 2023.				
<b>295515</b>	CASA 295W	213	CC-295	Kingfisher
First Spanish registered as #EC-213, at Seville, Spain. First flight as of 13 July 2022. Noted in open storage at Seville as of February 2023.				
<b>295516</b>	CASA 295W		CC-295	Kingfisher
First Spanish registered as #EC-211, at Seville, Spain. Noted in open storage at Seville as of February 2023.				
<b>295517</b>	CASA 295W		CC-295 AMT	Kingfisher
TOS:	5 February 2020			
First Spanish registered as #EC-187, at Seville, Spain. Flown to 19 Wing Comox by an Airbus crew and arrived in Comox on 05 Feb 2020 after stops in 14 Wg, 8 Wg and 17 Wing. This aircraft is technically not part of the operational fleet but is instead the Aircraft Maintenance Trainer (AMT). The AMT is not designed nor equipped to conduct operational SAR missions, and as such, is not one of the 16 operational a/c procured under the FWSAR project; rather, it is part of the training package for the new fleet. It will be used to instruct technicians on the removal and installation of various aircraft parts and components, and other aspects of hands-on maintenance, before they conduct work on operational a/c. After arrival, consequently, the AMT was disassembled, then reassembled inside the new CC-295 training centre.				

\* In 2019, the CAS announced a public competition to name the aircraft from one of five names shortlisted. In alphabetical order, the CC-295 was either to be the: *Canso II*, *Guardian*, *Iris*, *Kingfisher*, or *Turnstone*. The name *Kingfisher* was announced with the delivery of the first aircraft to 19 Wing Comox.

(Data above as of March 2023)

## ADDITIONAL NOTES

In summary, the RCAF is scheduled to receive 16 aircraft in total. It is referred to in CF technical documentation as the "CC-295". The RCAF has announced that IOC for the fleet has been delayed until the 2025-26 timeframe due to various causes.

### Operating Units

The following units are designated to receive CC-295 aircraft:

- 418 (Operational Training) Squadron, 19 Wing, Comox, BC
- 413 Transport and Rescue Squadron - 14 Wing, Greenwood, NS
- 424 Transport and Rescue Squadron - 8 Wing, Trenton, ON
- 435 Transport and Rescue Squadron - 17 Wing, Winnipeg, MB
- No. 442 (Transport & Rescue) Squadron - 19 Wing, Comox, BC

### Aircraft (or Air Vehicle) Damage Level (ADL) Categories: <sup>1</sup>

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:

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



**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-295 Cat "A" write-offs = 0** (~0% of the total fleet)

## ABBREVIATIONS

AB	=	Alberta (Canada)
BC	=	British Columbia (Canada)
CAS	=	Chief of Air Staff
CF	=	Canadian Forces
CFB	=	Canadian Forces Base
C/N	=	Construction Number
FE	=	Flight Engineer
Flt	=	Flight
MB	=	Manitoba (Canada)
MRP	=	Mobile Repair Party
NAS	=	Naval Air Station (USN)
NS	=	Nova Scotia (Canada)
ON	=	Ontario (Canada)
OTU	=	Operational Training Unit
RCAF	=	Royal Canadian Air Force
S/N	=	Serial Number
Sqn	=	Squadron
SOS	=	Struck Off Strength
TOS	=	Taken On Strength
USN	=	United States Navy

## (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:

- <http://www.rcf-arc.forces.gc.ca/en/flight-safety/investigation-reports.page>

### Websites

- <https://www.canada.ca/en/department-national-defence/services/procurement/fixed-wing-search-and-rescue-procurement-project.html>
- <https://aibfamily.flights/Airbus-C295>

