



Restrel Publications



BELL CH-146 GRIFFON 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 CH-146 *Griffon* aircraft and especially for those who have given their lives in the service of their country while flying these aircraft.

Cover Image Notes

CH-146 #146439 in special "Tiger Bird" markings over top of the standard yellow SAR colour scheme. - (CF Photo # WG2017-0136-020)



Kestrel Publications
Ottawa, Ontario, Canada
www.kestrelpublications.com

CH-146 Griffon Serials

Serial #	Designer	Model	c/n	Designation	Name
146400	Bell	Model 412CF	46400	CH-146	Griffon

TOS: 4 November 1994 - Taken on strength

Used by Bell for initial type certification flight tests at Fort Worth, Texas, registered as C-FVTC from 20 December 1994. This registration cancelled on 3 November 1997. To No. 403 (HOT) Sqn at CFB Gagetown, NB when testing completed. Damaged (Cat D) while being towed at CFB Petawawa, ON, 25 August 2003. Painted in special overall black scheme, and given WW2 style codes "ZL*K", for No. 412 Sqn's 60th anniversary, in 2003. To Allied Wings, on civil register, on 26 January 2007, for use as trainer at No. 3 CFFTS at Southport, MB. Registered as C-FYZI.

SOS: 26 January 2007 - Transferred to civil register with Allied Wings

146401	Bell	Model 412CF	46401	CH-146	Griffon
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TOS: 6 December 1994 - Taken on strength

Used by Bell for initial type certification flight tests at Fort Worth, Texas, registered as C-FUTT from 5 August to 8 October 1994. Scheduled for delivery to No. 427 (Tac Hel) Sqn at CFB Petawawa, ON on 13 March 1998. With No. 408 Sqn at CFB Namao, AB in April 2006.

SOS: In Service

146402	Bell	Model 412CF	46402	CH-146	Griffon
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TOS: 3 January 1995 - Taken on strength

Used by Bell for initial type certification flight tests at Fort Worth, Texas, registered as C-FUTF from 19 January 1995. Scheduled for delivery to No. 403 (HOT) Sqn at CFB Gagetown, NB on 13 March 1998. To Allied Wings, on civil register, on 26 January 2007, for use as trainer at No. 3 CFFTS at Southport, MB. Registered as C-FYZE.

SOS: 26 January 2007 - Transferred to civil register with Allied Wings

146403	Bell	Model 412CF	46403	CH-146	Griffon
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TOS: 17 March 1995 - Taken on strength

Registered as C-FUTL on 16 November 1994 for initial production tests. First delivered to AETE, CFB Cold Lake, AB. In special red and white paint by May 2006.

SOS: In Service

146404	Bell	Model 412CF	46404	CH-146	Griffon
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TOS: 23 March 1995 - Taken on strength

Registered as C-FTXM from 26 January to 22 March 1995 for production tests. First delivered to AETE, CFB Cold Lake, AB. To Allied Wings, on civil register, on 26 January 2007, for use as trainer at No. 3 CFFTS at Southport, MB. Registered as C-FYZK.

SOS: 26 January 2007 - Transferred to civil register with Allied Wings

146405	Bell	Model 412CF	46405	CH-146	Griffon
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TOS: 27 April 1995 - Taken on strength

Registered as C-FUBE from 1 February to 1 May 1995 for production tests. First used by No. 403 (HOT) Sqn at CFB Gagetown, NB.

SOS: In Service



146406	Bell	Model 412CF	46406	CH-146	Griffon
<p>TOS: 24 April 1995 - Taken on strength</p> <p>Registered as C-FUBK from 1 February to 21 April 1995 for production tests. First used by No. 403 (HOT) Sqn at CFB Gagetown, NB.</p> <p>SOS: In Service</p>					
146407	Bell	Model 412CF	46407	CH-146	Griffon
<p>TOS: 4 April 1995 - Taken on strength</p> <p>Registered as C-FUFC from 22 February to 30 March 1995 for production tests. First used by No. 403 (HOT) Sqn at CFB Gagetown, NB.</p> <p>SOS: In Service</p>					
146408	Bell	Model 412CF	46408	CH-146	Griffon
<p>TOS: 20 April 1995 - Taken on strength</p> <p>Registered as C-FUFD from 22 February to 19 April 1995 for production tests. With No. 403 (HOT) Sqn at CFB Gagetown, NB by April 1995. Later with No. 408 (Tac Hel) Sqn, CFB Edmonton, AB. Damaged (Cat D) during night landing with Night Vision Goggles at CFB Cold Lake, AB, on 6 November 2003. Attempted to land on frozen muskeg, broke through as collective was lowered. Aircraft recovered, and flew to firm ground. Was not equipped with skis.</p> <p>SOS: In Service</p>					
146409	Bell	Model 412CF	46409	CH-146	Griffon
<p>TOS: 25 May 1995 - Taken on strength</p> <p>Scheduled for delivery to No. 403 (HOT) Sqn at CFB Gagetown, NB on 5 May 1995.</p> <p>SOS: In Service</p>					
146410	Bell	Model 412CF	46410	CH-146	Griffon
<p>TOS: 25 May 1995 - Taken on strength</p> <p>Scheduled for delivery to No. 403 (HOT) Sqn at CFB Gagetown, NB on 16 May 1995.</p> <p>SOS: In Service</p>					
146411	Bell	Model 412CF	46411	CH-146	Griffon
<p>TOS: 3 May 1995 - Taken on strength</p> <p>Registered as C-FUBE for production tests, 26 July 1995. Note that this registration was used earlier on another CH-146. Scheduled for delivery to No. 403 (HOT) Sqn at CFB Gagetown, NB on 26 May 1995.</p> <p>SOS: In Service</p>					
146412	Bell	Model 412CF	46412	CH-146	Griffon
<p>TOS: 1 June 1995 - Taken on strength</p> <p>Scheduled for delivery to No. 417 (CS) Sqn at CFB Cold Lake, AB on 6 June 1995. This a/c was deployed to Northern Iraq in 2016 as part of Op IMPACT.</p> <p>SOS: In Service</p>					



146413	Bell	Model 412CF	46413	CH-146	Griffon
<p>TOS: 13 June 1995 - Taken on strength</p> <p>Scheduled for delivery to No. 417 (CS) Sqn at CFB Cold Lake, AB on 15 June 1995. This a/c was deployed with Task Force Afghanistan in 2009 in gunship configuration. With 430 Sqn in 2017.</p> <p>SOS: In Service</p>					
146414	Bell	Model 412CF	46414	CH-146	Griffon
<p>TOS: 20 June 1995 - Taken on strength</p> <p>Scheduled for delivery to No. 417 (CS) Sqn at CFB Cold Lake, AB on 27 June 1995. With No. 408 Sqn at CFB Namao, AB in April 2006.</p> <p>SOS: In Service</p>					
146415	Bell	Model 412CF	46415	CH-146	Griffon
<p>TOS: 29 June 1995 - Taken on strength</p> <p>Scheduled for delivery to No. 439 (CS) Sqn at CFB Bagotville, QC on 7 July 1995. With No. 417 (CS) Sqn at CFB Cold Lake, AB by 1998, still there in 2006. Took part in 2005 Abbotsford air show. Painted with additional markings in 2018 in honour of the 75th Anniversary of 417 Sqn with wartime code "AN-A" and British roundels with 75th anniversary logo on the tail.</p> <p>SOS: In Service</p>					
146416	Bell	Model 412CF	46416	CH-146	Griffon
<p>TOS: 29 June 1995 - Taken on strength</p> <p>Scheduled for delivery to No. 439 (CS) Sqn at CFB Bagotville, QC on 1 August 1995. With No. 417 (CS) Sqn at CFB Cold Lake, AB by 1998.</p> <p>SOS: In Service</p>					
146417	Bell	Model 412CF	46417	CH-146	Griffon
<p>TOS: 14 July 1995 - Taken on strength</p> <p>Scheduled for delivery to No. 439 (CS) Sqn at CFB Bagotville, QC on 10 August 1995.</p> <p>SOS: In Service</p>					
146418	Bell	Model 412CF	46418	CH-146	Griffon
<p>TOS: 9 August 1995 - Taken on strength</p> <p>Scheduled for delivery to No. 444 (CS) Sqn, CFB Goose Bay, NF, on 21 August 1995. Later with No. 439 (Combat Support) Sqn, CFB Bagotville, QC.</p> <p>SOS: In Service</p>					
146419	Bell	Model 412CF	46419	CH-146	Griffon
<p>TOS: 21 August 1995 - Taken on strength</p> <p>Scheduled for delivery to No. 444 (CS) Sqn, CFB Goose Bay, NF, on 30 August 1995. With No. 439 (CS) Sqn, CFB Bagotville, QC c.2000. With No. 408 Sqn at CFB Namao, AB in April 2006. On December 17, 2013, this a/c was now assigned to 424 T&R Sqn when it responded to a JRCC mission call for Fire Evacuation in Kingston Ontario. In dramatic fashion, the stand by crew rescued a crane operator that was trapped at the tip of the crane as the cabin was engulfed in flames.</p> <p>SOS: In Service</p>					



146420	Bell	Model 412CF	46420	CH-146	Griffon
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TOS: 21 August 1995 - Taken on strength

Scheduled for delivery to No. 444 (CS) Sqn, CFB Goose Bay, NF, on 11 September 1995. Still with this unit when it crashed and was destroyed after tail rotor left aircraft, 100 NM north of Goose Bay, while on SAR mission. Aircraft was about 100 to 200 feet above ground level, under low cloud cover, at the time. 2 pilots killed, 2 Flight Engineers seriously injured. Investigation blamed tail rotor fatigue, starting at a small nick on one blade. Portion of blade detached, and the ensuing imbalance resulted in entire tail rotor assembly detaching.

SOS: 18 July 2002 - Cat "A" write-off

146421	Bell	Model 412CF	46421	CH-146	Griffon
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TOS: 12 September 1995 - Taken on strength

Scheduled for delivery to No. 417 (CS) Sqn at CFB Cold Lake, AB on 20 September 1995. Near fatal crash at Goose Bay on 12 November 1996. Rescue 421(R421), a 444 Combat Support (CS) Squadron Griffon, was tasked by Rescue Coordination Centre (RCC) Halifax to medevac a critically ill sailor (patient condition described as bleeding ulcer, coughing up blood) from a fishing trawler near Resolution Island (Medevac Vesturvon). The mission involved a six hour transit flight with two enroute fuel stops, a one hour station time, and a one hour transit to hospital (Iqaluit). R421 departed Goose Bay 12 Nov 96 at 1040 hours (all times local), but returned ten minutes later with an engine chip light. Following maintenance action the aircraft launched again at 1246 hours and proceeded to the first re-fueling stop at Nain. The aircrew departed Nain after a short station stop and donned their Night Vision Goggles (NVG) for the flight to the fuel cache at Port Burwell. Enroute they encountered turbulence and deteriorating weather and climbed above a broken cloud layer at 8000 feet ASL. Approaching the entrance to Grenfell Sound they descended through a hole in the clouds to proceed up McLellan Strait. Reduced visibility in snow showers forced the crew to execute a 180- degree turn and land at Cape Labrador. Ten minutes later, they took off again and were forced to return to Cape Labrador a second time where they shut down to conserve fuel. They contacted Rescue 311 (Hercules top cover) prior to shutting down and agreed to re-establish communications at 2100 hours. The Hercules advised they were proceeding to the fishing boat to para-drop two SAR Techs into the water in order to board the trawler and treat the patient. A short time later the crew observed a significant improvement in the weather and elected to attempt the flight to Port Burwell (17 NM). This flight was conducted without contacting the Hercules a/c or any other control agency. As they approached the western end of McLellan Strait they experienced a rapid reduction of visibility due to snow showers. While transiting to an apparent landing site on the south shore of Killiniq Island, visual reference was lost and the a/c impacted the water. The crew successfully executed an underwater egress and swam to shore. They spent the next thirty-four hours struggling to survive the sub-zero conditions while awaiting rescue. The ensuing investigation pointed primarily to crew competency, NVG training, supervision and by the crew being unduly influenced by the perceived urgency of the mission.

SOS: 13 February 1998 - Cat "A" write-off



146422	Bell	Model 412CF	46422	CH-146	Griffon
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TOS: 26 September 1995 - Taken on strength

Scheduled for delivery to 430e Escadron Tactique d'Hélicoptères at CFB Valcartier, QC on 29 September 1995. Converted to SAR configuration and assigned to No. 444 (CS) Sqn. Suffered "C" Cat damage on 7 Dec 2006 near Goose Bay, NF 146422, from 5 Wing Goose Bay, had completed overnight survival exercise and were starting the aircraft for the return trip to the base. As the outside air temperature (OAT) was approximately -10oC, the crew conducted the Cold Weather Start Procedure (CWSP) on engine #1. Once engine #1 fuel control unit was back in automatic mode, the crew proceeded to start engine #2. Engine #2 was not started using the CWSP as engine N1 was observed below 62% and the checklist procedure available to the crew at the time did not require a CWSP if N1 speed was within 61+/-1%. The crew proceeded with aircraft systems check. The left-seat pilot advised the pilot at the controls (right seat) that the rotor RPM (NR) was high. The pilot at the controls then rolled down the throttles to keep NR at 85%. On a second occasion, the left-seat pilot noticed NR still high. He then reduced the throttles further without advising the pilot at the controls so as not to interrupt the pilot's systems checks. Shortly afterwards the aircraft experienced a main rotor overspeed in excess of 120% NR, sustaining serious damage. The investigation revealed three main contributing factors to this accident. First, critical information was not available to the crew. The 61+/-1% N1 criterion for CWSP had been removed from the procedure via an MCOIN 1 message on 16 Nov 06. Since the MCOIN application had neither been installed on the unit's computers, nor was the staff aware of the MCOIN program, the message was not read and the new information was not relayed to the crew. Second, the left-seat pilot moved the throttles without informing the pilot at the controls, thus reducing his awareness of the developing situation. Third, the crew did not recognize the onset of engine overspeed when they had to reduce throttle twice to keep NR within limits.

SOS: In Service

146423	Bell	Model 412CF	46423	CH-146	Griffon
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TOS: 27 September 1995 - Taken on strength

Scheduled for delivery to 430e Escadron Tactique d'Hélicoptères at CFB Valcartier, QC on 11 October 1995.

SOS: In Service

146424	Bell	Model 412CF	46424	CH-146	Griffon
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TOS: 10 October 1995 - Taken on strength

Scheduled for delivery to 430e Escadron Tactique d'Hélicoptères at CFB Valcartier, QC on 20 October 1995.

SOS: In Service



146425	Bell	Model 412CF	46425	CH-146	Griffon
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TOS: 31 October 1995 - Taken on strength

Scheduled for delivery to 430e Escadron Tactique d'Hélicoptères at CFB Valcartier, QC on 31 October 1995. Served with Canadian Helicopter Force (Afghanistan). Suffered "C" Cat damage on 22 Sep 2009 in Afghanistan. 146425 was delivering equipment to a Forward Operating Base (FOB). The crew had to abort their first approach due to the intensity of the dust cloud on short final. The occurrence took place on the approach and landing from the second approach, which was flown at a slightly higher speed than the Standard Manoeuvre Manual (SMM) directed slow walking pace. This was done to keep the dust cloud behind the helicopter and allow the crew to maintain visual references for a longer time. Very late on the approach the crew lost visual references but deemed the conditions to be within the criteria of the SMM to continue the approach to the ground. The higher approach speed required a greater than normal flare (9 degrees nose-up vice 5 degrees) to slow the helicopter prior to touch down. The aircraft touched down on the aft portion of the skids and the flying pilot reduced collective rapidly to make sure the aircraft would not become airborne again. When the collective was reduced the aircraft rotated forward to almost 8 degrees nose down and the WSPS heavily impacted the ground, after which the helicopter rocked fore and aft a few times. The WSPS dug into the ground and in doing so damaged the supporting bulkhead inside the fuselage. Following a preliminary damage assessment (the crew was not aware of the bulkhead damage), the crew continued the mission and returned to the main operating base, where more extensive damage was discovered. The investigation also found that the aircraft did not have sufficient power available to conduct the mission under the given environmental conditions and aircraft weight. Both Inter-Turbine Temperature and Gas Producer RPM limits were exceeded on the overshoot from the first approach and on the departure from the FOB after the occurrence.

SOS: In Service

146426	Bell	Model 412CF	46426	CH-146	Griffon
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TOS: 31 October 1995 - Taken on strength

Scheduled for delivery to 430e Escadron Tactique d'Hélicoptères at CFB Valcartier, QC on 9 November 1995.

SOS: In Service

146427	Bell	Model 412CF	46427	CH-146	Griffon
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TOS: 17 November 1995 - Taken on strength

Scheduled for delivery to 430e Escadron Tactique d'Hélicoptères at CFB Valcartier, QC on 20 November 1995. Transferred to 427 Sqn for SOF support and painted in overall blue with tone-down markings

SOS: In Service

146428	Bell	Model 412CF	46428	CH-146	Griffon
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TOS: 9 November 1995 - Taken on strength

Scheduled for delivery to 430e Escadron Tactique d'Hélicoptères at CFB Valcartier, QC on 29 November 1995. Still with this unit when deployed to Haiti in 1997, in support of UN mission. To Allied Wings, on civil register, on 26 January 2007, for use as trainer at No. 3 CFFTS at Southport, MB. Registered as C-FYZL.

SOS: 26 January 2007 - Transferred to civil register with Allied Wings

146429	Bell	Model 412CF	46429	CH-146	Griffon
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TOS: 7 December 1995 - Taken on strength

Scheduled for delivery to 430e Escadron Tactique d'Hélicoptères at CFB Valcartier, QC on 11 October 1995. Still with this unit when deployed to Haiti in 1997, in support of UN mission.

SOS: In Service



146430	Bell	Model 412CF	46430	CH-146	Griffon
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TOS: 18 December 1995 - Taken on strength

Scheduled for delivery to 430e Escadron Tactique d'Hélicoptères at CFB Valcartier, QC on 19 December 1995. With No. 403 (HOT) Sqn at CFB Gagetown, NB, c.2005. Fitted with gun doors while with this unit. Later with 430 Sqn. This a/c was deployed to Northern Iraq in 2016 in gunship configuration as part of Op IMPACT. In 2017, in honour of the 75th anniversary of 430 Sqn, this a/c received a special overall black paint scheme with blue accent anniversary markings.

SOS: In Service

146431	Bell	Model 412CF	46431	CH-146	Griffon
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TOS: 10 January 1996 - Taken on strength

Scheduled for delivery to 430e Escadron Tactique d'Hélicoptères at CFB Valcartier, QC on 8 January 1996. Still with this unit when deployed to Haiti in 1997, in support of UN mission. With No. 408 (Tac Hel) Sqn at CFB Edmonton, AB in 2000. To Allied Wings, on civil register, on 26 January 2007, for use as trainer at No. 3 CFFTS at Southport, MB. Registered as C-FYZM.

SOS: 26 January 2007 - Transferred to civil register with Allied Wings

146432	Bell	Model 412CF	46432	CH-146	Griffon
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TOS: 17 January 1996 - Taken on strength

Scheduled for delivery to 430e Escadron Tactique d'Hélicoptères at CFB Valcartier, QC on 17 January 1996.

SOS: In Service

146433	Bell	Model 412CF	46433	CH-146	Griffon
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TOS: 23 January 1996 - Taken on strength

Scheduled for delivery to 430e Escadron Tactique d'Hélicoptères at CFB Valcartier, QC on 26 January 1996. Still with this unit when deployed to Haiti in 1997, in support of UN mission.

SOS: In Service



146434	Bell	Model 412CF	46434	CH-146	Griffon
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TOS: 30 January 1996 - Taken on strength

Scheduled for delivery to 430e Escadron Tactique d'Hélicoptères at CFB Valcartier, QC on 6 February 1996. With No. 408 (Tac Hel) Sqn, CFB Edmonton, in 2003. Operated at CFB Wainwright for Exercise Resolute Warrior, in April of that year. Carried Skyhawks parachute demonstration team at CFB Valcartier, QC on 28 Aug 2003. Door open Vne was exceeded after team departed aircraft, LH cargo door came off and struck rotors. The a/c was recovered without further damage. Cat C damage. On 6 Jul 2009, 146434 was tasked to transfer two passengers to and from a Forward Operating Base (FOB). As power was increased for the takeoff a very large dustball developed. Immediately after takeoff, the aircraft drifted forward and to the right, struck a barrier, rotated left, rolled onto its right side and caught fire. One pilot was unharmed, one sustained minor injuries and one passenger suffered serious injuries. The remaining three personnel tragically perished in the crash. The aircraft was destroyed. In consideration of the anticipated dustball and high density altitude conditions, the crew combined the maximum performance and instrument takeoff (ITO) procedures. Unintentional forward and right drift was induced at takeoff by the helicopter's inherent hover instability and the lack of adequate pilot instrumentation. During the takeoff and while cross-checking flight instruments, the Flying Pilot lost visual references, reduced power, which slowed the helicopter's climb momentum, and inadvertently made a right cyclic input that exacerbated the helicopter's right drift. Additional right drift was introduced with the zero pitch and roll attitude technique of the ITO. In addition, the intense dustball created a degraded visual environment that removed the crew's visual references, impairing their ability to see and avoid the barrier. The investigation identified that the aircraft weight exceeded limits, the crew did not complete pre-flight performance calculations and, they attempted the takeoff without knowing the helicopter's available power. Errors and omissions in critical operational and technical reference material precluded the crew from accurately conducting essential pre-flight calculations had they attempted to do so. Furthermore, evidence existed of a systemic lack of understanding within the CH146 community of how to correctly utilize performance data.

SOS: 6 July 2009 - Cat "A" write-off

146435	Bell	Model 412CF	46435	CH-146	Griffon
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TOS: 8 March 1996 - Taken on strength

Scheduled for delivery to 430e Escadron Tactique d'Hélicoptères at CFB Valcartier, QC on 15 February 1996. Still with this unit in 2005. This a/c was deployed to Northern Iraq in 2016 as part of Op IMPACT.

SOS: In Service

146436	Bell	Model 412CF	46436	CH-146	Griffon
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TOS: 1 March 1996 - Taken on strength

Scheduled for delivery to 430e Escadron Tactique d'Hélicoptères at CFB Valcartier, QC on 26 February 1996. Still with this unit when deployed to Haiti in 1997, in support of UN mission. This a/c was deployed to Northern Iraq in 2016 as part of Op IMPACT. This a/c was deployed to Mali for UN support operations during Op PRESENCE in 2018.

SOS: In Service

146437	Bell	Model 412CF	46437	CH-146	Griffon
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TOS: 8 March 1996 - Taken on strength

Scheduled for delivery to 1 Wing at CFB Kingston, ON on 6 March 1996. Seen in special D-Day markings: invasion stripes, RAF style roundels and fin flash, coded "EQ*P". With No. 408 Sqn at CFB Namao, AB when it took part in Exercise RESOLUTE WARRIOR at CFB Wainwright, AB in 2003. Still with this unit in April 2006. With 430 Sqn as of 2017.

SOS: In Service



146438	Bell	Model 412CF	46438	CH-146	Griffon
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TOS: 20 March 1996 - Taken on strength

Scheduled for delivery to 2 Wing at CFB Borden, ON on 15 March 1996. Later with 430e Escadron Tactique d'Hélicoptères at CFB Valcartier, QC

SOS: In Service

146439	Bell	Model 412CF	46439	CH-146	Griffon
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TOS: 20 March 1996 - Taken on strength

Scheduled for delivery to 430e Escadron Tactique d'Hélicoptères at CFB Valcartier, QC on 26 March 1996. Later with No. 439 Combat Support Sqn, CFB Bagotville, QC. Took part in SAREX 2004 at CFB Comox, BC, with tiger stripes on tail boom. These markings lasted through 2005. The a/c subsequently received a full Tiger bird paint scheme in 2017.

SOS: In Service

146440	Bell	Model 412CF	46440	CH-146	Griffon
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TOS: 2 May 1996 - Taken on strength

Scheduled for delivery to 1 Wing at CFB Kingston, ON on 4 April 1996. Also reported as scheduled for use by No. 1 Tactical Aviation Support Sqn, for use by reserve units at CFB St. Hubert, QC. Operated in Bosnia by crews from No. 408 (Tac Hel) Sqn as part of the TFBH (Task Force Bosnia-Herzegovina) Helicopter Detachment, as part of Operation PALLADIUM, c.1996.

SOS: In Service

146441	Bell	Model 412CF	46441	CH-146	Griffon
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TOS: 3 April 1996 - Taken on strength

Scheduled for delivery to 2 Wing at CFB Borden, ON on 16 April 1996. Also reported as scheduled for use by No. 1 Tactical Aviation Support Sqn, for use by reserve units at CFB St. Hubert, QC. With No. 408 Sqn at CFB Namao, AB in April 2006.

SOS: In Service

146442	Bell	Model 412CF	46442	CH-146	Griffon
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TOS: 2 May 1996 - Taken on strength

Originally scheduled for delivery to No. 450 Sqn on 15 April 1996, but this unit disbanded in 1996. Also reported as scheduled for use by No. 1 Tactical Aviation Support Sqn, for use by reserve units at CFB St. Hubert, QC.

SOS: In Service

146443	Bell	Model 412CF	46443	CH-146	Griffon
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TOS: 8 May 1996 - Taken on strength

Originally scheduled for delivery to No. 450 Sqn on 6 May 1996, but this unit disbanded in 1996. Also reported as scheduled for use by No. 1 Tactical Aviation Support Sqn, for use by reserve units at CFB St. Hubert, QC. To civil register, on 28 September 2006, for use as trainer at No. 3 CFFTS at Southport, MB. Registered as C-FYZR. Registration cancelled on 20 December 2006, then transferred to Allied Wings on 26 January 2007.

SOS: 28 September 2006 - Transferred to civil register with Allied Wings

146444	Bell	Model 412CF	46444	CH-146	Griffon
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TOS: 8 May 1996 - Taken on strength

Scheduled for delivery to 2 Wing at CFB Borden, ON on 27 May 1996. Also reported as scheduled for use by No. 1 Tactical Aviation Support Sqn, for use by reserve units at CFB St. Hubert, QC. With No. 408 Sqn at CFB Namao, AB in April 2006.



SOS: In Service

146445	Bell	Model 412CF	46445	CH-146	Griffon
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TOS: 29 May 1996 - Taken on strength

Originally scheduled for delivery to No. 450 Sqn on 27 May 1996, but this unit disbanded in 1996. Also reported as scheduled for use by No. 1 Tactical Aviation Support Sqn, for use by reserve units at CFB St. Hubert, QC.

SOS: In Service

146446	Bell	Model 412CF	46446	CH-146	Griffon
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TOS: 10 June 1996 - Taken on strength

Originally scheduled for delivery to No. 450 Sqn on 5 June 1996, but this unit disbanded in 1996. Also reported as scheduled for use by No. 1 Tactical Aviation Support Sqn, for use by reserve units at CFB St. Hubert, QC.

SOS: In Service

146447	Bell	Model 412CF	46447	CH-146	Griffon
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TOS: 14 June 1996 - Taken on strength

Originally scheduled for delivery to No. 450 Sqn on 14 June 1996, but this unit disbanded in 1996. Also reported as scheduled for use by No. 1 Tactical Aviation Support Sqn, for use by reserve units at CFB St. Hubert, QC. With No. 417 (CS) Sqn at CFB Cold Lake, AB in 2006. To Allied Wings, on civil register, on 26 January 2007, for use as trainer at No. 3 CFFTS at Southport, MB. Registered as C-FYZP.

SOS: 26 January 2007 - Transferred to civil register with Allied Wings

146448	Bell	Model 412CF	46448	CH-146	Griffon
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TOS: 20 June 1996 - Taken on strength

Originally scheduled for delivery to No. 450 Sqn on 26 June 1996, but this unit disbanded in 1996. Also reported as scheduled for delivery to No. 403 (HOT) Sqn at CFB Gagetown, NB. This a/c was deployed to Mali for UN support operations during Operation PRESENCE in 2018.

SOS: In Service

146449	Bell	Model 412CF	46449	CH-146	Griffon
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TOS: 24 June 1996 - Taken on strength

Scheduled for delivery to 1 Wing at CFB Kingston, ON on 8 July 1996. With 438e Escadron Tactique d'Hélicoptères at CFB St. Hubert, QC when it operated in support of forest fire suppression in Quebec in 2004. In 2009, in honour of the 75th anniversary of 438 Sqn, this a/c received a special paint scheme with anniversary markings. This a/c was deployed to Northern Iraq in 2016 as part of Op IMPACT.

SOS: In Service

146450	Bell	Model 412CF	46450	CH-146	Griffon
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TOS: 5 July 1996 - Taken on strength

Scheduled for delivery to No. 408 (Tac Hel) Sqn at CFB Edmonton, AB on 31 July 1996. Also reported as scheduled for use by No. 400 Sqn at CFB Borden, ON. Converted to SAR configuration; date unknown. With 439 (CS) Sqn in 2019.

SOS: In Service



146451	Bell	Model 412CF	46451	CH-146	Griffon
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TOS: 17 July 1996 - Taken on strength

Scheduled for delivery to No. 408 (Tac Hel) Sqn at CFB Edmonton, AB on 9 August 1996. Also reported as scheduled for use by No. 400 Sqn at CFB Borden, ON. To Allied Wings, on civil register, on 26 January 2007, for use as trainer at No. 3 CFFTS at Southport, MB. Registered as C-FYZT.

SOS: 26 January 2007 - Transferred to civil register with Allied Wings

146452	Bell	Model 412CF	46452	CH-146	Griffon
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TOS: 30 September 1996 - Taken on charge

Carried civil registration C-FYWV from 30 July to 30 September 1996. Seen at Farnborough, UK air show on 7 September 1996 with this registration, and partial CF markings. Scheduled for delivery to No. 408 (Tac Hel) Sqn at CFB Edmonton, AB on 20 August 1996. First delivered to CFB Borden, ON for use by No. 400 (TH) Sqn. Still with Air Reserve Flight of this unit in 2006.

SOS: In Service

146453	Bell	Model 412CF	46453	CH-146	Griffon
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TOS: 22 August 1996 - Taken on strength

Scheduled for delivery to No. 408 (Tac Hel) Sqn at CFB Edmonton, AB on 29 September 1996. With No. 400 (TH) Sqn at CFB Kingston, ON by 1998. To CFB Alert, NWT, to support Exercise HURRICANE in June and July 2006. This is annual maintenance of radio repeater stations between Alert and points south. With Reserve detachment at CFB Borden in August 2006.

SOS: In Service

146454	Bell	Model 412CF	46454	CH-146	Griffon
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TOS: 28 August 1996 - Taken on strength

Scheduled for delivery to No. 408 (Tac Hel) Sqn at CFB Edmonton, AB on 10 September 1996. At CFB Borden, ON with Air Reserve Flight of No. 400 (Tac Hel) Sqn by 1998, still there in 2006.

SOS: In Service

146455	Bell	Model 412CF	46455	CH-146	Griffon
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TOS: 5 September 1996 - Taken on strength

Scheduled for delivery to 1 Wing at CFB Kingston, ON on 19 September 1996, for use by reserve unit at CFB Borden, ON. With No. 408 (Tac Hel) Sqn, CFB Edmonton, in 2003. Operated at CFB Wainwright for Exercise Resolute Warrior, in April of that year. At CFB Borden, ON with Air Reserve Flight of No. 400 (Tac Hel) Sqn in 2006.

SOS: In Service

146456	Bell	Model 412CF	46456	CH-146	Griffon
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TOS: 18 September 1996 - Taken on strength

Scheduled for delivery to No. 408 (Tac Hel) Sqn at CFB Edmonton, AB on 30 September 1996. At CFB Borden, ON with Air Reserve Flight of No. 400 (TH) Sqn by 1998, still there in 2006.

SOS: In Service

146457	Bell	Model 412CF	46457	CH-146	Griffon
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TOS: 18 September 1996 - Taken on strength

Scheduled for delivery to No. 408 (Tac Hel) Sqn at CFB Edmonton, AB on 9 October 1996. Still with this unit on 25 August 2005, when it was damaged during a hot start. Throttle and fuel control misrigging suspected.

SOS: In Service



146458	Bell	Model 412CF	46458	CH-146	Griffon
<p>TOS: 18 September 1996 - Taken on strength</p> <p>Scheduled for delivery to No. 2 Wing at CFB Borden, ON on 21 October 1996. With No. 408 Sqn at CFB Edmonton, AB by 1998, still there in April 2006.</p> <p>SOS: In Service</p>					
146459	Bell	Model 412CF	46459	CH-146	Griffon
<p>TOS: 30 September 1996 - Taken on strength</p> <p>Scheduled for delivery to No. 408 (Tac Hel) Sqn at CFB Edmonton, AB on 30 October 1996.</p> <p>SOS: In Service</p>					
146460	Bell	Model 412CF	46460	CH-146	Griffon
<p>TOS: 29 October 1996 - Taken on strength</p> <p>Scheduled for delivery to 1 Wing at CFB Kingston, ON on 8 November 1996. At CFB Borden, ON with Air Reserve Flight of No. 400 (Tac Hel) Sqn in 2006. Transferred to 427 SOAS for SOF support and painted in overall blue with tone-down markings. With 427 SOAS in 2020.</p> <p>SOS: In Service</p>					
146461	Bell	Model 412CF	46461	CH-146	Griffon
<p>TOS: 23 October 1996 - Taken on strength</p> <p>Scheduled for delivery to No. 2 Wing at CFB Borden, ON on 19 November 1996. With No. 408 (Tac Hel) Sqn at CFB Edmonton, AB in 1998. Transferred to 427 SOAS for SOF support and painted in overall blue with tone-down markings. With 427 SOAS in 2020.</p> <p>SOS: In Service</p>					
146462	Bell	Model 412CF	46462	CH-146	Griffon
<p>TOS: 19 November 1996 - Taken on strength</p> <p>Scheduled for delivery to No. 2 Wing at CFB Borden, ON on 28 November 1996. With No. 408 (Tac Hel) Sqn at CFB Edmonton, AB in 1998.</p> <p>SOS: In Service</p>					
146463	Bell	Model 412CF	46463	CH-146	Griffon
<p>TOS: 26 November 1996 - Taken on strength</p> <p>Scheduled for delivery to 1 Wing at CFB Kingston, ON on 6 December 1996, for use at CFB Borden, ON.</p> <p>SOS: In Service</p>					
146464	Bell	Model 412CF	46464	CH-146	Griffon
<p>TOS: 27 January 1997 - Taken on strength</p> <p>Scheduled for delivery to No. 408 (Tac Hel) Sqn at CFB Edmonton, AB on 16 December 1996. Still with this unit in April 2006. This a/c was deployed with 427 Sqn in 2002 as part of NATO's Stabilization Force in Bosnia-Herzegovina. The a/c wore prominent "SFOR" markings.</p> <p>SOS: In Service</p>					



146465	Bell	Model 412CF	46465	CH-146	Griffon
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TOS: 27 January 1997 - Taken on strength

Scheduled for delivery to No. 408 (Tac Hel) Sqn at CFB Edmonton, AB on 9 January 1997. Still with this unit in 2003. Operated at CFB Wainwright for Exercise Resolute Warrior, in April of that year. Still with this unit April 2006.

SOS: In Service

146466	Bell	Model 412CF	46466	CH-146	Griffon
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TOS: 27 January 1997 - Taken on strength

Scheduled for delivery to No. 408 (Tac Hel) Sqn at CFB Edmonton, AB on 21 January 1997. This a/c was deployed to Northern Iraq in 2016 as part of Op IMPACT. This a/c was deployed to Mali for UN support operations during Op PRESENCE in 2018.

SOS: In Service

146467	Bell	Model 412CF	46467	CH-146	Griffon
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TOS: 27 January 1997 - Taken on strength

Scheduled for delivery to No. 408 (Tac Hel) Sqn at CFB Edmonton, AB on 28 January 1997. Operated by 430e Escadron Tactique d'Hélicoptères at CFB Valcartier, QC in the Balkans as part of UN mandated SFOR in 1999/2000. At Thedford Mines Airport, QC supporting Army exercise when it experienced an uncommanded engine acceleration during a cold-soaked start on morning of 10 February 2005, resulting in Cat "C" damage. Main rotor reached 125 % speed before engine was secured. The a/c was subsequently trucked out of Thedford.

SOS: In Service

146468	Bell	Model 412CF	46468	CH-146	Griffon
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TOS: 18 July 1997 - Taken on strength

Scheduled for delivery to No. 408 (Tac Hel) Sqn at CFB Edmonton, AB on 6 February 1997. Also reported as scheduled for delivery to No. 427 (Tac Hel) Sqn at CFB Petawawa, ON. At CFB Borden, ON with Air Reserve Flight of No. 400 (TH) Sqn in 2006.

SOS: In Service

146469	Bell	Model 412CF	46469	CH-146	Griffon
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TOS: 27 January 1997 - Taken on strength

Scheduled for delivery to No. 408 (Tac Hel) Sqn at CFB Edmonton, AB on 17 February 1997. Still with this unit in April 2006.

SOS: In Service

146470	Bell	Model 412CF	46470	CH-146	Griffon
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TOS: 20 February 1997 - Taken on strength

Scheduled for delivery to No. 408 (Tac Hel) Sqn at CFB Edmonton, AB on 26 February 1997. In Balkans with KRWAU (Kosovo Rotary Wing Aviation Unit), based at Donja Koretica, near Glogovac, some 15 miles (24km) to the west of Pristina, in 2000. In flight engine failure over Pristina, 19 May 2000. Successful run on landing at base, without further damage.

SOS: In Service

146471	Bell	Model 412CF	46471	CH-146	Griffon
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TOS: 27 February 1997 - Taken on strength

Scheduled for delivery to No. 408 (Tac Hel) Sqn at CFB Edmonton, AB on 7 March 1997. With No. 403 (HOT) Sqn at CFB Gagetown, NB in 1998.



SOS: In Service

146472	Bell	Model 412CF	46472	CH-146	Griffon
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TOS: 19 March 1997 - Taken on strength

Scheduled for delivery to No. 408 (Tac Hel) Sqn at CFB Edmonton, AB on 18 March 1997. With 430e Escadron Tactique d'Hélicoptères at CFB Valcartier, QC in 1998. This a/c was deployed with 427 Sqn in 2002 as part of NATO's Stabilization Force in Bosnia-Herzegovina. The a/c wore prominent "SFOR" markings. This a/c was deployed to Mali for UN support operations during Op PRESENCE in 2018.

SOS: In Service

146473	Bell	Model 412CF	46473	CH-146	Griffon
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TOS: 11 March 1997 - Taken on strength

Scheduled for delivery to No. 403 (HOT) Sqn at CFB Gagetown, NB on 27 March 1997. With 430e Escadron Tactique d'Hélicoptères at CFB Valcartier, QC in 1998.

SOS: In Service

146474	Bell	Model 412CF	46474	CH-146	Griffon
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TOS: 17 March 1997 - Taken on strength

Scheduled for delivery to No. 403 (HOT) Sqn at CFB Gagetown, NB on 8 April 1997. With 430e Escadron Tactique d'Hélicoptères at CFB Valcartier, QC in 1998. With No. 438 (Tac Hel) Sqn at CFB St. Hubert, QC in 2006. Back to 403 Sqn, dates unknown. In 2009, in honour of the 75th anniversary of 403 Sqn, this a/c received a special paint scheme with anniversary markings.

SOS: In Service

146475	Bell	Model 412CF	46475	CH-146	Griffon
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TOS: 20 March 1997 - Taken on strength

Scheduled for delivery to No. 403 (HOT) Sqn at CFB Gagetown, NB on 17 April 1997. Later with No. 444 (CS) Sqn at CFB Goose Bay, NF, in yellow and red SAR colours. Rescued survivors of crash of #146420 on 18 July 2002. Cat B damage, and 3 injuries, following hard landing on 17 September 2003, at CFB Goose Bay. Was practicing litter hoisting, pilot suspected tail rotor failure or loss of power, and performed zero forward speed autorotation from a high hover. Investigation report states that non-flying pilot beeped down the rotor speed by accident, thinking he was activating a hoist control switch on the collective. Flying pilot misinterpreted this as loss of engine power, and initiated autorotation. To Allied Wings, on civil register, on 26 January 2007, for use as trainer at No. 3 CFFTS at Southport, MB. Registered as C-FYZQ.

SOS: 26 January 2007 - Transferred to civil register with Allied Wings

146476	Bell	Model 412CF	46476	CH-146	Griffon
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TOS: 31 March 1997 - Taken on strength

Scheduled for delivery to No. 408 (Tac Hel) Sqn at CFB Edmonton, AB on 28 April 1997. Still with this unit in April 2006.

SOS: In Service



146477	Bell	Model 412CF	46477	CH-146	Griffon
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TOS: 28 April 1997 - Taken on strength

Scheduled for delivery to No. 408 (Tac Hel) Sqn at CFB Edmonton, AB on 7 May 1997. With 430e Escadron Tactique d'Hélicoptères at CFB Valcartier, QC in 1998. Later with 417 (CS) Sqn in Cold Lake. On 13 Dec 2018, this a/c sustained Cat "C" damage when a main rotor blade struck a communication tower while flying in the Cold Lake Air Weapons Range (CLAWR) at 4 Wing Cold Lake. The crew of the CH146 146477 was tasked to transport a replacement generator into a repeater antenna site within the 4 Wing Cold Lake training area. The crew disembarked a team of five technicians at the repeater antenna site and then proceeded to pick up the replacement generator at a location approximately 7 miles away. The generator, contained within a netted pallet, was transported to the repeater antenna site via slung load with the use of an approximately 80 foot sling. The generator was temporarily put on the ground so that personnel on the ground could attach two guidelines to help move the load (generator) to its final location. The helicopter then lifted the load with the intention of moving it to the base of the tower. As the helicopter was manoeuvred into position to deliver the load, the main rotor blades made contact with the obstruction lights and support bracket at the top of the 96 foot tower. The crew conducted an expedited emergency landing in the clearing adjacent to the tower. The helicopter's four main rotor blades suffered serious damage. There were no injuries to the crew nor the personnel on the ground. The a/c was subsequently slung out of the range back to Cold Lake for repairs by a CH-147F Chinook #147310 from 450 Sqn.

SOS: In Service

146478	Bell	Model 412CF	46478	CH-146	Griffon
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TOS: 16 December 1997 - Taken on strength

Registered as C-FTEX for production tests, from 8 May to 15 December 1997. Scheduled for delivery to No. 408 (Tac Hel) Sqn at CFB Edmonton, AB on 16 May 1997. Still with this unit in 2004. This a/c was deployed with Task Force Afghanistan in 2009 in gunship configuration. This a/c was deployed to Mali for UN support operations during Operation PRESENCE in 2018.

SOS: In Service

146479	Bell	Model 412CF	46479	CH-146	Griffon
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TOS: 12 June 1997 - Taken on strength

Scheduled for delivery to No. 408 (Tac Hel) Sqn at CFB Edmonton, AB on 28 May 1997. Still with this unit when it took part in Exercise Resolute Warrior at CFB Wainwright, AB in 2003. At CFB Borden, ON with Air Reserve Flight of No. 400 (TH) Sqn in 2006.

SOS: In Service

146480	Bell	Model 412CF	46480	CH-146	Griffon
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TOS: 26 May 1997 - Taken on strength

Scheduled for delivery to No. 408 (Tac Hel) Sqn at CFB Edmonton, AB on 6 June 1997.

SOS: In Service

146481	Bell	Model 412CF	46481	CH-146	Griffon
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TOS: 26 May 1997 - Taken on strength

Scheduled for delivery to No. 408 (Tac Hel) Sqn at CFB Edmonton, AB on 17 June 1997. At CFB Borden, ON with Air Reserve Flight of No. 400 (Tac Hel) Sqn in 2006.

SOS: In Service



146482	Bell	Model 412CF	46482	CH-146	Griffon
<p>TOS: 12 June 1997 - Taken on strength</p> <p>Scheduled for delivery to No. 408 (Tac Hel) Sqn at CFB Edmonton, AB on 1 July 1997. With No. 427 (Tac Hel) Sqn at CFB Petawawa, ON in 1998. This a/c was deployed to Mali for UN support operations during Operation PRESENCE in 2018.</p> <p>SOS: In Service</p>					
146483	Bell	Model 412CF	46483	CH-146	Griffon
<p>TOS: 19 June 1997 - Taken on strength</p> <p>Scheduled for delivery to No. 427 (Tac Hel) Sqn at CFB Petawawa, ON on 10 July 1997. At CFB Borden, ON with Air Reserve Flight of No. 400 (Tac Hel) Sqn in 2006. By 2019, in use by 427 Sqn for SOF support and painted in overall blue with tone-down markings</p> <p>SOS: In Service</p>					
146484	Bell	Model 412CF	46484	CH-146	Griffon
<p>TOS: 19 June 1997 - Taken on strength</p> <p>Scheduled for delivery to No. 427 (Tac Hel) Sqn at CFB Petawawa, ON on 4 August 1997. Used by 427 Sqn for SOF support and painted in overall blue with tone-down markings</p> <p>SOS: In Service</p>					
146485	Bell	Model 412CF	46485	CH-146	Griffon
<p>TOS: 11 July 1997 - Taken on strength</p> <p>Scheduled for delivery to No. 427 (Tac Hel) Sqn at CFB Petawawa, ON on 13 August 1997.</p> <p>SOS: In Service</p>					
146486	Bell	Model 412CF	46486	CH-146	Griffon
<p>TOS: 19 July 1997 - Taken on strength</p> <p>Scheduled for delivery to No. 427 (Tac Hel) Sqn at CFB Petawawa, ON on 22 August 1997. By 2019, in use by 427 Sqn for SOF support and painted in overall blue with tone-down markings</p> <p>SOS: In Service</p>					
146487	Bell	Model 412CF	46487	CH-146	Griffon
<p>TOS: 6 August 1997 - Taken on strength</p> <p>Scheduled for delivery to No. 427 (Tac Hel) Sqn at CFB Petawawa, ON on 3 September 1997. With No. 408 (Tac Hel) Sqn at CFB Edmonton, AB in 1998.</p> <p>SOS: In Service</p>					
146488	Bell	Model 412CF	46488	CH-146	Griffon
<p>TOS: 19 August 1997 - Taken on strength</p> <p>Scheduled for delivery to No. 427 (Tac Hel) Sqn at CFB Petawawa, ON on 12 September 1997. By 2019, still in use by 427 Sqn for SOF support and painted in overall blue with tone-down markings</p> <p>SOS: In Service</p>					



146489	Bell	Model 412CF	46489	CH-146	Griffon
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TOS: 19 August 197 - Taken on strength

Scheduled for delivery to No. 427 (Tac Hel) Sqn at CFB Petawawa, ON on 23 September 1997. Later with No. 444 (CS) Sqn, CFB Goose Bay, NF. FOD damage on startup on 12 June 2006, forcing shut down of one engine during start sequence.

SOS: In Service

146490	Bell	Model 412CF	46490	CH-146	Griffon
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TOS: 10 September 1997 - Taken on strength

Scheduled for delivery to No. 427 (Tac Hel) Sqn at CFB Petawawa, ON on 2 October 1997. Operated in Bosnia in support of Operation Palladium, c.1996, in SFOR markings.

SOS: In Service

146491	Bell	Model 412CF	46491	CH-146	Griffon
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TOS: 18 September 1997 - Taken on strength

Scheduled for delivery to No. 427 (Tac Hel) Sqn at CFB Petawawa, ON on 14 October 1997. Provided SAR coverage for 2006 Canadian International Air Show, basing out of Pearson Airport. With No. 424 (S&R) Sqn at CFB Trenton at this time. Still based at Trenton in April 2007, when it visited CFB Kingston.

SOS: In Service

146492	Bell	Model 412CF	46492	CH-146	Griffon
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TOS: 22 September 1997 - Taken on strength

Scheduled for delivery to No. 427 (Tac Hel) Sqn at CFB Petawawa, ON on 23 October 1997. With No. 408 (Tac Hel) Sqn, CFB Edmonton, in 2003. Operated at CFB Wainwright for Exercise RESOLUTE WARRIOR, in April of that year. This a/c was deployed to Mali for UN support operations during Operation PRESENCE in 2018.

SOS: In Service

146493	Bell	Model 412CF	46493	CH-146	Griffon
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TOS: 10 October 1997 - Taken on strength

Scheduled for delivery to No. 427 (Tac Hel) Sqn at CFB Petawawa, ON on 3 November 1997. Later in search and rescue markings. Based at CFB Goose Bay, NF with No. 444 Sqn, when it received Cat "C" damage to Number 2 engine during simulated engine failure training on 29 March 2004. Throttle mismanagement lead to engine over temp.

SOS: In Service

146494	Bell	Model 412CF	46494	CH-146	Griffon
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TOS: 16 October 1997 - Taken on strength

Scheduled for delivery to No. 427 (Tac Hel) Sqn at CFB Petawawa, ON on 12 November 1997. With No. 408 (Tac Hel) Sqn at CFB Namao, AB in 1998 and in April 2006.

SOS: In Service

146495	Bell	Model 412CF	46495	CH-146	Griffon
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TOS: 24 October 1997 - Taken on strength

Scheduled for delivery to No. 427 (Tac Hel) Sqn at CFB Petawawa, ON on 21 November 1997. With 430e Escadron Tactique d'Hélicoptères at CFB Valcartier, QC in 1998. Damaged at CFB Valcartier, QC on 12 January 1999, when main rotor contacted trees after white out was encountered during landing on snow covered ground.



SOS: In Service

146496	Bell	Model 412CF	46496	CH-146	Griffon
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TOS: 24 November 1997 - Taken on strength

Scheduled for delivery to No. 427 (Tac Hel) Sqn at CFB Petawawa, ON on 2 December 1997. With No. 408 (Tac Hel) Sqn at CFB Namao, AB in April 2006.

SOS: In Service

146497	Bell	Model 412CF	46497	CH-146	Griffon
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TOS: 18 December 1997 - Taken on strength

Last Griffin accepted by Canadian Forces. Scheduled for delivery to No. 427 (Tac Hel) Sqn at CFB Petawawa, ON on 10 December 1997. AT NAS Oceana air show, September 2005. With No. 408 Sqn at that time. With No. 427 (Tac Hel) Sqn at CFB Petawawa, ON in 2007.

SOS: In Service

146498	Bell	Model 412CF	46498	CH-146	Griffon
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TOS: 16 December 1997 - Taken on strength

Scheduled for delivery to No. 403 (HOT) Sqn at CFB Gagetown, NB on 19 December 1997. With No. 408 (Tac Hel) Sqn at CFB Namao, AB in 1998. This a/c was deployed with 427 Sqn in 2002 as part of NATO's Stabilization Force in Bosnia-Herzegovina. The a/c wore prominent "SFOR" markings. Took part in Titusville, Florida air show, March 2007.

SOS: In Service

146499	Bell	Model 412CF	46499	CH-146	Griffon
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TOS: 17 December 1997 - Taken on strength

Scheduled for delivery to No. 403 (HOT) Sqn at CFB Gagetown, NB on 12 January 1998. With No. 408 (Tac Hel) Sqn at CFB Namao, AB in 1998. At CFB Borden, ON with Air Reserve Flight of No. 400 (TH) Sqn in 2006.

SOS: In Service

COLOUR SCHEMES

Tactical Aviation
Search & Rescue
Special Forces
Training
Aerospace Engineering Test Establishment

(Data above as of September 2020)

ADDITIONAL NOTES

In summary, the CF purchased a total of 100 CH-146 helicopters. Originally intended as a tactical utility helicopter, the design has been adapted to SAR, helicopter gunship and SOF roles. It is referred to in CF technical documentation and files as the "CH-146 Griffon".

Operating Units

The following units are using or have flown CH-146 Griffon helicopters:



- TFA Wing, Afghanistan
- No. 400 (AR) Squadron, Borden, ON
- No. 403 (HOT) Squadron, Gagetown, NB
- No. 408 (Tactical Helicopter) Squadron, Namao, AB
- No. 417 (CS) Squadron, Cold Lake, AB
- No. 427 (Tactical Helicopter / Special Operations Aviation Squadron, Petawawa, ON
- No. 430 Escadron Tactique d'Hélicoptères, Valcartier, QC
- No. 438 (AR) Squadron, St Hubert, QC
- No. 439 (CS) Squadron, Bagtville, QC
- No. 444 (CS) Squadron, Goose Bay, NF
- No. 1 Tactical Aviation Support Sqn, St Hubert, QC
- No. 3 Canadian Forces Flying Training School, Portage, MB
- Aerospace Engineering Test Establishment (AETE), 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 CH-146 Griffon Cat "A" write-offs = 3 (~ 3% of the total fleet)

ABBREVIATIONS

AB	=	Alberta (Canada)
BC	=	British Columbia (Canada)
CF	=	Canadian Forces
CFB	=	Canadian Forces Base
C/N	=	Construction Number
FE	=	Flight Engineer
Flt	=	Flight
ON	=	Ontario (Canada)
OTU	=	Operational Training Unit
RCAF	=	Royal Canadian Air Force
S/N	=	Serial Number
Sqn	=	Squadron
SOS	=	Struck Off Strength
SOAS	=	Special Operations Aviation Support
TFA	=	Task Force Afghanistan
TOS	=	Taken On Strength

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



(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 Report / September 22, 2009 / Project number: CH146425
C Category
- Canadian Forces Flight Safety Investigation Report / July 6, 2009 / Project number: CH146434 -
A Category
- Canadian Forces Flight Safety Investigation Report / December 7, 2006 / Project number: CH146422 -
C Category
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