

msn 265

Airframe History

N93985 • VH-TGE • N94457 • AP-AXP • C-GABJ • N4993X • N304PC • C-FATM • PJ-ATL**C-FATM****Rolled Out:** Oct-1969 **First Flight:** 15-Dec-1969

Registration	Operator • [Owner] • Name or Fleet Number	Activity	Date
• N9398S	de Havilland Canada Inc., Downsview, ON	Rolled Out	Oct-1969
<i>Registration painted incorrectly & subsequently amended</i>			
• N93985	de Havilland Canada Inc., Downsview, ON	Repainted	Oct-1969
• N93985	Air Capital International, Augusta, KS	Delivered	21-Dec-1969
<i>Ferry contractor appointed for delivery flight to Trans Australia Airlines</i>			
<i>Crash landed on Tau Island, American Samoa 05-Jan-1970 (see details below)</i>			
• VH-TGE	Trans Australia Airlines, Melbourne, VIC	Not Delivered	Jan-1970
<i>Wreckage shipped to Australia, and rebuild commenced 1972 by de Havilland Australia (see details below)</i>			
• N94457	Marathon Oil Company, Findlay, OH	Registered	29-Sep-1973
<i>Noted at Nouméa-Magenta 13-Oct-1973, all white c/s, en route to Canada</i>			
• AP-AXP	Marathon Oil Company, Pakistan	Transferred	05-Jul-1974
<i>Noted at Singapore-Seletar 30-Nov-1975, and at Downsview, ON 07-Jun-1977, 15-Jul-1977, 02-Sep-1977, 15-Sep-1977</i>			
• C-GABJ	Air Brazeau, Rouyn, QC	Registered	23-Sep-1977
• N4993X	Bannock Aerospace, Wilmington, DE	Registered	22-Sep-1978
• N4993X	Peabody Coal Company, Flagstaff, AZ	Sold	Sep-1978
• N304PC	Peabody Coal Company, Flagstaff, AZ	Re-registered	Dec-1980
• N304PC	JAS Aircraft Sales & Leasing Inc., Jacksonville, FL	Sold	23-Dec-1997
• C-FATM	The Shoe Store Ltd., Yellowknife, NT	Sold	27-Feb-1998
• C-FATM	Air Tindi, Yellowknife, NT	Leased	01-Mar-1998
• PJ-ATL	Winair-Windward Island Airways International, Saint Maarten	Leased	14-Dec-1999
• C-FATM	Air Tindi, Yellowknife, NT [The Shoe Store Ltd., Yellowknife, NT]	Returned	08-May-2000

Current - Operational**Incidents, Accidents and Additional Details**

05-Jan-1970 While en route from Honolulu, HI to Pago Pago, American Samoa the aircraft encountered stronger than anticipated headwinds, ran out of fuel and made a forced landing on Tau Island, American Samoa – some 65 miles short of its destination. The aircraft was badly damaged, and therefore was not accepted by Trans Australia Airlines, to whom it was being delivered.

The wreckage was moved by barge from Tau Island to Pago Pago on 27-Jan-1970 and subsequently shipped to Sydney-Bankstown for rebuilding by Hawker de Havilland Australia. The airframe was sold to Marathon Oil Company in December 1971; the rebuilding project began in early 1972 and was completed by September 1973.

History File was last changed: 10-Dec-2012

Last Change Quick Reference:

REVISION #1 – ADDITIONAL INFORMATION FROM ARCHIVE FILES, OTTAWA