

msn 2

Airframe History

CF-SJB-X • CF-SJB • N856AC • CF-PAT**C-FPAT****Rolled Out:** 21-May-1965 **First Flight:** 06-Jun-1966

Registration	Operator • [Owner] • Name or Fleet Number	Activity	Date
• CF-SJB-X	de Havilland Canada Inc., Downsview, ON	Rolled Out	21-May-1965
• CF-SJB	de Havilland Canada Inc., Downsview, ON	Re-registered	20-May-1966
• N856AC	Air Commuter Airlines, Cleveland, OH	Leased	16-Dec-1967
• CF-PAT	de Havilland Canada Inc., Downsview, ON	Returned	17-Apr-1968
• CF-PAT	Panarctic Oils, Calgary, AB	Delivered	01-Jun-1968
• CF-PAT	Kenn Borek Air, Calgary, AB	Sold	May-1978
• CF-PAT	Ptarmigan Airways, Yellowknife, NT	Leased	14-Jun-1978
• CF-PAT	Kenn Borek Air, Calgary, AB	Returned	Oct-1978
• CF-PAT	Ptarmigan Airways, Yellowknife, NT	Leased	May-1979
• CF-PAT	Kenn Borek Air, Calgary, AB	Returned	Oct-1979
• CF-PAT	La Ronge Aviation Services, La Ronge, SK	Leased	Mar-1981
• C-FPAT	La Ronge Aviation Services, La Ronge, SK	Re-registered	Dec-1981
• C-FPAT	Kenn Borek Air, Calgary, AB	Returned	Jan-1982
• C-FPAT	Nahanni Air Services, Norman Wells, NT	Leased	Mar-1982
• C-FPAT	Kenn Borek Air, Calgary, AB	Returned	27-May-1982
• C-FPAT	Aklavik Flying Service, Inuvik, NT	Leased	May-1984
• C-FPAT	Kenn Borek Air, Calgary, AB	Returned	25-Jul-1985
• C-FPAT	Harbour Air, Richmond, BC	Leased	05-Apr-1986
• C-FPAT	Kenn Borek Air, Calgary, AB	Returned	-1986
<i>Withdrawn from use at Vancouver for winter 1986-1987</i>			
• C-FPAT	Harbour Air, Richmond, BC	Leased	Apr-1987
• C-FPAT	Kenn Borek Air, Calgary, AB	Returned	25-Sep-1987
• C-FPAT	Sabourin Lake Airways, Cochenour, ON	Leased	08-May-1989
• C-FPAT	Kenn Borek Air, Calgary, AB	Returned	30-Mar-1990
• C-FPAT	Harbour Air, Richmond, BC	Leased	11-Apr-1990
• C-FPAT	Kenn Borek Air, Calgary, AB	Returned	Sep-1990
• C-FPAT	Harbour Air, Richmond, BC	Leased	18-May-1991
• C-FPAT	Kenn Borek Air, Calgary, AB	Returned	Oct-1991
• C-FPAT	Harbour Air, Richmond, BC	Leased	05-Jun-1992
• C-FPAT	Kenn Borek Air, Calgary, AB	Returned	Oct-1992
• C-FPAT	Harbour Air, Richmond, BC	Leased	08-May-1993
• C-FPAT	Kenn Borek Air, Calgary, AB	Returned	Oct-1993
• C-FPAT	Harbour Air, Richmond, BC	Leased	07-May-1994
• C-FPAT	Kenn Borek Air, Calgary, AB	Returned	-1994
• C-FPAT	Harbour Air, Richmond, BC	Leased	14-Apr-1995
• C-FPAT	Kenn Borek Air, Calgary, AB	Returned	14-Sep-1995
• C-FPAT	Harbour Air, Richmond, BC	Leased	29-Apr-1996
• C-FPAT	Kenn Borek Air, Calgary, AB	Returned	05-Sep-1997
<i>Withdrawn from use at Calgary, AB from Sep-1997, registration cancelled 22-Aug-2002</i>			
• C-FPAT	The Aero Space Museum Association of Calgary, AB	Donated	03-Dec-2002
<i>Displayed at the Aero Space Museum at Calgary International Airport, in full Kenn Borek Air colours</i>			

Static Display**Incidents, Accidents and Additional Details**

Incident: Yakoun Lake, British Columbia, 17 June 1997. The float-equipped de Havilland DHC-6 Twin Otter, serial number 2, departed Langara at about 13:50 Pacific daylight time, with 8 passengers and 2 pilots, for a 35-minute visual flight rules (VFR) flight to Alliford Bay, in the Queen Charlotte Islands on the west coast of British Columbia. About 20 minutes after departure, the forward fuel tank low-level caution light illuminated, even though the forward fuel gauge indicated 310 pounds of fuel. The captain consulted the emergency checklist which indicated that this situation could be caused by a blocked ejector pump, slowing transfer of fuel to the collector cell. The captain continued the flight with no further action since he assessed that gravity feed would be sufficient to ensure proper fuel supply to the engine. About five minutes later, the low fuel pressure caution lights came on and the number 2 engine stopped. The forward fuel gauge indicated about 200 pounds. At this time, the aircraft was near Yakoun Lake, and the captain decided to land there to assess the problem. The aircraft landed without further event, but the number 1 engine also stopped as the captain attempted to taxi to the beach area. The fuel tanks were found to be empty. Another Twin Otter was dispatched to Yakoun Lake by the company to deliver an aircraft maintenance engineer (AME) and two drums of fuel to the downed aircraft and to carry the passengers to their destination. The aircraft was refuelled from the drums and the engines were restarted. The aircraft was later ferried back to Alliford Bay without further incident.

History File was last changed: 14-May-2012

Last Change Quick Reference: Original