

**INDIVIDUAL HISTORY**

**NORTH AMERICAN HARVARD IIB FE905/329/ LN-BNM**  
**MUSEUM ACCESSION NUMBER 85/AF/1356**

- 1943 Built by Noorduyn Aviation Co, Montreal, Canada to USAAF contract as 42-12392, C/N 14-639. Part of a batch of 733 lend-lease aircraft, RAF serials FE267- FE999 delivered 1942-3, specifically 233 aircraft, FE767-FE999, USAAF 42-12254/12486., against Lend –Lease contract BSC Requisition 147.
- 23 Mar43 Taken on charge by RCAF as FE905. (Batch FE902-951 delivered Mar.43)  
Initially flew with No. 41 Service Flying Training School, Weyburn, Saskatchewan from Apr 43- (an RAF unit administered by the RCAF which disbanded at Weyburn 10 Mar 1944).
- Oct/Nov 43 Flying with No.37 FTS at Calgary, Alberta; individual code ‘25’.  
  
DoRIS hold the microfilmed logbooks (X001-2362/024) of Squadron Leader T A Jackson who flew with 37 SFTS 9<sup>th</sup> Oct 43 - Jan 44 including 11.10 hours on FE905.His first flight in ‘905’ was a 1.10 hour flight on 21 October 1943, with a 30 minute flight to Airdrie and then back to Calgary on 28 October and a 1.10 hour flight to Welvaert on 1<sup>st</sup> November, two flights totalling 5 ½ hours on 11 November and a 1.50 hour flight on 16 November 1943.
- Jun 44 Serving with No 8 SFTS, Weyburn.Overall yellow, black serials. Photo-CAHS Journal Vol.9 No 2 1971. No 8 SFTS flew Harvards from Weyburn from 22 Jan to Jun 1944, and disbanded at the end of that month, due to the large reserve of trained aircrew now available.
- 27 Nov 46 Struck off flying charge and placed in store-total flying hours only 74.45.
- Sep 49 Sold by US Govt to Danish Air Force, through Babb Co Inc for 30,000 Kronen.
- Sep 49 Delivered to Skandinavisk Aero Industry, Kastrup, Denmark for overhaul.
- 11 Sep 50 Officially handed over to RDAF as 31-329. Served with Eskadrille 725 and also the Harvard Flight of Eskadrille 722 from c.1954 when it flew as a target aircraft over Sjaellands Odde firing range. Photo DAN MIL No 4 1974 p.237.

- 23 Jun 56 Former Esk 722 became 'Station Flight Vaerlose' with 329 on its strength.  
Photo of 329 in 1959 at Vaerlose - DAN MIL No.2 1973 p.143; Also Royal Air Force Flying Review Jan.62 p.38.
- 31 Aug 60 Struck off Danish charge as "329"(serial carried in white on rear fuselage). Total flying hours then 1,903.45.  
Sold to Snorre S Kjetilson, Fjellfly, Skien, Norway. Used for target towing and possibly aerial advertising. Operated alongside fellow ex RCAF Harvard FS917/LN-BNN.
- 05 Dec 60 Norwegian CoA issued.
- 05 Jan 61 Formally registered to Fjellfly as LN-BNM (Temporarily registered from 26 Aug 1960).
- 13 Sep 68 Last flight- 1hour 40 minutes. Total flying hours 3934.00. Airframe logbooks DoRIS ref. DB248.
- 31 Dec 68 CoA expired. (As did that of fellow Fjellfly Harvard LN-BNN). Latterly stored at Telemark and Gardermoen, Norway.
- May 72 Sold to newly established Historic Aircraft Museum, Southend, Essex. Arrived via Felixstowe Docks c.12 May 1972.Museum opened, with the Harvard displayed outside still in Norwegian overall yellow colours, 26 May 1972. Photos- Control Column Aug 72 p.125; Air Pictorial Jul 72 p.267; Wrecks and Relics – The Album p.23.
- 29 Jan 73 Registration cancelled.  
Later painted overall silver to represent standard USAF LT-6G "93584" coded LTA-584. Colour photo-Air Extra No.16 p.19.  
Also later carried yellow colour scheme as TA-392. Photos - Control Column Jun 82 p.92; Lost Aviation Collections of Britain (Ellis) p.202.
- 10 May 83 Contents of Southend Historic Aircraft Museum auctioned by Philips; Harvard, then still marked as TA-392, sold for £6000 to Paul Raymond for his Whitehall Theatre of War Project, but not used there.
- Jul 83 To Crucifix Lane Railway Arches, London Bridge for proposed London War Museum by this date-The London War Museum had opened, minus aircraft, in March 1983 and was taken over by Paul Raymond later that year. The aircraft were stored there but did not go on display.
- Mar 85 With the closure of Paul Raymond's London War Museum and Whitehall Theatre of War, the Harvard was purchased by the RAFM. It was latterly stored in a barn at Ringwood Farm, Shepreth, Herts.

- Mar 85      Delivered to RAFM RC&RC at RAF Cardington, Beds. Condition fair but corroded in engine bay.  
Photo as delivered to Cardington- Aeroplane Monthly Aug 85 p.395; As assembled at Cardington-Flypast May 85 p.2; The Flying M February 1989 p.6.
- Restored at Cardington using replacement mainplane centre section seized in Shipment by HM Customs. This item was ex RCAF and little used, the original centre section having suffered corrosion in the wheel well area.
- Photos under restoration- Flypast Jan.89 p.5; Aeroplane Monthly Nov 93 p.72; Aviation News23 Dec 88-5 Jan 89 p.751.
- 19 May 91    Delivered on loan from Cardington to Newark Air Museum along with Oxford MP425. Photo being unloaded at Newark- Flypast Jul.91 p.34.
- May 94      Returned off loan to RC & RC Cardington.
- 05 Oct 94    To RAFM Hendon from Cardington with Oxford MP425. Displayed in main aircraft hall. Photos as displayed; Wingspan International July/August 2001 p.52-53.

**TEXT; ANDREW SIMPSON**

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