

**B-111** Built for US Navy as **JRF-5**, BuAer serial **84816**. Acc and del 10Jan45; CGAS Brooklyn Jan45; CGAS Salem Feb45 until at least Jly46 when formally transferred to the US Coast Guard and SOC by the US Navy 31Jly46. Adopted the new designation **JRF-5G** circa 1950, with serial **4816**; CGAS San Francisco by Aug50 until at least Feb51; interim US Coast Guard history unknown but ex CGAS St Petersburg to storage at AR & SC Elizabeth City 08Sep54 (TFH:2,927hrs). CF-UDD allotted to Lund Aviation (Canada) Ltd, Montreal, PQ 20Apr56 with authority to ferry Elizabeth City, NJ to Montreal, PQ. Authority to ferry Montreal – St Johns, PQ 15Aug56 for wing spar repair. Authority to ferry St Johns to Rochester, NY and Rochester to Montreal, PQ 13Sep56. US CofA for export E-27345. CofR(P) 17056 and CofA 4988 for **G-21A**, **CF-UDD**, to JC Udd, Brockville, ON 18Sep56. CofA renewed at TFH:3,127hrs, valid until 18Sep58; at TFH:4,212hrs, valid until 16Mar64. BoS Estate of JC Udd to Archiepiscopale Catholique Romaine de Saint Boniface for \$35,500. CofR(P) 28979 to La Corporation Archiepiscopale Catholique Romaine de Saint Boniface, MB 27May63. Cancelled from CCAR as sold in Peru 18Jun63. To **OB-AEX-702** for Vicaritarario Aspostolico de San José del Amazonas, Iquitos, Peru 16Aug63. Rereg'd **OB-V-702**, Apr64. Peruvian CofA issued 23Mar66. Peruvian regn cancelled 22Oct66. CF-VIA allotted to La Corporation Archiepiscopale Catholique Romaine de Saint Boniface (CACRSB), MB 21Oct66 and authority to ferry Iquitos, Peru to Winnipeg, MB same date. BoS 17Jan67 CACRSB to Antilles Air Boats Inc for \$45,000, but CofR(P) 39647 for **CF-VIA** and CofA 12122 issued belatedly to CACRSB 23Jan67 at TFH:5,872hrs. Cancelled from CCAR 03Mar67 to **N7777V**, Antilles Air Boats (AAB), Christiansted, US Virgin Islands, with CofR 21Mar67. Accident circa 1020hrs on 02Sep78: crashed into sea off St Thomas, US Virgin Islands after left engine failed, while operating Flight 941 from St Croix to St Thomas. Charles F Blair, AAB President and founder, and 3 pax were killed. Seven others survived. The captain's decision not to attempt an open sea emergency landing and fly instead in ground effect, coupled with the fact that the aircraft could not sustain single-engined flight due to drag induced by the loss of the left engine cowling and the improperly maintained right propeller, were determined as the probable causes. NTSB allegedly found evidence of forged maintenance logs and that aircraft had flown 22:05hrs beyond scheduled inspection time. The aircraft broke up on impact and sank in 85ft of water. Listed by FAA Oct10, as revoked.