



French Navy Serial N ° Marine	Serial Number Serial No.	Delivery Date Delivery Date	Withdrawal date Date of Withdrawal	Status Status	Remarks Notes	Version Version	Last Unit Last Unit	Picture Picture
8	8	1945	1952	Scrapped Reformed	Ex torpédoier A-17? To confirm. 26.4.45 Assignment of the Air Force. Delivery planned in February 1945 but carried out on 1.6.45 26.4.45 Control flight 2.00 [CC Rousselot, Chief of the SRC] 30.5.45 Convoied by the SRC from Orly to Hyères, according to the General Staff. [But the flight book of CC Rousselot gives Le Bourget Le Luc, 2.30!] 31.5.45 Transfer of the SRC to the SE SE (also called SEAN) 8.45. Various flights certified. 28.8.45 Le Luc Le Bourget, 2.0. Return to Luke 31.8.45, 2.15. Start 9.45: Various flights certified. 11.9.45 Hydraulic failure at 15 ° landing. Other source: accident at takeoff 10 (or 11) 9.45. Returned to SAMAN (Naval Aeronautical Equipment Supply Service) 2.10.45 Following the accident at Luke, decision to transport back to Paris. The fuselage of the aircraft is sent back to the AAB in Paris. Departure by the road on 21.10.45. 10.S-5, confirmed training number for the fourth quarter of 1946 (Activity Report 10.S) March to December 1947: 10.S-8, international radio call sign F-YCJC. Resumption of the squadron number of the aircraft No. 62 crashed in 1946, coinciding with the serial number of the aircraft! 10.S-8 1948 to March 1950 (Reports of Activities 10.S) 1948 (second semester). Composite experiment with planing torpedo L.50. At a date still undetermined, is equipped with poles for measurement or aiming in the axis of the windshield. Adopted after RG a two-color livery, the top of the camera being painted light (yellow?). The bottom blue night or black? 1950. Is in detailed visit to the CN (Workshops of Shipbuilding) of Mourillon, port of Toulon. End of work (abnormally long) scheduled for July 1950. 9.50 Still has not returned from Mourillon! 10.S-8 12.50 [Activity Report 10.S] In development of engines. January to June 1951 10.S-8 [Report on Activities 10.S] Assignment to Arsenal envisaged. No confirmation. 9.1.52 Decision to transfer to the DTIA for the CEV (in addition to Jumo 211 engines) Received autumn 1945. (October or November) - 17.11.45 SRC Luke 20.12.45 Arrival (recent?) Of the aircraft to the Test Section. 12.45 Driven by Maulandi. 10.S-6, 12.45 (Activity Report 10.S) 30.3.46 A Jumo 211 engine assigned as an instruction bench to the 10.S. [1024 SC Aero / M] January and February 1946 Various flights (Maulandi, in particular). 17.1.46: Calibration test flight 10.S -6, IVth quarter of 1946, and March to December of 1947. (Reports of 10.S-6 International Radio Calling Code F-YCJA 10.S -6 10.48 to 12.50 (Activity Reports 10.S) 1950. Very fatigued aircraft, especially flight controls and electrical circuits. Not available at the end of 1950, 10.S-6 still attested from January to June 1951. But being convicted in mid-1951. 25.1.46 Moved from SAMAN (Reserve Wheel) to Squadron 10.S 10.S-7, 2.46 to 12.46 - Miscellaneous Flights and Activity Report 10.S. 3.46 10.S ratio 3.46 on electrical circuit mounting errors. March to December 1947 10.S-7 international radio call sign F-YCJB 1948 (second semester). Experimentation of the model of the planing torpedo L.50 10.S-7 10.48 to 12.50 (Activity reports 10.S) 1950. Very tired apparatus, in particular electric circuits. Not available late 1950. 10.S-7 still attested from January to June 1951. Assignment to Arsenal envisaged. No confirmations. 21.2.46 Muted from SAMAN (Reserve Wheel) to 10.S. 1946: 10.S-8 (Report of Activities 10.S. 4.46, still present in the fourth quarter of 1946) 13.9.46 (Date to be confirmed ?) Uneven, forced landing in vineyards. Not Repaired Sentenced on 13.9.1946 [Decision 1150 / SEC] 4.4.46 SRC control flight at Corneilles [Captain de Corvette Rousselot, SRC leader] 4th quarter 1946: 10.S-9 (Report of activities 10.S) March to December 1947 10.S-9 radio call sign International F-YCJD 10.S -9 10.48 to 12.49 (Activity Reports 10.S). 12.48 Not Available (Posted in a 4.49 Report!) End 1949, is destined to become a ground test bench for the Jumo 211 stored since 1945. Its possible re-flight is unlikely, but is not excluded. 1st quarter 1950: is pending conviction. Transported to Saint Raphael to become a test stand for Jumo 211. 15.2.50 Sealed lot: intended to be cannibalized [Reference 296 / SEC] and sentenced. Transformed into a test bench. Still appears in March 1950 as 10.S-9 in the 10.S activity report. 22.7.1950 Convicted [Decision 616 / SEC] No longer listed in the squadron's inventory in early 1951.	A-17	10.S	No picture available No picture available
51	51	1945	1951	Scrapped Reformed		?	10.S	No picture available No picture available
58	58	1946	1951	Scrapped Reformed		?	10.S	No picture available No picture available
62	62	1946	1946	Crashed Destroyed		?	10.S	No picture available No picture available
76	76	1946	1951	Scrapped Reformed		?	10.S	No picture available No picture available

sources - acknowledgments :
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