By Bill Upton
Canada Aviation and Space Museum Research Volunteer
Introduction

In the late 1940s and 1950s, it was found that comparable advances in military training aircraft were not matching the advances made in tactical aircraft. In order to maintain the quality of training, each successive advance in operational performance necessitated the addition of a new aircraft type to the training fleet. An excessive amount of training course time was being spent transitioning from one aircraft type to another, thereby lengthening the time of the course. Syllabus duplication coupled with the burden of maintenance, spares, additional personnel, and overhaul facilities for two or more aircraft types proved both unwieldy and costly. It was thought that one type of aircraft was required to simplify the pilot training programme with the performance and flexibility to meet all of the training requirements, one that was simple enough for the ab initio stage, and sophisticated enough for the advanced stage. Benefits would include shortening the syllabus duration, reduce the training costs, lessen the number of aircraft required, and cutback on the number of flight instructors and skilled personnel required.

Encouraged by unofficial contacts with Royal Canadian Air Force (RCAF) personnel, preliminary studies of tandem and side-by-side seating all through basic jet trainer designs, to introduce student pilots to elementary jet flying up to Wings standard, were formally started at Canadair in 1955 and submitted to RCAF headquarters. Canadair Limited, a Canadian subsidiary of the US based General Dynamics Corporation, chose to develop the single cockpit side-by-side design primarily for the job of replacing the venerable North American Harvard Mk 2 and Mk 4 variants. In addition, it would encroach upon the training function of the Canadair T-33AN Silver Star in the, then current, RCAF training scheme. There was actually no official RCAF interest initially in such a Canadian made concept, so the first aircraft to be designed and built entirely by Canadair Ltd. in Montreal, then, the largest airframe manufacturing concern in Canada, began life as a private venture. It was assigned the formal Canadair Model number CL-41. Total production amounted to ground fatigue test specimens, two CL-41 company prototypes, 190 CL-41A / CT-114 examples built for the RCAF named Tutor, and 20 CL-41G-5 aircraft for the Royal Malaysian Air Force, called Tebuan.

This is the basic chronological history of the Canadair designed CL-41A/CT-114 Tutor two-seat, side-by-side jet trainers built originally for the RCAF, now in the Canada Aviation and Space Museum (CASM) as artifacts and exhibits, bearing the Canadian military serial numbers: 114108, is displayed on static exhibit in 431 Air Demonstration (AD) Squadron, Snowbird 10, markings, 114155, is displayed suspended from the Main Entrance ceiling in historic Snowbird 5 markings, 114055, is used in the Museum as a cockpit teaching aid.

Additionally, a complete service history of these particular aircraft is also provided.

For the sole, comprehensive history of the design, development, production, and service of the CL-41 series of aircraft see the author’s accompanying history from 2013 entitled, “Canadair Tutor – Emeritus” “The Design and Development of Canadair’s Jet Trainer”.

Cover Photo Caption:
At the prestigious position of Snowbird 1, CT-114 Tutor 114108 leads the flock, with Tutor 114055 at the position of Snowbird 2 during a media flight over downtown Ottawa in 1988. (CF Photo via CAvM Collection)
Canadair Limited
Aircraft c/n 1108, RCAF registration No. 26108, subsequent registration 114108
Manufactured: 1 June 1965
First flight date: 3 June 1965

2 FTS/AFS, RCAF
Taken on charge: 8 June 1965
Delivery date: 30 June 1965 (following RCAF acceptance flight)
B Cat damages on 6 October 1966, CFB Moose Jaw
At Canadair Limited from 4 November 1966 to 23 October 1967
To long term storage at AMDU Mountain View as A712 from 25 October 1967 to July 1969
Returned to CFB Moose Jaw, 22 July 1969
C Cat damages on 19 November 1969, CFB Winnipeg

2 CFTSD/CFS, CAF
To CFB Camp Borden as an instructional ground training airframe, 6 January 1970
To AMDU Mountain View on 8 July 1977
To CFB Moose Jaw, 24 January 1978
To 402 CFTSD at Northwest Industries Limited, 30 January 1978
To CFB Moose Jaw, 4 April 1978
To CFS at CFB Winnipeg, 10 August 1981
Transferred to 204 CFTSD at Canadair Ltd., for prototype avionics update programme, 15 August 1985
Returned to CFB Moose Jaw, 31 July 1986
To Northwest Industries Limited for conversion to Snowbirds standard, 20 January 1987

Abbreviations

AFS - Advance Flying School
CAT - damage severity category (i.e: “A” Cat; “B” Cat; “C” Cat)
“A” Cat - crash, serious, too damaged for repair, written off
“B” Cat - crash, serious, requires extensive repair
“C” Cat - crash, minor, local repair only
“D” Cat - crash (accident), very minor damage

CFB - Canadian Forces Base
CFTSD - Canadian Forces Technical Services Department
CFFTS - Canadian Forces Flying Training School (from 1970)
CFS - Central Flying School
c/n - construction number
FTS - Flying Training School
The Canada Aviation and Space Museum's Tutors

**Tutor 114108, Snowbird 10**

Canadair Limited CL-41A, c/n 1108, was completed on 1 June 1965, then flown for the first time from the Canadair facilities at Cartierville Airport, near Montreal on 3 June 1965. The RCAF took it on strength as a CL-41A with the assigned serial number 26108 on 8 June 1965, with 4.1 test flight hours on the airframe. Formal delivery of the aircraft to the RCAF’s 2 FTS / AFS at Moose Jaw, Saskatchewan, was held on 30 June 1965, following completion of the Canadair and RCAF acceptance test flights.

On 1 October 1966, the rear fuselage of aircraft 26108 was swapped with that from 26011, however, the aircraft retains the basic registration from the forward fuselage. The rear fuselage, serial 1011, had seen use previously on aircraft 26011 from 1964 - 1966. For ease of maintenance duties the swapping of an aft fuselage assembly from one Tutor to another was designed in from the outset and is a common practice when the situation warrants. It was first performed on the original two CL-41 prototypes in 1959, and this procedure continues to this day with the Snowbird fleet in order to average out the fatigue on the empennage.

Damages, classified as “B” Cat, were suffered by 26108 on 6 October 1966 at CFB Moose Jaw, when the pilot was forced to land the aircraft in a stubble field with the nose gear down and locked, and the main gear down, but not yet locked, following engine problems. Canadair effected airframe repairs and the aircraft was released back to the Aerospace Maintenance Development Unit (AMDU) at Trenton on 23 October 1967.

Then, on 19 November 1969, “C” Cat damages were suffered by this aircraft, still with 2 FTS, when the right hand main landing gear failed to extend due to ice jamming the uplock mechanism during a landing attempt at Winnipeg Airport following a ferry flight from CFB Uplands. The pilot elected to perform a two-legged landing on the runway when the aircraft’s fuel state became critical. The landing was well carried out, however damages were incurred as the aircraft left the runway when the right wingtip touched the ground causing the aircraft to swerve off the runway.

![The night recovery of CAF 2 FTS Tutor serial number 26108 following the “C” Cat landing gear failure at Winnipeg Airport. Note the damaged right hand wing’s aileron and trim tab assembly. (RCAF Photo WG69-2206 via CAvM Collection)](image)
The aircraft was shipped via a CAF Lockheed CC-130 Hercules transport from Winnipeg to the AMDU at Trenton for repairs, then for subsequent road transportation to CFB Camp Borden for ground instructional training use. It was put on the Instructional Register in December 1969, and was assigned the instructional serial number A712 until it was withdrawn from instructional use in August 1976.

Following the Canadian Armed Forces unification in 1968, a reorganization of the aircraft designations and registration numbering system was made, with the Tutor’s first three now matching the aircraft designation. Thus CT-114 Tutor serial 26108, eventually acquired the serial 114108.

CT-114 Avionics Upgrade Programme

By the mid-1980s, the Tutor fleet had been in service with the Canadian military for some twenty years. Due to aging avionics systems that could no longer be supported, along with a need for additional electronics equipment, a prototype avionics update programme was instituted to prepare the aircraft type for the estimated next twenty years of service.

On 15 August 1985, Canadair received Tutor 114108 from the 2 CFFTS as the prototype for an updated avionics system for future use by the aircraft assigned to the Snowbirds and the training role aircraft of the CAF. The principal update incorporated the custom-fitted installation of a VHF communications system, which was a requirement for commercial aircraft flying into civil airports. Until this time, only the lead Snowbird aircraft had a temporary VHF installation, and it would relay airport tower information to the others in the team on UHF, a most inefficient arrangement.

A permanent VHF transceiver (AN/ARC-511), a new UHF kit, dual channel intercomm, and two new solid state inverters were also added to this aircraft under the prototype contract. On the aft canopy fairing, a Chelton 16-21B VHF blade antenna was mounted, which visually distinguished the Snowbirds and CAF fleet aircraft that had undergone the avionics modifications.
The space freed by the smaller, more modern equipment in the nose avionics bay was reorganized so that additional baggage space was made available, and aircraft ballast that had been removed upon entering service, was reinstalled in the aircraft. Following the implementation of the avionics upgrade, Tutor ‘108 was returned to fleet service at CFB Moose Jaw on 31 July 1986.

**Snowbirds Conversion**

Following the 1986 North American air show season, Tutor ‘108 was selected from the training fleet as a candidate for the world-renowned Snowbirds team, in part due to the avionics upgrade programme implemented upon it.

Conversion of Tutor 114108 to the Snowbirds configuration was performed by Northwest Industries Limited in Edmonton from January to May 1987. By this time, a total of 3683.9 flight hours had been accumulated on the airframe.

431 Air Demonstration (AD) Squadron took formal delivery of this aircraft on 1 June 1987, assigned it to the lead position, and it was immediately put to the task the famed formation flyers were known for. Tutor aircraft 114108 remained in continuous Snowbird service for the next twelve years, being rotated through many formation positions within the team.

On 10 December 1998, during a routine Snowbirds formation training session, Tutor 114108, in the position of Snowbird 6, suffered a mid-air collision with Snowbird 2 (Tutor 114156). Aircraft 114108 continued flying and was recovered to base safely. Aircraft 114156 crashed and some of the wreckage was sent to Ottawa for investigation. Meanwhile, the 15 Air Maintenance Squadron (AMS), at Moose Jaw, performed the necessary repairs to the damaged left-hand outer wing of ‘108, and the aircraft was returned to the team on 20 January 1999.
15 Wing, 431 Air Demonstration (AD) Squadron Snowbirds
Aircraft 114108 was converted to the Snowbirds configuration by NWI, from January to May 1987. Below is a compilation of the Snowbirds positions that had been assigned to Canadair CT-114 Tutor 114108 during the years 1987 to 1999.

<table>
<thead>
<tr>
<th>Position</th>
<th>Year</th>
<th>Pilot</th>
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<tbody>
<tr>
<td>Snowbird 1</td>
<td>1987</td>
<td>Major Dave Wilson / Maj. Dennis Beselt</td>
</tr>
<tr>
<td>Snowbird 1</td>
<td>1988</td>
<td>Major Dennis Beselt</td>
</tr>
<tr>
<td>Snowbird 8</td>
<td>1989</td>
<td>Captain Les Racicot</td>
</tr>
<tr>
<td>Snowbird 4</td>
<td>1990</td>
<td>Captain Vince Jandrisch</td>
</tr>
<tr>
<td>Snowbird 4</td>
<td>1991</td>
<td>Captain Marc Robert</td>
</tr>
<tr>
<td>Snowbird 4</td>
<td>1992</td>
<td>Captain Glen Kerr</td>
</tr>
<tr>
<td>Snowbird 3</td>
<td>1993</td>
<td>Captain André Lortie</td>
</tr>
<tr>
<td>Snowbird 2</td>
<td>1993</td>
<td>Captain Rob Martin</td>
</tr>
<tr>
<td>Snowbird 2</td>
<td>1994</td>
<td>Captain Mario Hamel</td>
</tr>
<tr>
<td>Snowbird 6</td>
<td>1994</td>
<td>Captain Chris Granley</td>
</tr>
<tr>
<td>Snowbird 5</td>
<td>1994</td>
<td>Captain Derek Mosher</td>
</tr>
<tr>
<td>Snowbird 9</td>
<td>1994</td>
<td>Captain Norm Dequier</td>
</tr>
<tr>
<td>Snowbird 6</td>
<td>1995</td>
<td>Captain Ian Searle</td>
</tr>
</tbody>
</table>
Snowbird 6 1996 Captain Ian Searle

Snowbird 6 at Trenton, 22 June 1996. (Bill Upton Photo)

Snowbird 8 1996 Captain Steve Dion
Snowbird 11 1997 Captain Richard Walsh
Snowbird 6 1997 Captain Scott Shrubsole
Snowbird 11 1998 Captain Richard Walsh
Snowbird 6 1998 Captain Scott Shrubsole

Snowbird 6 1999 Captain Craig Brown
Snowbird 10 1999 Captain Emmanuel Belanger

Snowbird 10 at Trenton, 12 June 1999. (Bill Upton Photo)

Snowbird 10 1999
To the National Aviation Museum, Ottawa, 7 December 1999

Snowbird 10 displayed at the Museum. (Bill Upton Photo)
Museum’s Tutor 114108

Last flown as Snowbird 10 by 431 Air Demonstration (AD) Squadron on 10 November 1999, Tutor 114108, with a total of 6853.1 flight hours on the airframe, and complete with J85-CAN-40 engine s/n 8097, was delivered via ground transport to the National Aviation Museum, Ottawa, on 7 December 1999. It was reassembled by 2001 and placed in the Museum as a permanent static display exhibit.

Canadair Tutor 114108, still in its final markings as Snowbird 10, arrived at the Museum by flatbed truck... then is seen undergoing final assembly in the Museum’s Bldg. 193 hangar. (CAvM Photos)

Seen in June 2004, Snowbird 10 is ready to enter the newly revamped display area of the CAvM. The restored and highly polished RAF Hawker Hind waits its turn in the background. (Bill Upton Photo)

Tutor 114108, still in its Snowbird 10 markings, is seen on static public display in the CAvM in 2006. (Bill Upton Photos)
Canadair Limited
Aircraft c/n 1155, RCAF registration No. 26155, subsequent registration 114155
First flight date: January 1966
Taken on Strength: 27 January 1966
Delivery date to the RCAF: 22 February 1966

Following formal delivery to the RCAF, Tutor 26155 was placed in flyable storage with the 6RD at Mountain View, Ontario. In April 1966, a decision was confirmed that a new precision formation aerobatic team was to be formed to celebrate Canada’s Centennial year, and the Canadair Tutor was selected to be the mount of the new team. By the fall of 1966, all of the aircraft destined for the new team had been selected and Tutor 114155 was one of those lucky few, being assigned to RCAF pilot S/L B.K. Doyle.

Going vertical into the Wedge formation, closest to the camera at the right is Golden Centennaires’ TUTOR 155, known by the team callsign “GOLD 6” positioned at the outer right wing position. Truly, this was the best paint scheme to ever grace a Tutor aircraft.
Topmost, TUTOR 155, and Golden Centennaires teammates are seen going downhill in the Double Delta Loop formation.

Canadair’s Bob Dallabona produced this popular painting of Canada’s major aerobatic teams in 1987. TUTOR 155 is prominent at the lower left. The original print hangs on a wall in the hallowed headquarters of 431 AD Squadron Snowbirds.
Tutor 114155 also served for 5 years as Snowbird 5 with the famed team as listed below:

1972   Pilot Captain Chester Glendenning (pre-Snowbirds, 2 CFFTS Formation Demonstration Team)
1973   Pilot Lieutenant Bob Wade
1974   Pilot Captain Bob Wade
1975   Pilot Captain Carl Stef
1976   Pilot Captain Paul Beaulieu

The 1973 edition of the Snowbirds retained the early white paint scheme and first incorporated the new Snowbirds crest emblazoned on their tails. Tutor 114155 was Snowbird 5, seen lowermost in this photo. (Courtesy André Dorion)

Tutor ‘155, piloted by Captain Carl Stef, is positioned as Snowbird 5 at center of this 9-plane line abreast formation in 1975.
In March 1980, Tutor 114155, assigned to the AETE at Cold Lake, Alberta, was flown to Canadair for a series of empennage flight load survey tests. These tests were to investigate and address concerns about fatigue damage accumulation and loads impinged on the tails of aircraft in the Snowbirds role. At left it is seen in Canadair’s Experimental Department’s test fixture and at right, ready to leave the Canadair facilities following the completion of the tests.

The Canadair CT-114 Tutor, serial number 114155, seen as Snowbird 5 on the Canada 17-cent stamp issued in November 1981, flies inverted over a landscape scene from an original painting by accomplished aviation artist Mr. Robert Bradford. At the time, Mr. Bradford was the Acting Director of the National Museum of Science and Technology. This special issue postage stamp was one of a commemorative (1979-1982) series of 16 depicting significant Canadian aircraft. (Bill Upton Collection)

Following its short tenures with the 2 CFFTS demonstration team, the Snowbirds and then the AETE, Tutor 114155 was again reported as assigned to 2 CFFTS, “The Big 2 - Best In The West”, this time as a “working” trainer, at CFB Moose Jaw, Saskatchewan in April 1986. The squadron was reported to still have ‘155 in service with the unit during April 1991, February 1995 and in July 1998. Flying on a ferry flight from Moose Jaw on 25 May 1999, Tutor 114155 in 2 CFFTS markings, with a total of 9297.5 hours on the airframe, arrived at the Aerospace and Telecommunications Engineering Support Squadron (ATESS) storage facility at Mountain View, Ontario. By February 2000, it was decommissioned and placed in long-term storage within the No. 2 Hangar of the ATESS.

Tutor 114155 was in the standard colours and markings of 2 CFFTS with “The Big 2” badge on the tail in 2010 when it was delivered by truck to L-3 Communications MAS (Canada) at Mirabel Airport, Quebec. Once there, and under the direction of Marc Leblanc, it was destined towards preparation as a dramatic display piece for the main entrance of the newly renamed Canada Aviation and Space Museum.

Originally slated for its highly anticipated public display debut in December 2010, however due to schedule slippage with the finishing construction of the Museum’s entirely new public entrance and lobby area, the date for delivery and installation was pushed back to January 2011. Finally, in the early morning hours of 28 January 2011, a small convoy of flatbed trucks from Mirabel loaded with Tutor 114155 in two major sections, accompanied by L-3 MAS Communications personnel and all necessary assembly, hoisting, and mounting equipment arrived at the Museum for a monumental task. Upon arrival at the CASM, the aircraft’s wings were readily mated to the fuselage assembly and the floor positioning of the inverted aircraft were all completed by 11:00. Electric hoists and steel cable rigging to the building’s major interior support structure high above was completed soon thereafter. The gradual hoisting up and final securing in position of the aircraft was pretty well completed by 14:00 that afternoon. The “pilot” of Snowbird 5 was a fully decked out dummy with the appropriate Snowbirds red flight suit ensemble and had been previously inserted and secured to the left-hand seat in the cockpit.
Early in the hoisting process of Tutor 114155 on 28 January 2011, steel cables are seen being routed and secured from reinforced ceiling structural members while the aircraft rests inverted atop its special transport trailer. (Bill Upton Photos)

Canadair Tutor 114155 is dramatically seen suspended from the ceiling of the Museum’s main entrance in October 2011, somewhat emulating the scenario depicted in the 1981 Canada 17-cent stamp. “Pilot Capt Carl Stef” is stenciled in script along the left side canopy rail honoring his stint with the team in 1975. (Bill Upton Photo)
Canadair Limited
Aircraft c/n 1055, RCAF registration No. 26055, subsequent registration 114055
First flight date: 1964
Taken on Strength: 22 October 1964
Delivery date to the RCAF: 25 November 1964

Tutor 26055 was first assigned to the Flying Instructors School (FIS) at RCAF Station Portage la Prairie, Manitoba in November 1964. On 8 January 1971, it received the new format serial number 114055. Later, it was assigned to the 2 CFFTS at CFB Moose Jaw, Saskatchewan for typical pilot training duties.

Following that training tour of duty and then an extended period of storage, it was recruited for the prestigious role as a Snowbirds aircraft, becoming one of the longest serving aircraft in the flight demonstration team’s lengthy history.

Rotating through many team formation positions, the following lists Tutor 114055’s long tenure with the Snowbirds team from 1977 to 1990:

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<thead>
<tr>
<th>Position</th>
<th>Year</th>
<th>Pilot</th>
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<tr>
<td>Snowbird 4</td>
<td>1977</td>
<td>Captain Jim Sorfleet</td>
</tr>
<tr>
<td>Snowbird (spare)</td>
<td>1978</td>
<td></td>
</tr>
<tr>
<td>Snowbird (spare)</td>
<td>1979</td>
<td></td>
</tr>
<tr>
<td>Snowbird (spare)</td>
<td>1980</td>
<td></td>
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</tbody>
</table>
Snowbird 9  1980  Captain Dan Dempsey
Snowbird 9  1981  Captain Dan Dempsey

Tutor 114055, as Snowbird 9 with pilot Captain Dan Dempsey at the helm, pulls up at the tail end of the Snowbirds flock as they taxi and turn out for a performance at the London International Air Show, Ontario in June 1981. (Bill Upton Photo)

Snowbird 11  1982  Major Wally Peters

As Snowbird 11, seen landing on the long runway at CFB Bagotville, Quebec in June 1982. (Bill Upton Photo)

Snowbird 5  1983  Captain Holmes Patton
Snowbird 5  1984  Captain Holmes Patton
Snowbird 5  1985  Captain Gino Tessier

As Snowbird 5, taxiing back after another stellar performance at Mirabel International Airport, Quebec in May 1985. (Bill Upton Photo)
One month after its season ending public appearance at the St. Hubert, Quebec airshow, and the prestigious grand finale show of their 20th season in front of dignitaries and former Snowbirds' team members at CFB Moose Jaw, Tutor 114055 was officially retired with a relatively low 7,257.4 hours on the airframe. This aircraft was then allocated to the Canadian Forces School of Aerospace Technology and Engineering (CFSATE) at CFB Borden, Ontario. By 24 January 1995, it was inducted into the Aerospace Maintenance Development Unit (AMDU) located at CFB Trenton, Ontario, arriving at the nearby Canadian Forces Detachment (CFD) Mountain View storage facilities on 19 July 1995. Following the addition of some protective shielding to help preserve potential useable components from the sun and other elements, the aircraft was placed in long-term outside storage on the “flight line” tarmac and was classified for cannibalization. At some point following its retirement from the Snowbirds, it had been painted and marked in the last official paint and markings scheme (with the “Canada” wordmark) of the Canadian Forces aircraft, although the rudder still displayed the older Central Flying School (CFS) and Instrument Check Pilot School (ICP) badges.
In 2005, the Canada Aviation Museum (CAvM) was planning on an interactive, floor-based teaching exhibit for visitors to view and get a hands-on experience with. The Canadair Tutor, being a world recognizable aircraft due to its trainer and famed aerial demonstration roles with the RCAF, the Golden Centennaires and for more than 34 years with the Snowbirds, was deemed a most worthy example for a static demonstration vehicle. Fortuitously, Tutor '055, the particular aircraft chosen from the many still available (others were allocated as spares for the Snowbirds fleet) in storage at Mountain View, had been an active participant in two of those three roles during its long service life. The forward fuselage was the only part required for this endeavor and it was soon trucked to the Museum to prepare it for its next task. The cockpit interior was refurbished with Tutor seats (inactive) and belts from other aircraft. A complete instrument panel array is protected from damage and potential gadget pillagers by a sheet of clear plexiglass. There are some movable components for those who wish to emulate flying the aircraft. Those include the landing gear handle, both of the throttle quadrants, the cross-coupled dual control stick grips and both sets of rudder pedals. The canopy was removed to provide easy access to the interior. After re-installing various access panels, a complete paint job and polishing helped to spruce up the exterior.

Adults and kids of all ages now enjoy learning about the aircraft and how it functioned in its training and Snowbirds roles. However, most pretend that they are flying a Tutor and wonder how this aircraft has been flown by the Snowbirds for so long – basically a testament to the longevity being due to the magnificent engineering efforts by the Canadair Limited design staff in the early 1960s.
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### Unpublished Documents

- DND Inventory Cards for *Tutor* aircraft 26108 / 114108
- ATESS Storage Records for *Tutor* aircraft – dated 2002

## Acknowledgements and Thanks

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Photos provided courtesy Canadair Limited, via the author’s collection, unless otherwise indicated.