

Bonus Scheme : Red Knight 1968-69 (s/n 26154)

Starting in 1958, a Central Flying School T-33 in overall day-glo red, dubbed the Red Knight, performed a solo flying display. In 1962, it became a two-plane coordinated display. Originally scheduled to disband in 1967 as the Golden Centennaires took centre stage, the popular Red Knight program continued. Before the start of the '68 season, one of the T-33s was involved in a fatal crash and the decision was made to continue with the ex-Golden Centennaire Tutors instead. Red Knight Tutors only performed for two years, and disbanded at the end of the 1969 season following another fatal crash..Aircraft assigned were 26153 and 26154; the former later flew with the Snowbirds.

Red Knight Tutors were overall vermillion, a bright red with a slightly orange tint, not day-glo like some of the earlier T-33s. There was a white cheatline the length of the aircraft, with the words CANADIAN ARMED FORCES on the port side and FORCES ARMEES CANADIENNES on the starboard, in red letters, and no wing markings. The Red Knight crest was located below the windscreen. The tail bore an inclined flag on a white background, with the serial numbers in white below. All flying surfaces had a natural metal strip on the leading edge.

Ref: The Red Knight by John Corrigan. Airforce, Winter 98-99

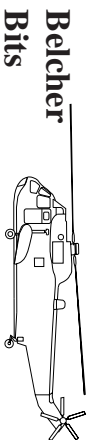
Belcher Bits Decal BD16: CT114 Tutor 1/48

The CT114 Tutor of the Canadian Armed Forces is arguably the best known aircraft type in Canada through its association with the demonstration team, the Snowbirds. It was also the backbone of the Canadian Forces pilot training program from the early 60's until 2000.

Originally conceived as a private venture, the Canadair CL-41 first flew in January 1960. At that time, the Royal Canadian Air Force (RCAF) was ready to change to an all-jet training syllabus and that year chose the Tutor over other contemporaries such as the Jet Provost and T-37. The first CT114 Tutor was accepted for RCAF service in October 1963. The RCAF intended to replace both Chipmunks and Harvards with Tutors, but the washout rate for pilots was too high. By 1967, piston engine primary trainers were back in service, but the Tutor continued on as a basic trainer. Typically, prospective CF pilots racked up nearly 200 hours of jet training on Tutors at No.2 Canadian Forces Flying Training School (2CFFTS) at CFB Moose Jaw prior to transitioning to fast jets, multi-engine or rotary wing aircraft.

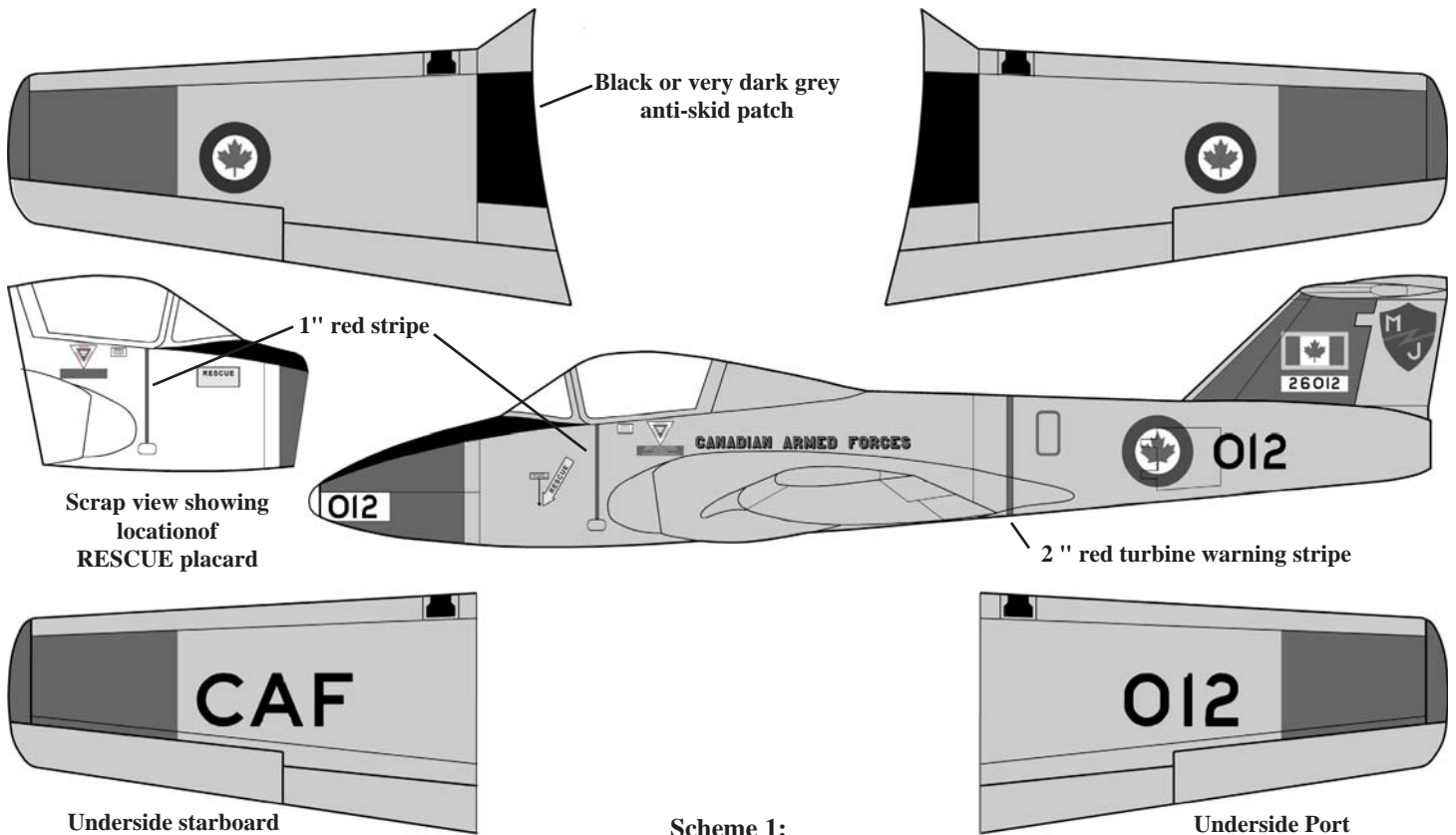
Manoeuvrability and ease of control made the machine a natural for aerobatics and demonstration flights. To help celebrate the Canadian centennial in 1967, the Canadian Forces formed a formation flying team with six Tutors to travel across the country. The Golden Centennaires were disbanded in 1968.

In 1970, the CO of CFB Moose Jaw (the ex-team leader of the Centennaires) decided to use white painted ex-GC Tutors as the basis for a new air demonstration team. The colour gave birth to the name Snowbirds and this team was eventually formalized as 431 Air Demonstration Squadron. The Snowbirds have performed for special occasions and in airshows across the country since 1972 and their precision team aerobatics have demonstrated the flying abilities of the CT114 Tutor and the skills of the CF pilots to the public. While pilot training for the CAF is now handled using BAe Hawks, the CT114 Tutor remains in use for the Snowbirds as of 2005.



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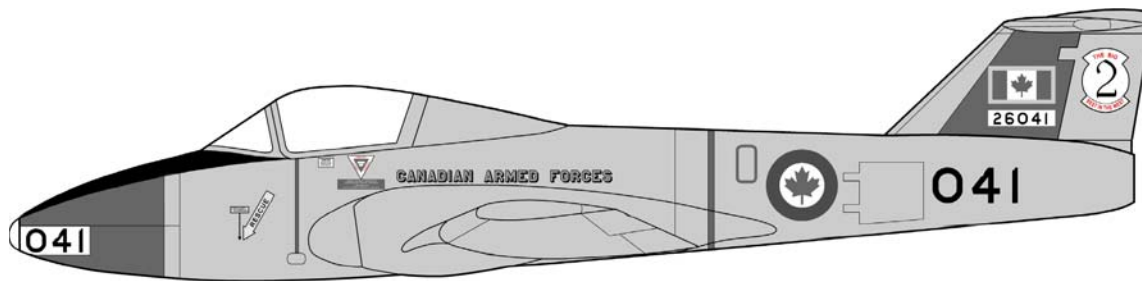
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**Scheme 1:
No.1 FTS ca. 1970 (s/n 26012)**

Overall natural metal, with red (FS11350) nose and tail patch, horizontal stabilizer (with natural metal leading edge) and wingtips. Nose numbers were 8" on a white background. Aft fuselage codes were 12", with a 24" roundel. A 10" x 20" flag was carried on the tail, with a 1" natural metal border. Wing top surfaces sported 24" roundels, while the wing undersurfaces carried 'CAF' (stbd) and '012' (port) in 18" letters. In 1968, the Army, Navy and Air Force were amalgamated into the Canadian Armed Forces. Note the red and black shadow lettering CANADIAN ARMED FORCES on the port side (the starboard side had this in French, FORCES ARMEES CANADIENNES). This scheme represents an aircraft of No.1 FTS immediately after transferring to CFB Moose Jaw in 1970. Shortly afterwards, the aircraft were absorbed into 2 CFFTS.

Ref: IPMS Canada RT Vol.19 No.6, p130.

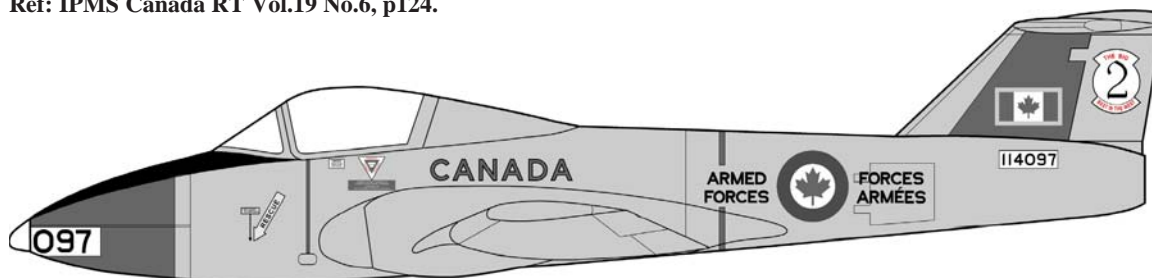


**Scheme 2: 2CFFTS
ca. 1970 (s/n 26041)**

In 1969, instructions were issued to modify the Tutor markings slightly. Since the legend 'RCAF' (originally forward of the roundel) was gone from the fuselage, it was possible to move the roundel forward and aircraft code aft, off the fuselage. This drawing illustrates an aircraft of 2CFFTS (also located at CFB Moose Jaw) circa 1970.

speed brake. About this time as well, the size of the red patch on the vertical stabilizer was reduced, its leading edge now falling on the spar line.

Ref: IPMS Canada RT Vol.19 No.6, p124.

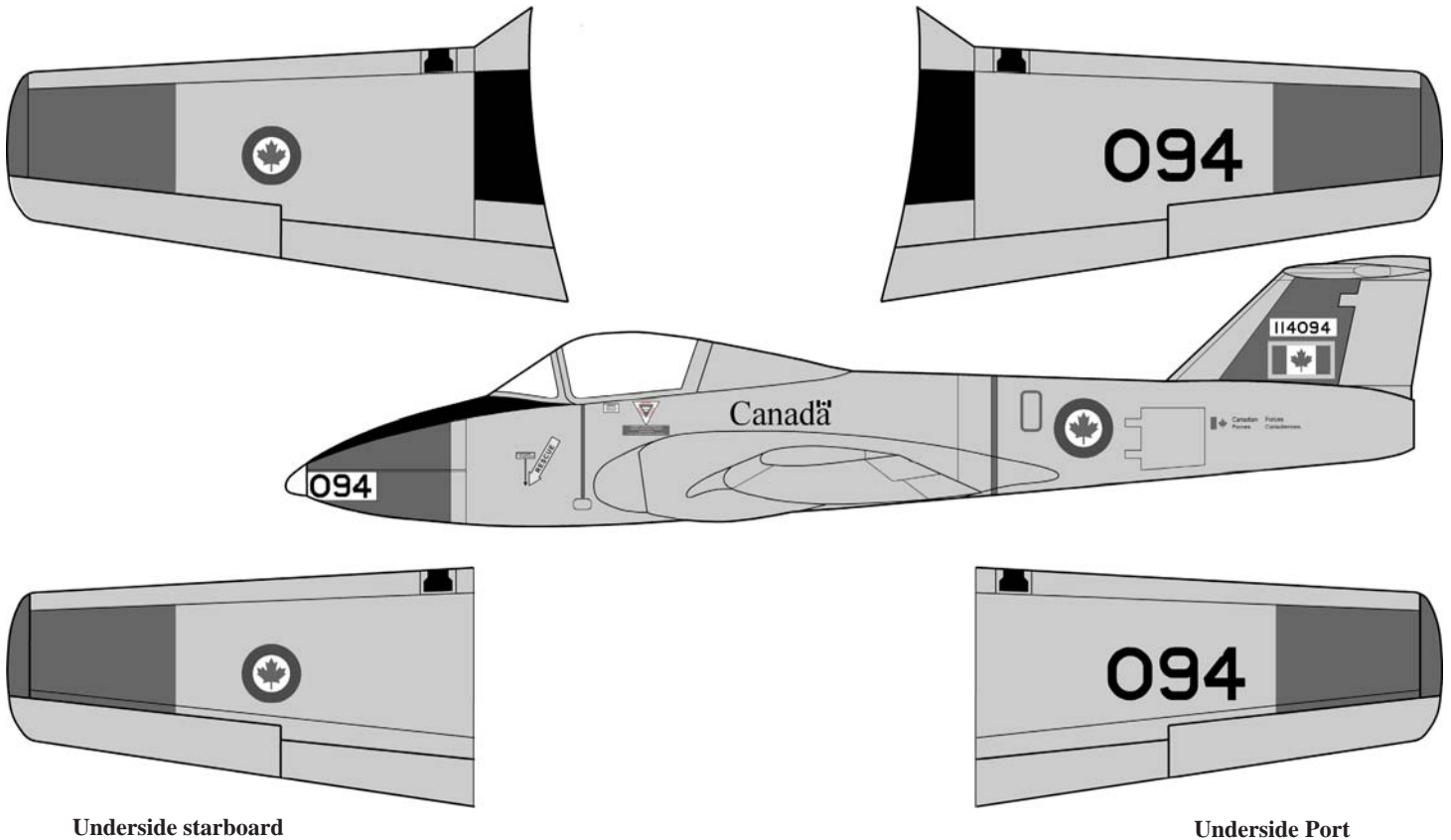


**Scheme 3: 2CFFTS ca.
1973 (s/n 114097)**

In 1972, a new system for assigning serial numbers came into effect. The first three numbers were the aircraft type number (in this case CT114) followed by a second set of three representing the individual aircraft serial number. Old style s/n 26097 became

114097. Some time after developing the shadow lettering for CAF / FAC, Canada was made aware that IATA regulations forbid an aircraft from being marked differently on port and starboard sides. The solution was to come up with a new marking scheme with the 'roundel ident'; a roundel flanked by ARMED FORCES / FORCES ARMEES in black, and the word CANADA in black outlined red replacing the old shadow lettering. This scheme came into effect some time around 1972.

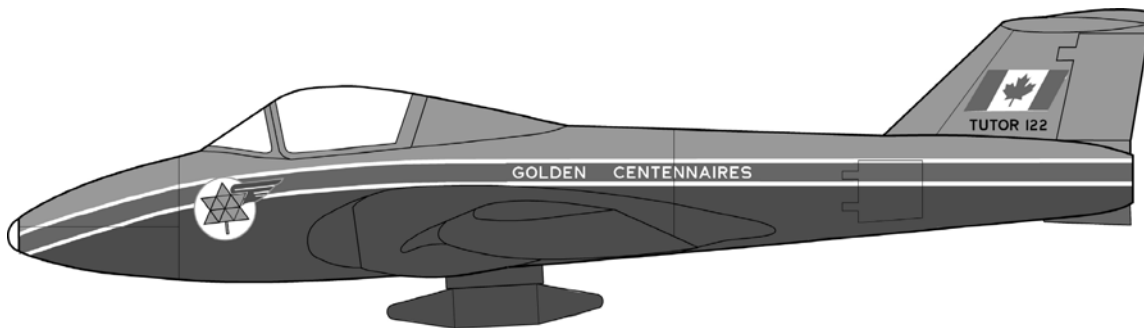
Ref: IPMS Canada RT Vol.19 No.6, p124.



Scheme 4: 2CFFTS ca. 1990 (s/n 114094)

In the 1986, Canadian military vehicles of all sorts were subject to a program designed to harmonize Federal Government markings across all departments, known officially as the Federal Identity Program. FIP markings are unofficially referred to as Postal Truck markings after the first major user of the decidedly non-military markings. The red and black CANADA has been replaced by the Canada 'wordmark' (The word Canada with the little flag over the last 'a'). The words ARMED FORCES / FORCE ARMEES flanking the roundel are also gone, replaced with the Departmental 'signature' (The half flag followed by Canadian Forces / Forces Canadiennes). All roundels have been reduced in diameter to 20". The serial number moves above the flag on the tail. On the top surfaces of the wing, the starboard roundel has been replaced by the last three of the serial number in 18" letters. Under the wing, a roundel replaces CAF. As a final note, the overall natural metal finish has been replaced by painted aluminum.

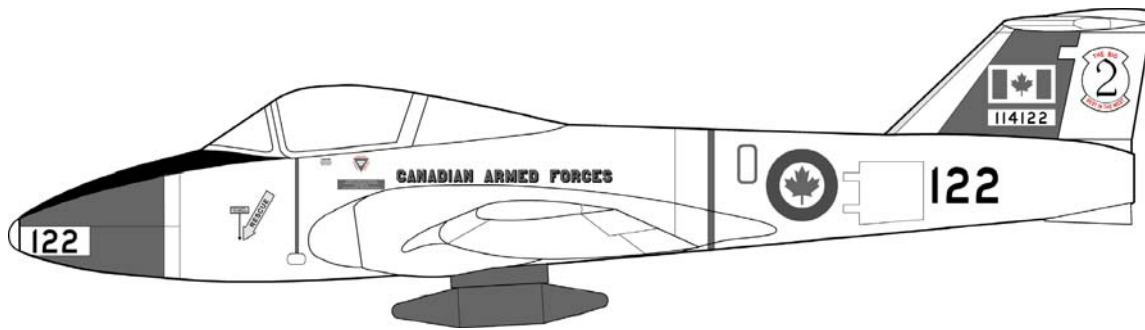
Ref: Canada's Air Force Today p.117



Scheme 5: Golden Centennaires 1967 (s/n 26122)

To help celebrate the Canadian centennial in 1967, the Canadian Forces formed a formation flying team to travel across the country. The name indicates the link with the famous Golden Hawk team which had disbanded some time earlier. Serial numbers of aircraft assigned to the team were 114122, '147, '151-5, '175-6, '179-183, '185 and '189; most later flew with the Snowbirds. GC Tutors were metallic gold over dark blue (similar to Insignia Blue), with a white / red / white cheatline bearing the team name. Just ahead of the cockpit was the team logo, a winged centennial leaf. A stylized Canadian flag on the tail with TUTOR followed by the last three of the s/n completed the markings. Wing top surfaces were gold, under surfaces blue. There were no wing markings at all. The Golden Centennaires were disbanded in 1968 but the aircraft and the pilots who flew them formed the basis for their famous replacement, the Snowbirds.

Ref: Snowbirds 1971-1990



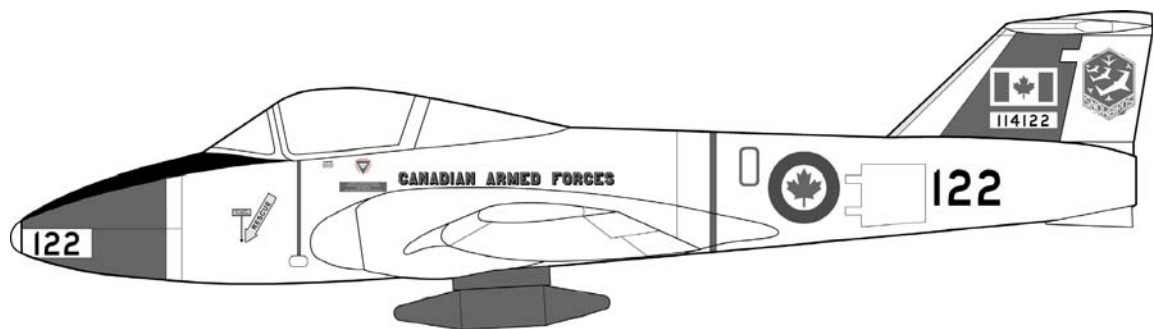
Scheme 6: 2CFFTS Formation Team 1971 (Example s/n: 114122)

Normal finish for Tutors was natural metal. However, the paint used for the Golden Centennaires aircraft apparently etched the surface, and so those aircraft were repainted overall white. In 1970, the CO of CFB Moose Jaw (the ex-team leader of the Centennaires) decided on his own initiative to use these white Tutors as the basis for a new air demonstration team. Except for the white paint vs. natural metal, the markings are identical with other Tutors of that era (Scheme 2).

Ref: Snowbirds 1971-1990

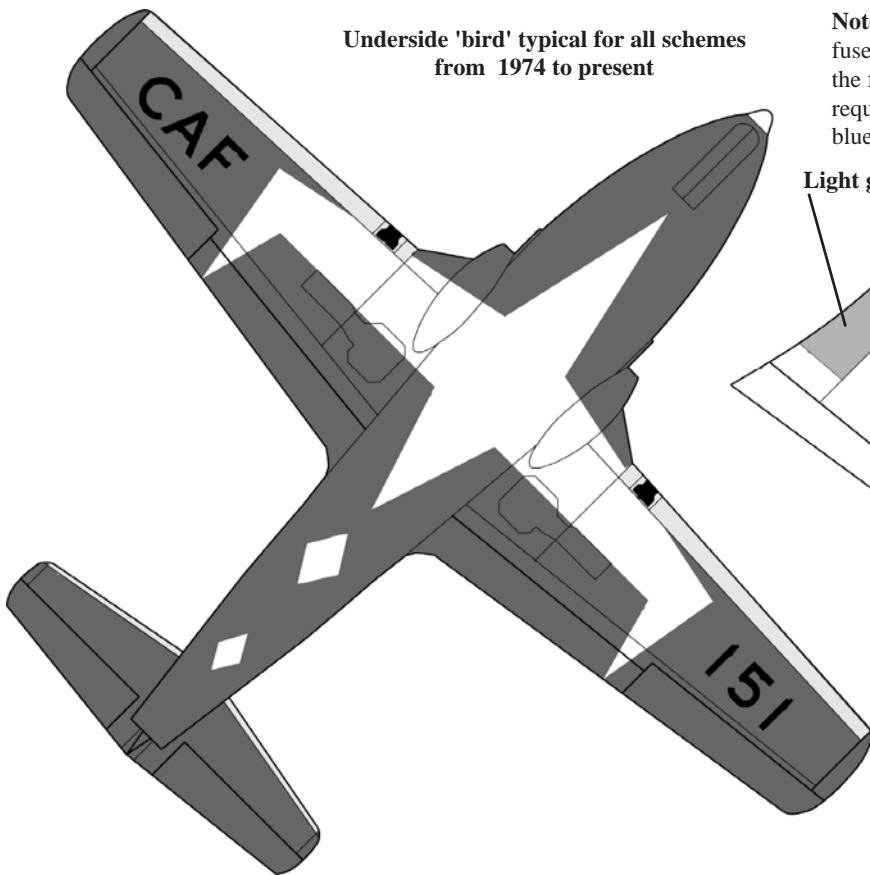
431 Squadron (SNOWBIRDS); Tail Number vs. Serial Number (114xxx) by year

No.\Yr	Scheme 7		Scheme 8				Scheme 9								Scheme 10				Scheme 11				Scheme 12				
	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98
1	175	175	151	151	153	178	178	178	178	049	178	036	036	036	036	108	108	055	100	011	011	078	188	188	188	188	078
2	147	153	147	147	147	036	036	036	036	036	030	030	098	030	043	177	055	098	055	080	094	108	100	012	080	012	156
3	122	152	152	152	152	177	177	114	114	114	114	098	114	114	114	114	098	037	037	052	041	075	075	080	174	080	035
4	153	179	181	181	181	055	055	043	043	177	177	177	177	190	177	055	115	046	108	108	108	079	076	076	078	076	142
5	155	155	155	155	155	163	163	163	163	163	163	055	055	055	190	110	052	023	080	100	100	052	108	049	164	049	188
6	181	180	180	189	180	030	030	049	030	030	049	049	049	177	055	043	036	052	115	046	080	164	180	108	012	108	108
7	179	151	175	175	175	043	110	110	105	105	105	043	043	105	110	098	041	115	052	115	075	100	164	011	099	099?	174
8	183	147	153	153	151	118	118	030	049	178	036	163	030	049	049	036	037	108	164	075	052	094	094	156	108	156	099
9	180	122	122	122	122	114	105	177	110	055	043	190	190	098	098	041	023	080	046	094	115	011	078	078	035	078	145
10						164	114	105	177	043	105	110	164	110	129	164	100	049	023	084	023	041	049	164	100	041	108
11			083	003	083	129	164	129	129	129	055	129	110	129	041	190	049	100	049	164	084	076	011	041	166		041



Scheme 7: Snowbirds Formation Demonstration Team 1972-73 (Example s/n: 114122)

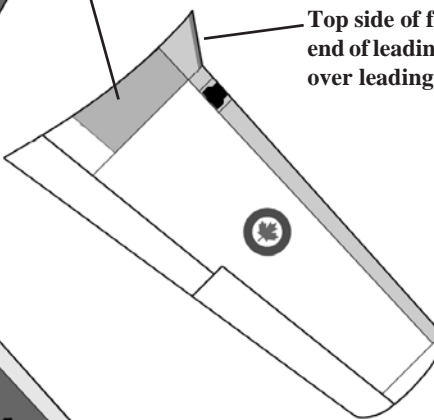
Identical to the previous scheme except that the 2CFFTS crest on the rudder (The Big Red 2) was replaced with the logo for the Snowbirds. **Ref: Snowbirds 1971-1990**



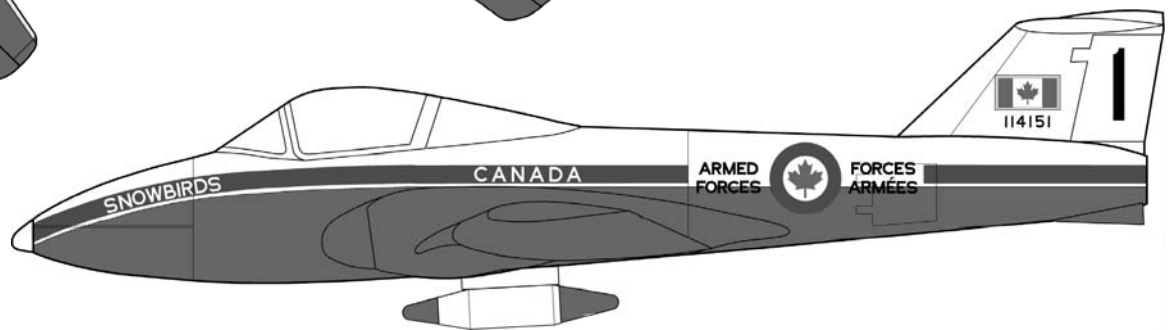
Underside 'bird' typical for all schemes from 1974 to present

Note: Paint the model white then mask and paint the lower fuselage red. First place the AF/FA roundel where shown, then the forward cheatline starting at the nose. If any trimming is required, trim the cheatline at its after end. Use the short solid blue cheatline aft of the roundel.

Light grey anti-skid patch

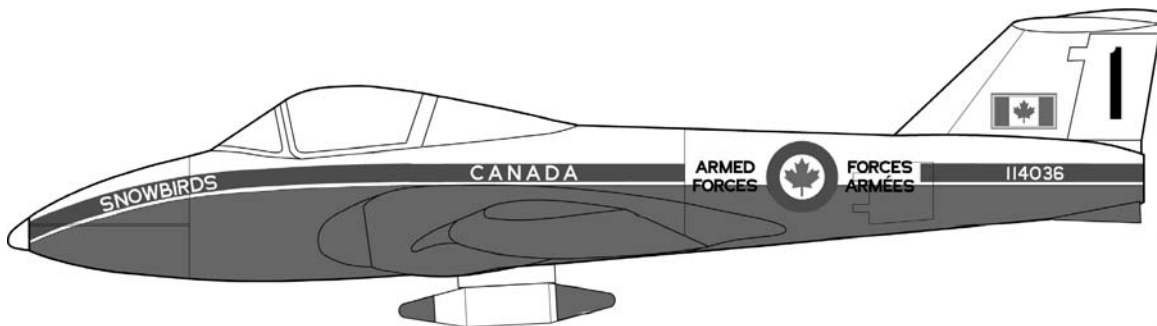


Top side of fillet is natural metal back to end of leading edge. Underside red comes over leading edge in area of fillet only.



Scheme 8: Snowbirds 1974-77 (Example s/n 114151)

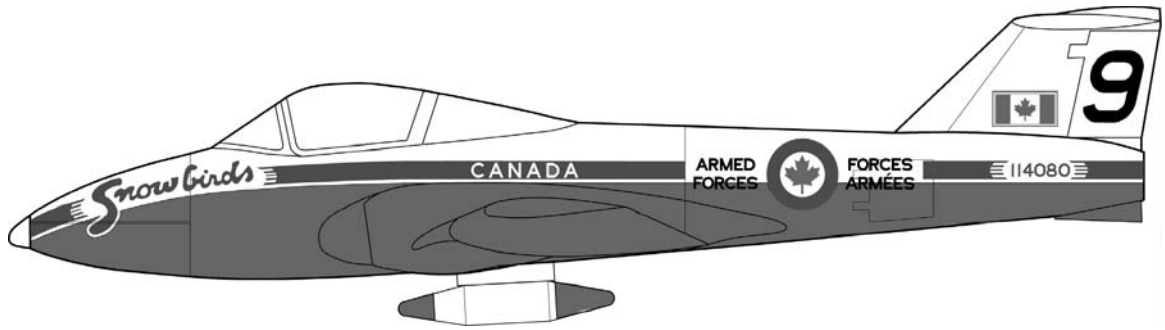
Starting with the 1974 season, the Snowbirds aircraft sported a very flashy paint scheme designed to make their aerial routines more appealing and to bring the Snowbirds logo into the air. The fuselage was white over roundel red (FS11310), with a roundel blue (FS15052) cheatline bearing the name SNOWBIRDS and CANADA. The vertical stabilizer had the a/c serial number in 4" black letters below the flag and the team position number in 24" black numbers on the rudder. The wing upper surfaces are white with anti-skid patches a very light grey; the lower surfaces are red with a large white graphic which has elements on the lower fuselage as well. All leading edges are polished natural metal. **Ref: Snowbirds 1971-1990**



Scheme 9: Snowbirds 1978-86 (Example s/n: 114036)

Only a minor change from the previous scheme, the 1978 scheme moved the flag lower down on the vertical stabilizer (perhaps to allow the installation of an antenna now seen just above it) and moved the a/c serial number from the tail to the cheatline aft of the roundel. Letters were 4" in white on the blue stripe. In 1978, the Snowbirds were formally established as 431 Air Demonstration Squadron. **Ref: Snowbirds 1971-1990**

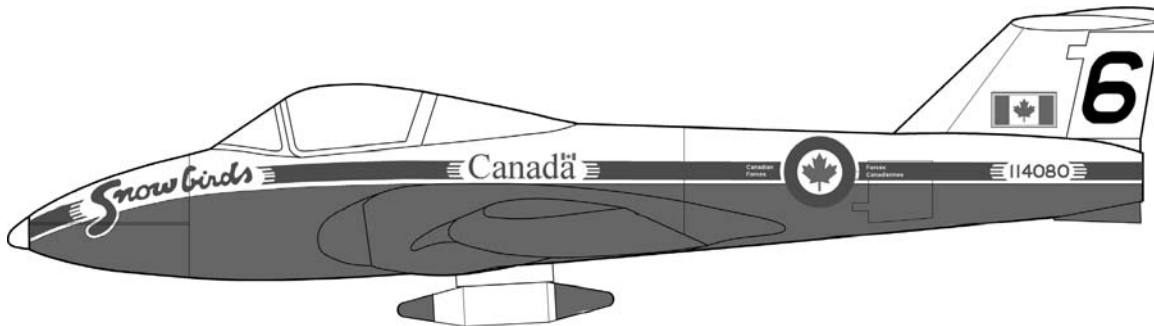
Note: Paint and decal shown in scheme 8, but use the short cheatline with the serial number 114036 aft of the roundel.



Scheme 10: Snowbirds 1987-91

The word SNOWBIRDS on the cheatline was replaced with a stylized script version. The stripe aft of the roundel was broken and the serial number was in blue on the white background. **Ref: Snowbirds 1971-1990**

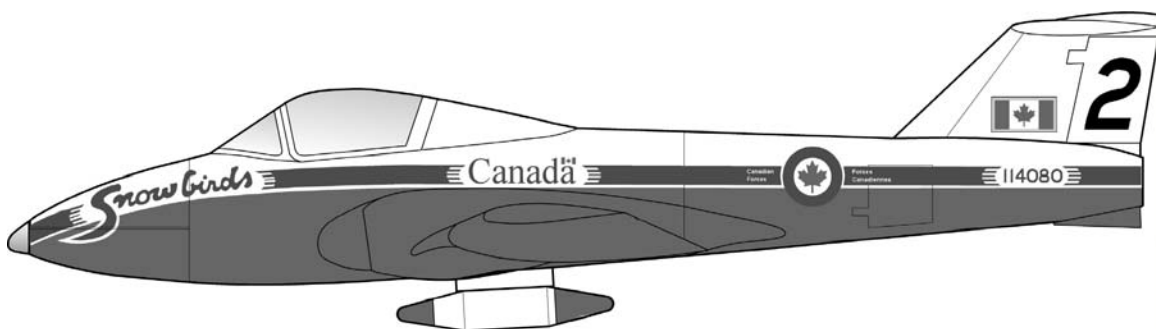
Note: Mask and paint as before. Place the AF/FA roundel. Use the forward cheatline with the script logo; trim if required. Use the short cheatline with the blank space for the a/c number. The decal sheet will allow you to portray any one of nine a/c. Check the chart (underneath scheme 7) to match up tail number with serial number for the season desired.. Use the 24" slanted tail numbers and the 4" blue numbers to construct the a/c number.



Scheme 11: Snowbird 1992-1995

This scheme implemented FIP markings. The word CANADA in the cheatline is replaced with the Canada wordmark and the ARMED FORCES / FORCES ARMEES flanking the roundel are gone, replaced by very small Canadian Forces / Forces Canadiennes in white on the blue cheatline. **Ref: Photos supplied by 431 Sqn**

Note: To represent this scheme, some cutting of the decal sheet will be required. Mask and paint as before. Cut the script-type cheatline just aft of the word Snowbirds and place, working from the nose. Then, place the cheatline segment with the Canada wordmark (**This is approx. 0.10" too long: Cut it between the wordmark and the small Canadian Forces lettering and overlap**). You will have to cut away the Armed Forces/Forces Armees from the roundel on both sheets to have four 24" roundels. Place the 24" roundel in the space indicated. Cut the after portion of the short cheatline and place. Once again, check the chart for tail and serial numbers.



Scheme 12: Snowbird 1996-2000

The current scheme is identical to the previous except the tail of the 'S' in 'Snowbirds' is elongated. Anybody know why this change was made? Roundel sizes were reduced from 24" to 20" diameter.

Ref: Photos supplied by 431 Sqn

Note: To represent this scheme, some cutting of the decal sheet will be required. Mask and paint as before. Remove the tail of the S flush with the white stripe. Cut the script-type cheatline just aft of the word Snowbirds and place, working from the nose. Place the alternate longer S tail. Then, place the cheatline segment with the Canada wordmark. Place the 20" roundel in the space indicated. Cut the after portion of the short cheatline and place. Once again, check the chart for tail and serial numbers.

Note: This decal sheet was printed in 2000 to accompany the Belcher Bits Tutor kit, and represented the current scheme at that time. It does not appear that the Snowbirds scheme has changed since then (of course, tail numbers will vary from year to year).