



Kestrel Publications



CANADAIR CT-114 TUTOR ROYAL CANADIAN AIR FORCE SERIAL NUMBERS & INDIVIDUAL HISTORIES



by T.F.J. Leversedge

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Overview

This publication is intended to provide a brief overview / summary of individual aircraft histories using information drawn from personal documents / records and other publicly available references identified at the end of the publication. In addition, this information has been further supplemented and / or verified against available RCAF incident / accident reports.

About the Author



Terry Leversedge was born in Moose Jaw, Saskatchewan, while his father was serving at Royal Canadian Air Force (RCAF) Station Moose Jaw. He later graduated from the Royal Military College, Kingston, with a degree in Mechanical Engineering in 1979, and then received a Masters degree in aerospace vehicle design from the Cranfield Institute of Technology in the United Kingdom. His career in military aerospace engineering encompassed a wide number of positions at both field units and within the headquarters of the RCAF, before he retired after 35 years of service at the rank of Brigadier General. Now an aviation consultant and amateur historian, he is the author of other commercially available books on Canadian military aviation subjects and has published numerous articles as the Editor-In-Chief at *Airforce* magazine, the flagship publication of the Royal Canadian Air Force Association.

Additional Information

The information in this serial as accurate and up to date as possible based upon the available public sources. It should not, however, be construed as an "official" list nor 100% accurate. Any errors of commission or omission are solely those of the author. As with all endeavours of this nature, however, the author would be pleased to hear of any additional information and / or corrections. Please provide any details to: Kestrel Publications at kestrelpubs@gmail.com

Dedication

This publication is dedicated to all those who fly and maintain these CT-114 *Tutor* aircraft.

Cover Image Notes

CT-114 #114154, wearing the colours of the *Red Knight* solo aerobatic team, is seen here at the Cartierville airport in QC on 30 April 1969. - (Photo courtesy of the Bill Upton Collection)



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CT-114 Tutor Serials

	Manufacturer	c/n	Model #	Designation	Name
114000	Canadair	1	CL-41	CT-114	Tutor
<p>Partial airframe with this number reported at CFD Mountain View in October 2005. This serial number was retroactively applied to prototype CF-LTW-X, after the non-flying airframe was donated to the CF for display purposes. Pole mounted at Portage, Manitoba, marked as 114000, in Golden Centenaire colours. This airframe always carried civil registration while flying, but was sometimes marked as "RCAF #*000". The airframe differed from production standard Tutors in several ways, including fitment / use of a Pratt & Whitney JT12A engine instead of the Orenda-built J85 CAN-40 used in production Tutors.</p>					
114001	Canadair	1001	CL-41A	CT-114	Tutor
<p>TOS: 12 December 1963; 8 January 1971 - Renumbered from RCAF # 26001</p> <p>Delivered to CEPE, Uplands. Transferred to AETE Cold Lake as of 3 Jun 1971, To AMDU Trenton on 5 Aug 1971. To 2 CFFTS CFB Moose Jaw, SK as of 22 Dec 1976. For the 30th anniversary of the CT-114 in 1990, this a/c was repainted in original "RCAF" markings with old style roundels and RCAF logos. Cat "A" crash at Moose Jaw on 26 February 1991. The J-85 CAN-40 engine failed after ingesting a bird shortly after lift off, both crew ejected with minor injuries.</p> <p>SOS: 5 August 1992 - Cat "A" write-off</p>					
114002	Canadair	1002	CL-41A	CT-114	Tutor
<p>TOS: 3 January 1964; 8 January 1971 - Renumbered from RCAF # 26002</p> <p>Delivered to AETE in Uplands, ON. With 2 CFFTS at Moose Jaw in 1986, in overall white paint scheme, an ex Centenaire aircraft. With AETE at CFB Uplands, dates not known. Operated by Snowbirds. At CFSATE, CFB Borden, ON from 22 November 2002. In fire training area at Borden by May 2006, still there in March 2012.</p>					
114003	Canadair	1003	CL-41A	CT-114	Tutor
<p>TOS: 7 February 1964; 8 January 1971 - Renumbered from RCAF # 26003</p> <p>With 2 CFFTS, CFB Moose Jaw, SK. Spare Snowbird in 1974 and 1976 (no tail number). Was Snowbird #8 for part of 1975 season, and Snowbird #10 in 1977 season. In storage at ATESS, CFB Mountain View, ON, c.2004. Reported as available for sale to museums, May 2005. Classified as Museum Artefact on 23 August 2005. Placed on display at the Canadian Museum of Flight in Langley, BC, in early 2006. Marked as Snowbird #8, in 1975 colour scheme. Tail piece still stored outside at CFD Mountain View, ON in September 2007. At Canadian Museum of Flight in Langley, BC in March 2008, marked as Snowbird #8. Still there in late 2009. Pieces reports stored outside at Mountain View in October 2010.</p> <p>SOS: 2005; preserved at Canadian Museum of Flight, Langley, BC</p>					
114004 702B	Canadair	1004	CL-41A	CT-114	Tutor
<p>TOS: 7 February 1964; 8 January 1971 - Renumbered from RCAF # 26004</p> <p>Operated by the Central Flying School. Was Instructional Airframe 702B at time of renumbering, not clear when new serial was actually applied. Served as a training aid and transferred to 17 Wing Winnipeg. Repainted in Snowbird colour scheme but never served with the team. Classified as Museum Artefact on 19 July 1994. Still in Winnipeg in January 2006, scheduled to be mounted on a pole at 1 Cdn Air Div HQ. Given instead to Royal Aviation Museum in Winnipeg as of 29 Sep 2015.</p> <p>SOS: 2006; preserved at Royal Aviation Museum in Winnipeg, MB</p>					



114005	Canadair	1005	CL-41A	CT-114	Tutor
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TOS: 3 January 1964; 8 January 1971 - Renumbered from RCAF # 26005

Operated by 2 CFFTS, CFB Moose Jaw, SK. Also used at CFB Portage, dates not known. Later stored at ATESS, CFB Mountain View, ON. Classified as long term storage on 26 November 1999. Seen stored outside at CFD Mountain View, ON, in October 2005. Still stored outside in October 2007, and August and November 2008. Reported surplus in early 2014.

SOS: 2014

114006	Canadair	1006	CL-41A	CT-114	Tutor
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TOS: 22 October 1964; 8 January 1971 - Renumbered from RCAF # 26006

With 2 CFFTS, CFB Moose Jaw, SK. Received Airframe Update in April 1998. Operated by Snowbirds. Was Snowbird #1 in 2000 season. Collided with Snowbird #4 (114172) during Toronto air show, 4 September 2000. Both aircraft landed at Pearson Airport, with minor damage. Still Snowbird #1 for part of 2001 season. Crashed into Lake Erie after mid air with Snowbird #5 (114081) during press flight out of London, ON on 21 June 2001. Pilot and reporter in this aircraft ejected successfully, were rescued from Lake Erie by a CF helicopter about one hour later. Snowbird #5 recovered to London without further damage.

SOS: 23 August 2001 - Cat "A" write-off

114007	Canadair	1007	CL-41A	CT-114	Tutor
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TOS: 11 May 1964; 8 January 1971 - Renumbered from RCAF # 26007

Originally delivered to 2 CFFTS in Moose Jaw. Transferred to 6 RD Det Mountain View as of 30 Jul 1965. Back to 1 FTS in Gimli, MB as of 29 Mar 1966. Transferred to 2 CFFTS, CFB Moose Jaw, SK as of 29 Jun 1969. Cat "A" crash there on 3 April 1978. An instructor and student were on an authorized advanced instrument training mission. Weather was suitable and the first 50 minutes of the mission was apparently uneventful. The a/c was established at 1,500 ft above ground on an instrument approach when an emergency was declared. The radio transmission was made with a degree of urgency. Less than one minute later CFB Moose Jaw tower personnel observed a fireball and smoke approximately seven miles out on the final approach course. A witness observed the a/c for 20 to 25 seconds flying low (100 to 150 ft AGL) wings level and slow and then observed the nose and wing drop and the a/c crash. Both instructor and student were killed in the crash. While strictly conjecture, it seems reasonable to conclude that the reason the emergency was declared was engine related because of the loss of height and the fact that the a/c was seen flying under control at low altitude. Also, all other a/c systems were found to be serviceable. As the engine, at time of impact, was determined to be developing at least 90 percent power it would also seem reasonable to conclude that whatever caused the initial engine problem had been corrected just before the a/c stalled and crashed. The engine could have been damaged by FOD possibly due to ice ingestion, which would cause the engine to either flame out or compressor stall. It seems probable that the engine wind up time was larger than expected by the pilot. With indications that his relight was successful, the decision to eject was delayed and a stall occurred before the pilots could react. The instructor may also have been preoccupied by his attempts to correct the engine problem. The failure of the instructor to recognize that the situation was not recoverable may have stemmed from his previous successful recovery of an a/c with engine problems. The probable cause was listed as possible Ice ingestion, which then caused an engine failure.

SOS: 30 July 1979 - Cat "A" write-off



26008	Canadair	1008	CL-41A	CT-114	Tutor
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TOS: 11 May 1964

Originally delivered to 2 CFFTS in Moose Jaw. To 1 FTS in Gimli, MB as of 29 Mar 1966. Transferred to 6 RD Det Mountain View as of 8 Feb 1968. Back to 1 FTS in Gimli, MB as of 3 Mar 1966. Transferred to 2 CFFTS, CFB Moose Jaw, SK as of 21 Jan 1970. On 17 August 1970, at 2 CFFTS Moose Jaw, a student pilot (call sign Buzzard 714) took off in # 26133 from CFB Moose Jaw on a solo clearhood training mission which was to include Practice Forced Landings. Shortly thereafter, another student pilot (call sign Buzzard 737) took off in # 26008 on a similar mission. Both pilots were nearing the end of the Basic Pilot Course and had completed approximately 125 flying hours in the # a/c. Buzzard 714 on return to the airfield, requested landing instructions and was assigned Runway 28L. 2 minutes later Buzzard 737 requested landing instructions and a PFL and was assigned Runway 28L as well. The 2 a/c subsequently collided just short of and above the approach end of Runway 28L. The pilot of # 26008 was fatally injured when his a/c impacted the ground between the runways. The pilot of # 26133 ejected and received minor injuries. It is believed that the pilot of # 26008 was incapacitated during the collision and could not eject. The precise cause of the accident was undetermined. The most probable cause was that the pilot of # 26008 did not maintain adequate look-out while approaching the practice forced landing pattern.

SOS: 13 Nov 1970 - Cat "A" write-off

114009	Canadair	1009	CL-41A	CT-114	Tutor
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TOS: 11 May 1964; 8 January 1971 - Renumbered from RCAF # 26009

With 2 CFFTS, CFB Moose Jaw, SK in 1982. Snowbird #10 in 2002 season, its first season as a Snowbird. Snowbird #1 in 2003 and 2005 seasons, and late in 2006 season. Suffered multiple small bird strikes during St. Catharines display on 26 August 2006, when a flock of sparrows was encountered. Repaired on-site using parts from Snowbird #11 (#114131), and took part in show next day. Snowbird #1 in 2007 season. Snowbird #1 in June and September 2009. Snowbird #2 in September and October 2010. Snowbird #9 in June 2011. Snowbird #10 in September and November 2011. Snowbird #8 in June 2013. Snowbird #4 for the 2023 season.

114010	Canadair	1010	CL-41A	CT-114	Tutor
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TOS: 11 May 1964; 8 January 1971 - Renumbered from RCAF # 26010

Originally delivered to 2 CFFTS in Moose Jaw. Transferred to 6 RD Det Mountain View as of 39 Nov 1966. Back to 2 CFFTS, CFB Moose Jaw, SK as of 2 Jun 1969. Still operated by 2 CFFTS when it suffered a Cat "A" crash at Calgary, AB on 26 June 1985, following a fuel pump failure.

SOS: 29 November 1985 - Cat "A" write-off

114011 A722	Canadair	1011	CL-41A	CT-114	Tutor
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TOS: 2 June 1964; 8 January 1971 - Renumbered from RCAF # 26011

Was Instructional Airframe A722 at time of renumbering, returned to flight status on 16 August 1976. Operated by Snowbirds as a spare in 1990 season. Snowbird #1 in 1991, 1992, and 1993 seasons. Snowbird #11 in 1994 season. Snowbird #10 in 1995 season. Snowbird #11 in 1996 season. Snowbird #5 in 1997 and 2000 seasons. Later at CFSATE, CFB Borden, ON. Stored at CFD Mountain View, ON, outside, partially dismantled in summer of 2004. Stored in Hanger #3, in October 2005. At CFB Borden by June 2006, as instructional airframe 926B. Pieces stored outside at CFD Mountain View, ON in September 2007. At CFB Borden by October 2008. On display at Borden air show in Snowbirds colours, June 2010. Still used for engine runups and taxi training.

114012	Canadair	1012	CL-41A	CT-114	Tutor
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TOS: 2 June 1964; 8 January 1971 - Renumbered from RCAF # 26012

With 2 CFFTS, CFB Moose Jaw, SK. Operated by Snowbirds as Snowbird #2 in 1995 season. Spare Snowbird in 1996 and 1997 seasons. Snowbird #11 in 1998 season. Spare aircraft in 1999 season. Snowbird #11 in 2000 and 2001 seasons. Stored at CFD Mountain View, ON, in Hanger #4, in October 2005. At CFB Borden by 2008, in mix of Snowbird and AETE markings (probably the result of parts swapping). At CFB Borden by October 2008. On display at Borden air show in Snowbirds colours, June 2010. Reported stored at CFB Borden in 2011, in Snowbird markings, some parts missing.



114013 936B	Canadair	1013	CL-41A	CT-114	Tutor
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TOS: 2 June 1964; 8 January 1971 - Renumbered from RCAF # 26013

With 2 CFFTS, CFB Moose Jaw, SK. Received Airframe Update in October 1996, fitted with ADF and VOR radio receivers. Operated by Snowbirds as Snowbird #7 in 2000 season. Spare Snowbird in 2001 season. Snowbird #1 in 2002 season. Snowbird #1 (or 2?) in 2003 and 2004 season. Snowbird #1 early in 2006 season. At CFB Borden by June 2006, as instructional airframe 936B. Back with the Snowbirds by June 2006, as Snowbird #1. Was Snowbird #4 in August 2006. Snowbird #5 in early 2007 season and as late as 9 August 2007, Snowbird #10 by end of August 2007. Cat "C" damage in a multiple bird strike on 4 April 2008, during formation practice flying. Engine flamed out, would only develop partial power after relight, landed at Mossbank, SK. Snowbird #9 in October 2008. Snowbird #10 in June and September 2009. Snowbird #4 in September and October 2010, and in June 2011. Snowbird #1 in June 2012. Snowbird #3 in 2017. Snowbird #4 in 2019. Snowbird #8 for the 2023 season.

114014	Canadair	1014	CL-41A	CT-114	Tutor
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TOS: 1 December 1964; 8 January 1971 - Renumbered from RCAF # 26014

Used at CFB Winnipeg. Received Airframe Update in October 1995. Classified as surplus on 8 November 2000, because of airframe fatigue. Now on display at CFB Bagotville, QC, after storage at ATESS, CFB Mountain View, ON.

SOS: 2000; preserved at 3 ERE Bagotville

114015	Canadair	1015	CL-41G	CT-114	Tutor
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TOS: 22 June 1964; 8 January 1971 - Renumbered from RCAF # 26015

This aircraft had been leased back to Canadair in the 1960s as CF-OUM-X, and used in the development program of the armed CL-41G. Leased back to Canadair again on 12 May 1971, operated with civil registration CF-OUM. Took part in 1971 London to Victoria air race, carrying race number 31, in overall white scheme and carrying civil registration. Fitted with large Sabre under wing fuel tanks, on CL-41G type pylons. Apparently an "unofficial" entry in the race, because of its military heritage. Returned to Canadian Forces on 16 August 1971. With 2 CFFTS at Moose Jaw in 1986, still in overall white paint scheme. Reportedly withdrawn from service because of its non-standard wing structure and high empty weight. Classified as suitable for controlled cannibalization on 10 April 1996. Now at CFB Trenton's National Air Force Museum. Repainted winter of 2003/2004.

SOS: unknown; preserved at National Air Force Museum in Trenton, ON



114016**Canadair****1016****CL-41A****CT-114****Tutor****TOS:** 2 June 1964; 8 January 1974 - Renumbered from RCAF # 26016

Originally delivered to 2 CFFTS, CFB Moose Jaw, SK. Transferred to No 6 RD Der in Mountain View, ON as of 26 Apr 1966. Back to 2 CFFTS as of 1 Jun 1966, On 19 December 1973, a student pilot was on a solo clearhood mission, practising loops and rolls. At the top of the second loop the a/c tended to float over the top and "G" was applied. No stick shaker was evident until the a/c reached a 45 degree nose down attitude. At this time the a/c apparently entered a spin to the left. Corrective action was attempted but the a/c flicked to the right and then went through positive and negative "G" gyrations. The student ejected at 14,000 ft MSL and parachuted to safety. The pilot after departure had climbed to an altitude of 16,000 ft MSL and proceeded to do some steep turns and then a loop. The loop was followed by a series of turns, and then by a series of slow rolls. No handling difficulty was encountered with any of the manoeuvres. The pilot then climbed to 18,000 ft MSL with the intention of doing more loops. To initiate the loop, the pilot set the a/c up at 250 KIAS, 94 percent RPM and in level flight. The following series of events then occurred: The pilot smoothly applied 3 "G" on the "G" meter, and the nose of the a/c began to rise. He then states that at the top of the loop the a/c showed signs of hanging there, with low flying airspeed, unstalled and with the nose dropping much slower than could normally be expected. Additional back pressure was applied in an attempt to make the nose drop at a more normal rate. The a/c responded without stalling, and the nose began to fall. The back pressure was continued, and at approximately 45 degrees nose-down pitch, inverted, the a/c stalled, with indications of airframe vibration and buffet. Stick-shaker was also present. A left rolling moment of unknown rate or amplitude was experienced by the pilot. The a/c was positively stalled in an inverted 45 degree nose-down attitude and entered an upright spin to left. The student reacted to the perceived erect spin to the left by executing an initial set of corrective measures which were applied in indeterminate order. However, the a/c did not respond. The rudder control input was then changed from full left to full right, on the basis of visual confirmation of an erect spin to the left, and on the realization that incorrect rudder had initially been applied. The a/c now entered a gyration or series of gyrations, apparently to the right, which were not as readily identifiable to the student as had been the erect spin to the left. The entry to this series of gyrations was much quicker than the entry to the erect left spin. The pilot became convinced of a definite lack of response on the part of the a/c to control inputs, and he became apprehensive that his situation was at least as uncertain as it had been previously, if it was not indeed worsening. It was during this time that the altimeter was noted decreasing rapidly through 14,000 ft and the pilot decided to eject. He ejected safely and received only minor injuries. He did not deploy his seat pack. The investigation concluded that the pilot over-corrected for a mistake which was made near the top of a loop. The pilot then failed to follow the recommended procedures for recovery from a condition of flight which he recognized and from a subsequent condition he did not recognize. The pilot's inexperience with unplanned unusual attitudes, caused him to react randomly and instinctively. Instead of definitely and purposefully. losing control.

SOS: 28 January 1974 - Cat "A" write-off**114017****Canadair****1017****CL-41A****CT-114****Tutor****TOS:** 4 July 1964; 8 January 1971 - Renumbered from RCAF # 26017

With 2 CFFTS, CFB Moose Jaw, SK. To Comox Museum in late 1999, traded for Vampire N41J, ex-RCAF # 17031. Registered as N4017B to Pacific Flying Services Inc. of Mercer Island, Washington, stored at CFB Comox c.2000. Traded by Comox Air Force Museum for serviceable de Havilland Vampire. On the US air show circuit as N4017B by 2003. Still active in 2013, in RCAF # style markings including original RCAF # serial number 26017.

SOS: 29 November 1999 - Struck off strength & later sold & registered in US**114018****Canadair****1018****CL-41A****CT-114****Tutor****TOS:** 2 June 1964; 8 January 1971 - Renumbered from RCAF # 26018

Originally delivered to 2 CFFTS, CFB Moose Jaw, SK. Transferred to 1 FTS in Gimil m MB as of 29 Mar 1966. To AMDU Det on 8 Jul 1969 and then back to 2 CFFTS, Moose Jaw as of 6 Apr 1977. Still operated by 2 CFFTS when it suffered a Cat "A" crash at Bagotville on 22 October 1992, after loss of control by the pilot.

SOS: 17 November 1992 - Cat "A" write-off

114019 A719	Canadair	1019	CL-41A	CT-114	Tutor
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TOS: 8 July 1964; 8 January 1971 - Renumbered from RCAF # 26019

Delivered to 1 CFFTS in Gimili, MB. Was Instructional Airframe A719 at time of renumbering, returned to flying status on 16 August 1976. Operated by Flying Instructors School, CFB Moose Jaw, in 1982. Operated by 2 CFFTS, CFB Moose Jaw, in 1983. Completed Avionics Update Program on 10 March 1998. Operated by Snowbirds as Snowbird #8 in 1998 season, its first season with the team. Spare Snowbird in 1999. Nose gear collapsed following heavy landing during formation practice at CFB Moose Jaw, SK, 27 February 1999. Snowbird #3 in 2000 and 2001 season. Snowbird #2 in 2002 season. Snowbird #6 in 2003 season. Snowbird #7 in 2005 and 2006 season. Snowbird #2 in 2007 season. Painted in Golden Centennaires scheme for 2009 season, to celebrate 100th anniversary of first flight in Canada. Took part in St. Thomas air show in June 2009 in these colours. To long term storage on 2 December 2011.

114020	Canadair	1020	CL-41A	CT-114	Tutor
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TOS: 9 July 1964; 8 January 1971 - Renumbered from RCAF # 26020

With 2 CFFTS, CFB Moose Jaw, SK. Later stored at ATESS, CFB Mountain View, ON. Seen stored outside at CFD Mountain View, ON, in October 2005. Classified as Class B instructional airframe on 24 October 2006. Still stored outside at Mountain View in September 2007. At CFB Borden by October 2008. On display at Borden air show in June 2010. Still at Borden in 2011, in 2 CFFTS markings.

114021 779B	Canadair	1021	CL-41A	CT-114	Tutor
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TOS: 19 August 1964; 8 January 1971 - Renumbered from RCAF # 26021

Used by CFNS in Portage MB. With 2 CFFTS, CFB Moose Jaw, SK. Damaged by an oxygen system fire, at Moose Jaw, on 16 July 1979. Classified as Instructional Airframe 779B on 12 November 1980. Controlled cannibalization from 19 July 1995. At CFSATE, CFB Borden, ON c.2004. Later preserved at Western Development Museum, Moose Jaw, SK.

SOS: unknown; preserved at Western Development Museum, Moose Jaw, SK.

26022	Canadair	1022	CL-41A	CT-114	Tutor
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TOS: 6 August 1964

Originally delivered to CEPE, Uplands. Transferred to 2 FTS in Moose Jaw on 1 Sep 1964. On 28 July 1965, at CFFTS Moose Jaw, a student pilot, call sign "Argo 51", departed on an authorized clearhood training mission. Several touch and go landings were made on Runway 10R with a right hand circuit. On completion of the 5th touch and go, "Argo 51" requested clearance for a "PFL". Clearance was given by the tower, with instructions to call High Key and Low Key. Argo 51 called Low Key and the tower ordered "Argo 51" to overshoot left of Runway 10R due to conflicting traffic on final approach. After a pause, "Argo 51" acknowledged in an excited voice with the words, "overshooting, one in my way". At this time several witnesses saw Argo 51 in an uncontrolled condition and then saw it crash. The pilot was killed on impact. The investigation determined that the a/c entered a spin during an attempted overshoot from the Final Key position. The student retracted the u/c, speed brakes and flaps but failed to open the throttle because he was too close behind another a/c. It was determined that he was within the 2,000 ft minimum prescribed distance from another a/c in the circuit. He was told to overshoot to the left, in contradiction to taught procedures requiring an overshoot to the outside of the runway. He probably encountered turbulence from the other a/c at this time. By failing to apply full power before retracting the u/c and flaps, a stall and subsequent spin ensued. The student failed to take corrective action and instead pulled the nose up, applied full power and applied the wrong rudder pedal. These control inputs were held until impact with the ground.

SOS: 18 August 1965 - Cat "A" write-off



114023 936B	Canadair	1023	CL-41A	CT-114	Tutor
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TOS: 9 July 1964; 8 January 1971 - Renumbered from RCAF # 26023

With 2 CFFTS, CFB Moose Jaw, SK. Was Snowbird #9 in 1988 season. Snowbird #5 in 1989 season. Snowbird #10 in 1990 season. Spare Snowbird in 1991 season. Snowbird #10 for part of 1992 season. Later at CFSATE, CFB Borden, ON. Classified as Cat "B" instructional aid on 28 June 2000. Still at Borden in 2008, marked as 936B. On display at Borden air show in June 2010, still marked 936B. Still at Borden in 2011, in 2 CFFTS markings.

114024 A716	Canadair	1024	CL-41A	CT-114	Tutor
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TOS: 6 August 1964; 8 January 1971 - Renumbered from RCAF # 26024

Was Instructional Airframe A716 at time of renumbering. Returned to flying status on 16 August 1976. Used as prototype of VHF installation, dates not known. Operated by 2 CFFTS, CFB Moose Jaw, SK in 1982 and 1983. Later operated by AETE, CFB Cold Lake, AB. Later in storage at ATESS, CFB Mountain View, ON, with tail from #114190. Reported as available for sale to museums, May 2005. Classified as Museum Artefact on 23 August 2005. Components seen stored outside at CFD Mountain View, ON, in October 2005. Moved to Norwood, ON by December 2005, where it will be part of a Snowbirds static display. Stored outside at Norwood-Kelly air field in August 2009.

SOS: 2005; preserved at Memorial Military Museum, Campbellford , ON

114025	Canadair	1025	CL-41A	CT-114	Tutor
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TOS: 27 August 1964; 8 January 1971 - Renumbered from RCAF # 26025

Operated by Flying Instructor's School at CFB Portage in 1982. Completed Avionics Update Program on 13 September 1996. To long term storage on 14 August 2000. Later in storage at ATESS, CFB Mountain View, ON. Seen stored at CFD Mountain View, ON, in Hanger #2, in October 2005. Still there September 2007. Still there in November 2008, inside hanger.

114026 A899 899C	Canadair	1026	CL-41A	CT-114	Tutor
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TOS: 9 July 1964; 8 January 1971 - Renumbered from RCAF # 26026

With 2 CFFTS, CFB Moose Jaw, SK in 1983. Classified as Instructional Airframe A899 on 10 January 1991. To Cat "C" training aid on 12 October 2003, when it was "sectionalized". Later with CFSATE radiation test & evaluation unit at CFB Borden. Nose still at Borden in 2006. Aft fuselage reported in use at the Refinishing School at Borden in 2014.

114027	Canadair	1027	CL-41A	CT-114	Tutor
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TOS: 27 August 1964; 8 January 1971 - Renumbered from RCAF # 26027

Delivered to 1 CFFTS in Gimili, MB. Later with 2 CFFTS, CFB Moose Jaw, SK. Operated by Flying Instructors School, dates not known. Completed Avionics Update Program on 2 December 1997. To Long term storage on 9 August 2000. Later in storage at ATESS, CFB Mountain View, ON. Seen stored at CFD Mountain View, ON, in Hanger #1, in October 2005. Still there September 2007. Still there in November 2008, inside hanger. Stored inside at Mountain View in October 2010.

114028	Canadair	1028	CL-41A	CT-114	Tutor
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TOS: 27 August 1964; 8 January 1971 - Renumbered from RCAF # 26028

Originally delivered to FTS in Portage, MB. Transferred as of 24 Oct 1969 to 2 CFFTS, CFB Moose Jaw, SK. Cat "A" crash there at Moose Jaw on 31 May 1976. The a/c departed Regina Airport on an authorized student training mission. The tower tapes indicate that the instructor was at the controls of the a/c for the take off and the majority of the 65 to 70 second flight. After a normal take off and climb to approximately 500 ft AGL the a/c was observed to execute a hard left turn followed by a transmission made by the instructor "Argo 21 we have engine failure". No other transmission was made from the a/c. Further, birds were spotted in the area of the a/c during the initial hard turn. The a/c continued in a descending power off left turn. It skirted the southwest corner of the Regina residential area, and crashed at a point intersecting 3,200 ft from the end of and on the centerline of Runway 25. Both instructor and student were fatally injured executing a very low altitude ejection. The technical investigation determined that the engine failure was due to bird ingestion. Ejection was initiated at a very low altitude, well outside the safe ejection envelope, and was further degraded by the nose down attitude of the a/c.



SOS: 27 October 1976 - Cat "A" write-off

114029	Canadair	1029	CL-41A	CT-114	Tutor
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TOS: 27 August 1964; 8 January 1971 - Renumbered from RCAF # 26029

Originally delivered to FTS in Gimil, MB. Transferred to 6 RD Det Mountain View as of 27 Nov 1967. Transferred to 2 CFFTS, CFB Moose Jaw, SK as of 17 Dec 1973. Still with 2 CFFTS for a Cat "A" crash at Moose Jaw on 12 August 1975. The mission was an authorized refresher formation flight. The formation took off at approximately 1500(Z), departed to the north and flew half the required exercise. A few minutes after lead change the #2 a/c experienced a compressor stall. The #2 a/c was in line astern position. After pulling out from a wingover with a nose attitude of 20 to 30 degrees below the horizon, two to three "G" and a speed of 250 to 300 kts, a bang was heard and a loss of power felt. The instructor immediately took control and simultaneously initiated compressor stall clearing procedures while turning toward base. The a/c reached 10,000 ft and the engine stabilized at 20 percent RPM, EGT 850 degrees Celsius. The remainder of the compressor stall procedure was completed with the same results. A procedure # two relight was carried out and again the engine hung up at 20 percent RPM. A procedure # one was tried and the RPM was left at 20 percent to get all available thrust. The intercom was very weak. Just before ejection the pilot turned the engine master switch off, intending to try another airstart. However, he realized time was too short and ordered the ejection. The crew ejected safely from the a/c. One of the pilots experienced minor back injuries on landing. The relight procedure calls for the starter-stop switch to be pressed if the engine fails to start. This was not done resulting in rapid failure of the batteries and the weak intercom at the time of ejection. The technical investigation subsequently revealed that a technician had inadvertently reversed a seventh-stage stator segment while carrying out a locally initiated inspection procedure. The stator segment design was such that a segment could be installed in reverse.

SOS: 24 November 1975 - Cat "A" write-off

114030	Canadair	1030	CL-41A	CT-114	Tutor
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TOS: 27 August 1964; 8 January 1971 - Renumbered from RCAF # 26030

With 2 CFFTS, CFB Moose Jaw, SK. Operated by Snowbirds as Snowbird No. 6 in 1977 and 1978 seasons, Snowbird #8 in 1979 season, again Snowbird #6 in 1980 and 1981 seasons. Snowbird #2 in 1980, 1982 and 1983 seasons. Snowbird #8 in 1984 season. Snowbird #2 in 1985 season. Now in storage at ATESS, CFB Mountain View, ON. Seen stored outside at CFD Mountain View, ON, in October 2005. Still stored outside in October 2007. Classified as Cat "B" training aid on 17 October 2008. On display at Borden air show in June 2010. Still at Borden in 2011, in 2 CFFTS markings.

114031	Canadair	1031	CL-41A	CT-114	Tutor
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TOS: 27 August 1964; 8 January 1971 - Renumbered from RCAF # 26031

With 2 CFFTS, CFB Moose Jaw, SK. Later in storage at ATESS, CFB Mountain View, ON. Seen stored outside at CFD Mountain View, ON, in October 2005. Classified as Cat "B" training aid on 24 October 2006. Still at Mountain View in September 2007. Some pieces on display at Borden air show in June 2010.

114032 A717	Canadair	1032	CL-41A	CT-114	Tutor
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TOS: 28 September 1964; 8 January 1971 - Renumbered from RCAF # 26032

Was Instructional Airframe A717 at time of renumbering. Returned to flying status on 16 August 1976. Operated by 2 CFFTS, CFB Moose Jaw, SK in 1983. Operated by Flying Instructor's School, dates not sure. Completed Avionics Update Program on 17 September 1997. Later in storage at ATESS, CFB Mountain View, ON. Seen stored at CFD Mountain View, ON, in Hanger #1, in October 2005. Still there September 2007. Still there in November 2008, inside hanger. Converted to Snowbird configuration in December 2012. Snowbird #1 in June 2013. Snowbird #11 in 2015. Snowbird #1 in 2019.



114033 A770	Canadair	1033	CL-41A	CT-114	Tutor
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TOS: 27 August 1964; 8 January 1971 - Renumbered from RCAF # 26033

With 2 CFFTS, CFB Moose Jaw, SK. Classified as Instructional Airframe A770 on 23 May 1978. Completed Avionics Update Program on 29 February 1996. Assigned to storage at ATESS, CFB Mountain View, ON on 6 March 2001. Components seen stored at CFD Mountain View, ON, in Hanger #2, in October 2005. Partially assembled in storage there by September 2007, with tail from 114143. This "compound" airframe still there in November 2008. Snowbird #7 for the 2023 season.

114034	Canadair	1034	CL-41A	CT-114	Tutor
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TOS: 9 December 1964; 8 January 1971 - Renumbered from RCAF # 26034

Operated by 2 CFFTS, CFB Moose Jaw, SK in 1982. Also operated by Flying Instructor's School, dates not known. Assigned to storage at ATESS, CFB Mountain View, ON on 4 July 2000. Seen stored outside at CFD Mountain View, ON, in October 2005. Still stored outside in October 2007, and August and November 2008. Reported scheduled to become cockpit display aircraft in November 2008. Still stored at Mountain View in October 2010.

114035	Canadair	1035	CL-41A	CT-114	Tutor
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TOS: 27 August 1964; 8 January 1971 - Renumbered from RCAF # 26035

Operated by 2 CFFTS, CFB Moose Jaw, SK. Completed Avionics Update Program on 25 April 1995. Converted to Snowbird configuration in 1995. Operated by Snowbirds as spare aircraft in 1995 season, Snowbird #9 in 1996 season, Snowbird #8 in 1997 season, Snowbird #3 in 1998 and 1999 seasons, spare aircraft in 2000, 2201, and 2002 seasons, and as Snowbird #7 in 2003 and 2004 seasons. Spare aircraft, no number, in 2005 and 2007 seasons. Assigned to storage at ATESS, CFB Mountain View, ON on 31 October 2007, to be used as an engine run up test bed. Stored inside hanger at CFD Mountain View, ON by November 2008.

114036	Canadair	1036	CL-41A	CT-114	Tutor
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TOS: 27 August 1964; 8 January 1971 - Renumbered from RCAF # 26036

Fitted with VHF radio. Operated by Snowbirds as Snowbird #2 in 1977, 1978, 1979, 1980, and 1981 seasons, and Snowbird #8 in 1982 season. Snowbird #1 in 1983, 1984, 1985, and 1986 seasons. Snowbird #8 in 1987 season. Snowbird #6 in 1988 season. Spare Snowbird, with external tanks, in 1989 season. To controlled cannibalization on 17 July 1995. Mounted as gate guardian at CFB Moose Jaw, SK, in 1999, With 2 CFFTS markings.

SOS: Unknown

114037	Canadair	1037	CL-41A	CT-114	Tutor
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TOS: 27 August 1964; 8 January 1971 - Renumbered from RCAF # 26037

Operated by 2 CFFTS, CFB Moose Jaw, SK. Was Snowbird #8 in 1988 season. Snowbird #3 in 1989 and 1990 seasons. Spare Snowbird in 1991 season. Later in storage at ATESS, CFB Mountain View, ON. Classified as Cat "B" training aid on 13 October 2006, noted as VHF equipped at that time. Seen stored at CFD Mountain View, ON, in Hanger #1, in October 2005. At CFB Borden by October 2008. On display at Borden air show in June 2010. Still at Borden in 2011, in 2 CFFTS markings.

114038	Canadair	1038	CL-41A	CT-114	Tutor
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TOS: 28 September 1964; 8 January 1971 - Renumbered from RCAF # 26038

Operated by 2 CFFTS, CFB Moose Jaw, SK in 1982 and 1983. Later stored at ATESS, CFB Mountain View, ON. Reported as available for sale to museums, May 2005. Classified as Museum Artefact on 23 August 2005. Delivered to the Canadian Warplane Heritage Museum in Hamilton by 9 September 2005, on display by mid-2008.

SOS: 23 August 2005; preserved at Canadian Warplane Heritage Museum, Hamilton, ON



114039 933B	Canadair	1039	CL-41A	CT-114	Tutor
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TOS: 27 August 1964; 8 January 1971 - Renumbered from RCAF # 26039

Operated by 2 CFFTS, CFB Moose Jaw, SK in 1982. Classified as Instructional Airframe A888 on 25 July 1988. Used as training aid at CFSATE, CFB Borden, ON. Also reported as Classified as 933B on 8 May 2000. Still at Borden in October 2008, marked as 933B. On display at Borden air show in June 2010, still marked as 933B. Still at Borden in 2011, in 2 CFFTS markings. Note that this airframe is probably a composite of several Tutors, including #114039.

114040 A896 896CD	Canadair	1040	CL-41A	CT-114	Tutor
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TOS: 28 September 1964; 8 January 1971 - Renumbered from RCAF # 26040

Operated by 2 CFFTS, CFB Moose Jaw, SK. Classified as Instructional Airframe A896 on 2 May 1989. Used as training aid at CFSATE, CFB Borden, ON. Sectionalized on 3 September 2003, reclassified as CD896. Nose still at Borden in 2006. Aft fuselage reported at Refinishing School at Borden in 2014.

114041 A766	Canadair	1041	CL-41A	CT-114	Tutor
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TOS: 28 September 1964; 8 January 1971 - Renumbered from RCAF # 26041

Classified as Instructional Airframe A766 on 14 November 1977. Returned to flying status on 4 March 1985. Converted to Snowbird configuration in 1986. Operated by Snowbirds as Snowbird #11 in 1986 season, Snowbird #7 in 1988 season, Snowbird #11 in 1989 season, Snowbird #2 in 1990 season, spare aircraft in 1991, 1992, and 1993 seasons. Spare again in 1994, 1995 and 1996 seasons, and part of 1997 season, then Snowbird #11 for rest of 1997 season, again as a spare in 1998 and 1999, these years (1994 to 1999) with external fuel tanks. Snowbird #10 in 2000 season, spare aircraft with tanks in 2001 and 2002 seasons, and Snowbird #12 in 2003 season. Reported stored at CFB Trenton in October 2005. Still at Trenton, on ATESS ramp, in January 2006. Classified as Cat "B" training aid on 18 July 2006, noted then as VHF equipped, but had never gone through Avionics Update Program.

114042 A715	Canadair	1042	CL-41A	CT-114	Tutor
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TOS: 5 October 1964; 8 January 1971 - Renumbered from RCAF # 26042

Was Instructional Airframe A715 at time of renumbering. Returned to flying status on 16 August 1976. Completed Avionics Update Program on 30 October 1997. Operated by AETE, CFB Cold Lake, AB. In special paint scheme for 2003 air show season. Still with AETE at Cold Lake in 2010. Painted in AETE special paint scheme (white, red & black accents)

SOS: 2020; retired from AETE service to storage in Trenton

114043 A889 889B	Canadair	1043	CL-41A	CT-114	Tutor
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TOS: 5 October 1964; 8 January 1971 - Renumbered from RCAF # 26043

Operated by 2 CFFTS, CFB Moose Jaw, SK. Operated by Snowbirds as Snowbird No. 7 for part of 1977 season, Snowbird #4 in 1978, 1979, and 1980 seasons, then Snowbird #10 in 1981 season, Snowbird #9 in 1982 season, and Snowbird #7 for part of 1983 season and all of 1984 season. Spare Snowbird in 1985 season. Snowbird #2 in 1986 season. Snowbird #6 in 1987 season. Classified as Instructional Airframe A889 on 25 July 1988. Used at CFSATE, CFB Borden, ON, as training aid. Still at CFB Borden in June 2006, marked as instructional airframe 889B. On display at de Havilland Family Day on 6 September 2008, still marked as 889B. Reported to have tail of #114143 at that time. Wings reported stored at CFB Trenton in 2009. On display at Borden air show in June 2010, marked as 889B.

114044	Canadair	1044	CL-41A	CT-114	Tutor
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TOS: 5 October 1964; 8 January 1971 - Renumbered from RCAF # 26044

Operated by 2 CFFTS, CFB Moose Jaw, SK. Later in storage at ATESS, CFB Mountain View, ON. Seen stored outside at CFD Mountain View, ON, in October 2005. To controlled cannibalization on 25 January 2007. Pieces still stored outside at Mountain View in September 2007. Reported scrapped by 2010.



SOS: 2010; scrapped

114045	Canadair	1045	CL-41A	CT-114	Tutor
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TOS: 12 August 1964; 8 January 1971 - Renumbered from RCAF # 26045

Operated by 2 CFFTS, CFB Moose Jaw, SK in 1983. Later in storage at ATESS, CFB Mountain View, ON. Seen stored outside at CFD Mountain View, ON, in October 2005. To controlled cannibalization on 7 May 2007. Reported scrapped by 2010.

SOS: 2010; scrapped

114046	Canadair	1046	CL-41A	CT-114	Tutor
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TOS: 5 October 1964; 8 January 1971 - Renumbered from RCAF # 26046

Operated by 2 CFFTS, CFB Moose Jaw, SK. Snowbird #4 in 1989 season, then Snowbird #9 in 1990 season. Snowbird #6 in 1991 season. Snowbird #4 in 1992 and 1993 seasons. Later in storage at ATESS, CFB Mountain View, ON. Seen stored at CFD Mountain View, ON, in Hanger #1, in October 2005. Classified as Cat "A" training aid on 13 October 2006, to be used for engine run up and taxi training at Borden. At CFB Borden by October 2008. On display at Borden air show in June 2010.

114047	Canadair	1047	CL-41A	CT-114	Tutor
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TOS: 5 October 1964; 8 January 1971 - Renumbered from RCAF # 26047

Operated by 2 CFFTS, CFB Moose Jaw, SK in 1982, and by Flying Instructor's School, dates not known. Later in storage at ATESS, CFB Mountain View, ON. Seen stored outside at CFD Mountain View, ON, in October 2005. Still stored outside in October 2007. Stored inside at Mountain View in October 2010. To controlled cannibalization on 8 June 2011. Fuselage and aft section to Air Cadets, and remainder scrapped, by early 2014.

SOS: 2014; scrapped

114048	Canadair	1048	CL-41A	CT-114	Tutor
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TOS: 22 October 1964; 8 January 1971 - Renumbered from RCAF # 26048

Delivered to 1 CFFTS in Gimili, MB. Later operated by 2 CFFTS, CFB Moose Jaw, SK in 1983. Cat "A" crash at Assiniboia, SK on 25 September 1997, resulting from bird strike during student training mission. Fuselage was stored at ATESS, CFB Mountain View, ON; gone by 2006.

SOS: 12 April 2000 - **Cat "A" write-off**

114049	Canadair	1049	CL-41A	CT-114	Tutor
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TOS: 5 October 1964; 8 January 1971 - Renumbered from RCAF # 26049

Operated by Snowbirds as Snowbird #6 in 1979 season, Snowbird #8 in 1980 season, Snowbird #1 in 1981 season, again Snowbird #6 in 1982, 1983, and 1984 seasons. Snowbird #8 in 1985 and 1986 seasons, later Snowbird #10 in 1987, with external fuel tanks, and then Snowbird #11, with tanks, in 1988 season. Snowbird #10 again in 1989 season, again Snowbird #11 in 1990 season, spare in 1991 and 1992 seasons, marked as Snowbird #12 part of this time, once more Snowbird #10 in 1993 and 1994 seasons, spare aircraft in 1995 season, all with external fuel tanks, then spare aircraft, without tanks, in 1996 season. Spare aircraft, with tanks, in 1997, 1998, 1999, 2000, and 2001 seasons. Later Snowbird #15. Reported as Snowbird tanker configuration. Classified as Cat "B" training aid on 5 April 2005. At the CFSATE at CFB Borden by January 2006, marked as Snowbird #10. Still there June 2006 and October 2008. On display at Borden air show in June 2010, still marked as Snowbird #10.



114050	Canadair	1050	CL-41A	CT-114	Tutor
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TOS: 22 October 1964; 8 January 1971 - Renumbered from RCAF # 26050

Completed Avionics Update Program on 31 October 1996. Operated by 2 CFFTS, CFB Moose Jaw, SK as late as 1997. Later in storage at ATESS, CFB Mountain View, ON. Converted to Snowbird configuration in January 2006. Snowbird #7 by late 2006 season. Snowbird #4 in early 2007 season, Snowbird #9 by October 2007. Snowbird #1 in August and October 2008. Snowbird #11 in June 2009. Snowbird #5 in September 2009. Snowbird #6 in September and October 2010. Snowbird #9 in October and November 2011. Snowbird #10 in June 2012. Snowbird #5 in June 2013. Snowbird #9 for the 2023 season.

114051 A765	Canadair	1051	CL-41A	CT-114	Tutor
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TOS: 22 October 1964; 8 January 1971 - Renumbered from RCAF # 26051

Operated by 2 CFFTS, CFB Moose Jaw, SK. Classified as Instructional Airframe A765 on 14 November 1977. Returned to flying status on 13 April 1983. Completed Avionics Update Program on 24 May 1996. Later in storage at ATESS, CFB Mountain View, ON. Gone from there by September 2005. Converted to Snowbird configuration by March 2006. At SPAR facility in Edmonton, AB for painting, September 2006. Snowbird #8 in 2007 season. Snowbird #4 in September 2009. Snowbird #8 in September and October 2010. Seen at CFB Moose Jaw in September 2011, in Snowbird markings. Snowbird #7 in June 2012. Noted as still on 431 Squadron strength on 22 January 2014. Snowbird #1 in 2017. Snowbird #2 in 2019. Snowbird #3 in 2022. Suffered a "B" Cat accident in July 2022. The accident aircraft was initially one of the nine Snowbirds stationed in Fort St. John airport in support of the Fort St. John International Air Show, on July 30-31, 2022. Two days after the airshow, the aircraft was to be ferried from Fort St. John back to Moose Jaw, SK, on a standard IFR transit flight. There was a single occupant onboard and the aircraft was not in formation. On the morning of the accident, the pilot conducted a routine series of pre-flight checks before proceeding to the active runway for a standard departure. Shortly after liftoff, the pilot confirmed a positive rate of climb and selected the landing gear up. Immediately after gear selection, the pilot heard a loud noise and the engine failed. The aircraft rapidly started decelerating and descending back to the runway. The pilot selected the landing gear back down and elected to land the aircraft straight ahead, however the landing gear did not have sufficient time to fully cycle back to the locked-down position. The aircraft touched down with only approximately 500 feet of runway remaining. The unlocked landing gear collapsed under the weight of the aircraft, and the aircraft skidded off the departure-end. After approximately 1000 feet of travel, the aircraft impacted the airport perimeter fence at low speed and came to rest. The pilot secured the engine and immediately egressed the aircraft. The aircraft sustained very serious damage but the pilot sustained no injuries. The engine failure was due to an improperly assembled oil filter.

114052	Canadair	1052	CL-41A	CT-114	Tutor
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TOS: 22 October 1964; 8 January 1971 - Renumbered from RCAF # 26052

Delivered to 1 CFFTS in Gimili, MB. Was Instructional Airframe A720 at time of renumbering, returned to flying status on 16 August 1976. Operated by 2 CFFTS, CFB Moose Jaw, SK in 1983. Operated by Snowbirds as Snowbird #5 in 1988 season, then Snowbird #6 in 1989 season. Snowbird #7 in 1990 season. Snowbird #3 in 1991 season. Snowbird #8 in 1992 and 1993 seasons. Spare Snowbird in 1994. Tail used on 114160 at AETE at CFB Cold Lake, dates not confirmed. Passed to AMDU at CFB Trenton on 3 May 1999, some components removed for structural testing. Noted as VHF equipped at that time. Later in storage at ATESS, CFB Mountain View, ON. Tail, in Snowbird colours, installed on another airframe in regular colours in summer of 2004, stored indoors at CFD Mountain View. Components seen stored outside at CFD Mountain View, ON, in October 2005.

114053	Canadair	1053	CL-41A	CT-114	Tutor
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TOS: 22 October 1964; 8 January 1971 - Renumbered from RCAF # 26053

Reported as a Snowbird, no dates known. Severely damaged in 1981, at Moose Jaw. Student took off solo with canopy unlatched, it then came open and detached shortly after lift off. Most of horizontal stabilizer removed, aircraft overstressed in recovery, landed hard back on runway. Back in service by 1988. Passed to AMDU at CFB Trenton on 3 May 1999, some components removed for structural testing. Most of airframe at CFSATE, CFB Borden, ON, nose section at CFB Trenton, ON, c.2000. Tail section stored outside at CFD Mountain View summer of 2004. Reported scrapped by 2014.



SOS: 2014; scrapped

114054	Canadair	1054	CL-41A	CT-114	Tutor
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TOS: 1 December 1964; 8 January 1971 - Renumbered from RCAF # 26054.

Operated by 2 CFFTS, CFB Moose Jaw, SK. Later in storage at ATESS, CFB Mountain View, ON. To IMP in Halifax on 8 March 2000, used for prototype GPS installation. Seen stored at CFD Mountain View, ON, in Hanger #2, in October 2005. Still there September 2007. Still there in November 2008, inside hanger. Still stored inside at Mountain View in October 2010. Converted to Snowbirds configuration in October 2011. Being test flown from CFB Trenton in February 2014, fitted with smoke system but not yet in Snowbird colours. Snowbird #11 in 2019. Snowbird #5 for the 2023 season.

114055 930B	Canadair	1055	CL-41A	CT-114	Tutor
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TOS: 22 October 1964; 8 January 1971 - Renumbered from RCAF # 26055

Operated by Snowbirds as Snowbird No. 4 for part of 1977 season. Spare Snowbird, no number, in 1978, 1979, and part of 1980 seasons, with external fuel tanks. Snowbird #9 for rest of 1980 season, and all of 1981 season. Was Snowbird #11 in 1982 season, and then Snowbird #5 in 1983, 1984, and 1985 seasons. Snowbird #6 in 1986 season. Snowbird #2 in 1987 and 1988 seasons. Snowbird #1 in 1989 season. Spare Snowbird in 1990 season. Later in storage at ATESS, CFB Mountain View, ON. Operated by FIS at CFB Winnipeg. Still based in Winnipeg in 1996, with the Instrument Check Pilot School. Became Instructional Airframe 930B, date not known. Used as training aid for VHF installations. Declared obsolete on 2 May 2005. Cockpit section at Canada Aviation & Space Museum, Rockcliffe by May 2005. Other parts at Carleton University and Algonquin College by 2011, used as training aids.

SOS: May 2005; parts preserved in various locations

114056	Canadair	1056	CL-41A	CT-114	Tutor
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TOS: 22 October 1964; 8 January 1971 - Renumbered from RCAF # 26056

Operated by 2 CFFTS, CFB Moose Jaw, SK in 1982. Classified as Instructional Airframe A890 on 25 July 1988. To long term storage on 25 August 1999. Later in storage at ATESS, CFB Mountain View, ON. Seen stored outside at CFD Mountain View, ON, in October 2005. Still stored outside in October 2007, and August and November 2008. Stored outside at Mountain View in October 2010.

114057	Canadair	1057	CL-41A	CT-114	Tutor
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TOS: 22 October 1964; 8 January 1971 - Renumbered from RCAF # 26057

First delivered to FTS at Portage, MB. To AMDU Det Mountain View as of 16 June 1970. Transferred to 2 CFFTS, CFB Moose Jaw, SK as of 24 March 1974. Cat "A" crash there on 24 November 1978. An instructor and student from 2 CFFTS departed St. Hubert, QC on the return leg of a planned high density instrument flying / ILS cross-country training mission, which included an anticipated stop-over at Ottawa. While cruising at 10,000 ft MSL approximately 20NM west of the Montreal VORTAC, the crew felt and heard a low frequency rumbling noise. Upon reducing throttle, the noise ceased for a short period then returned, increasing in intensity, followed by a loud bang and subsequent engine RPM decay. The crew attempted several engine relights; all of which were unsuccessful. The a/c was turned back toward Dorval away from the Ottawa/Gatineau built up areas and the crew ejected successfully at 6,800 ft MSL. Although the ejection was successful, resulting in no injuries, both parachutes were damaged in seat /parachute collisions. The pilots had ejected at a speed of 130 KIAS. The technical investigation revealed that the #2 bearing inner race of J85 CAN 40 engine, serial # 8086 was misaligned during installation resulting in its subsequent failure and loss of the a/c.

SOS: 20 April 1979 - Cat "A" write-off



114058 A762	Canadair	1058	CL-41A	CT-114	Tutor
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TOS: 22 October 1964; 8 January 1971 - Renumbered from RCAF # 26058

Delivered to 1 CFFTS in Gimili, MB. Later with 2 CFFTS, CFB Moose Jaw, SK. Completed Avionics Update Program on 19 June 1996. Classified as Instructional Airframe A762 on 3 May 1977, returned to flying status on 16 July 1985. Visited CFB Bagotville in 1998, while With 2 CFFTS. Converted to Snowbird configuration in 2001. Operated by Snowbirds as Snowbird #6 in 2002 season, later as Snowbird #7. Snowbird #3 in early 2006 season, Snowbird #2 by end of season. Snowbird #7 in August and October 2008. Reported stored at Cherry Point, North Carolina in June 2009, marked as Snowbird #9. Snowbird #5 in September and October 2010, and in June 2011. Snowbird #4 in June 2013. Snowbird #4 in 2017. Snowbird #6 in 2019.

114059	Canadair	1059	CL-41A	CT-114	Tutor
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TOS: 22 October 1964; 8 January 1971 - Renumbered from RCAF # 26059

Used by AETE in Cold Lake, AB. Later operated by 2 CFFTS, CFB Moose Jaw, SK. Later in storage at ATESS, CFB Mountain View, ON. Seen stored outside at CFD Mountain View, ON, in October 2005. To controlled cannibalization on 25 January 2007. Pieces still stored outside there in September 2007. Reported scrapped by 2010. Rear fuselage on display at Borden air show in June 2010.

SOS: 2010: scrapped

114060	Canadair	1060	CL-41A	CT-114	Tutor
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TOS: 2 June 1964; 8 January 1971 - Renumbered from RCAF # 26060

Operated by 2 CFFTS, CFB Moose Jaw, SK. Later in storage at ATESS, CFB Mountain View, ON, with tail of 114052 (or 114055?). Stored outside, summer of 2004. Seen stored outside at CFD Mountain View, ON, in October 2005, as Snowbird #5. Still stored outside in October 2007, and August and October 2008. By November 2008 still outside, tail and fuselage serials now matching. Classified as Cat "B" training aid on 23 November 2009. At CFB Borden in 2011, in 2 CFFTS markings.

26061	Canadair	1061	CL-41A	CT-114	Tutor
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TOS: 1 December 1964;

First delivered to 1 FTS in Gimli, MB. Transferred to 2 CFFTS Moose Jaw on 29 March 1966. On 16 June 1967, at 2 CFFTS Moose Jaw, a student pilot was authorized to fly # 26061 on a solo clearhood mission. The student pilot took off and proceeded directly to the clearhood flying area in search of a suitable area to practice aerobatics. He practiced a number of loops and rolls. During the pull-out from the last loop, he was rendered unconscious as the result of pulling "G". On recovering consciousness he attempted the normal nose low recovery procedure and blacked out. Shortly after recovering his vision he made a successful ejection. Upon questioning, the student pilot revealed that he began a loop at 13,000 ft MSL, 94 percent RPM and about 250 kts. He stated that when he tried to pull out of the loop, he blacked out. Upon regaining consciousness he deployed the speed brakes, and blacked out again. Upon regaining consciousness a second time at 4,000 ft MSL, he ejected. Upon investigation the Board found that the ejection had taken place at a speed of between 260 and 300 kts. However when the flight was reconstructed a few days later the speed the a/c had reached by 7,000 ft MSL, in a 45 degrees nose down dive, was 390 kts. This led the Board to conclude that the student pilot did not begin his loop at 13,000 ft MSL but somewhere between 7,000 and 9,000 ft MSL. In addition with 94 percent RPM at this altitude the pilot would have had to pull more than the normal three "G" (of the order of four to five "G") on the pull out to effect recovery to level flight at the ideal airspeed of 250 kts. This would explain his blackouts. Although not proven, it seems that the student pilot attempted to mislead the Board about the altitude at which the loop was initiated. Other pilots in the area at the time of the crash reported a cloud base of between 10,000 and 11,000 ft MSL. The ceiling was unsuitable for solo aerobatics. The investigation concluded that the accident was causing by the pilot using excessive power to perform a loop below 10,000 ft AGL necessitating a higher than normal "G" loading on recovery. The pilot then lost consciousness during the loop and was unable to effect recovery.

SOS: 13 July 1967 - Cat "A" write-off



114062	Canadair	1062	CL-41A	CT-114	Tutor
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TOS: 1 December 1964; 8 January 1971 - Renumbered from RCAF # 26062

Operated by 2 CFFTS, CFB Moose Jaw, SK in 1983. Later in storage at ATESS, CFB Mountain View, ON. Classified as Cat "B" training aid on 26 August 2004. Still at Mountain View June 2006. At CFB Borden by October 2008, in 2 CFFTS markings. Still there in 2011.

114063	Canadair	1063	CL-41A	CT-114	Tutor
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TOS: 1 December 1964; 8 January 1971 - Renumbered from RCAF # 26063

Operated by 2 CFFTS, CFB Moose Jaw, SK. Passed to Aerospace Maintenance Development Unit at CFB Trenton on 3 May 1999, some components removed for structural testing. CFSATE, CFB Borden, ON, had cockpit section only, tail is on 114187 in storage at Mountain View. Components seen stored outside at CFD Mountain View, ON, in October 2005. Fuselage only sold to Canadian Flying Machine Museum in Peterborough, ON c.2005, remainder of airframe scrapped by then. Forward fuselage reported stored outdoors at "museum" in Campbelford, ON in August 2009. Combined with parts from 114187 and painted as Golden Centenniare 114179 honouring S/L C.B. Lang and mounted on a pedestal in Creston, BC.

SOS: 2005; parts preserved

114064 A713	Canadair	1064	CL-41A	CT-114	Tutor
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TOS: 22 October 1964; 8 January 1971 - Renumbered from RCAF # 26064

Was Instructional Airframe A713 at time of renumbering, returned to flight status on 16 August 1976. Operated by 2 CFFTS, CFB Moose Jaw, SK. Completed Avionics Update Program on 28 May 1997. With the Flying Instructors School in January 2000. Converted to Snowbirds configuration by March 2004. Operated by Snowbirds as spare aircraft, with external tanks, in 2002 season, and as Snowbird #10, year unknown. Also With Snowbirds on 10 December 2004, when it collided with 114173, Snowbird #8, during practice over Mossbank, SK. Being operated as Snowbird #9, lead solo, collided at top of co-loop. Pilot thrown clear of aircraft on impact, opened parachute and suffered only minor injuries. Official report cites lack of training and experience of pilot of Snowbird #8, who was killed in the impact. Pieces still stored outside at CFD Mountain View, ON in September 2007.

SOS: 10 January 2005 - **Cat "A" write-off**

114065	Canadair	1065	CL-41A	CT-114	Tutor
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TOS: 22 October 1964; 8 January 1971 - Renumbered from RCAF # 26065

Operated by 2 CFFTS, CFB Moose Jaw, SK, 1982. Classified as Instructional Airframe A843 on 8 March 1985, returned to flying status on 22 June 1990. Completed Airframe Upgrade program on 27 March 1997. Later operated by Flight Instructors School, CFB Moose Jaw, SK. Later in storage at ATESS, CFB Mountain View, ON. Seen stored at CFD Mountain View, ON, in Hanger #1, in October 2005. Still there September 2007. Still there in October 2008, inside hanger. Lost on 9 October 2008, in an accident 2.5 kilometres north west of CFB Moose Jaw. The a/c flew into the ground during a formation turn, the pilot Capt. Bryan Mitchell and photographer Sgt. Charles Senecal were killed.

SOS: 5 October 2009 - **Cat "A" write-off**

114066	Canadair	1066	CL-41A	CT-114	Tutor
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TOS: 1 December 1964; 8 January 1971 - Renumbered from RCAF # 26066

Operated by 2 CFFTS, CFB Moose Jaw, SK in 1982. Operated by Flight Instructors School, CFB Moose Jaw, Sask. Later in storage at ATESS, CFB Mountain View, ON. Classified as a Cat "B" instructional airframe on 26 August 2004. At CFB Borden by fall of 2004, as instructional airframe. Still there in October 2008. Still at Borden in 2011, in 2 CFFTS markings.



114067	Canadair	1067	CL-41A	CT-114	Tutor
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TOS: 1 December 1964; 8 January 1971 - Renumbered from RCAF # 26067

Operated by 2 CFFTS, CFB Moose Jaw, SK. Operated by Flying Instructors School, CFB Moose Jaw, dates not known. To long term storage on 25 November 1999. Later in storage at ATESS, CFB Mountain View, ON. Seen stored outside at CFD Mountain View, ON, in October 2005. Still stored outside in October 2007, and August and November 2008. Stored outside at Mountain View in October 2010, still with FIS markings.

114068	Canadair	1068	CL-41A	CT-114	Tutor
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TOS: 1 December 1964; 8 January 1971 - Renumbered from RCAF # 26068

Operated by 2 CFFTS, CFB Moose Jaw, SK. To long term storage on 4 July 2000. Later in storage at ATESS, CFB Mountain View, ON. Seen stored outside at CFD Mountain View, ON, in October 2005. Still stored outside in October 2007, and August and November 2008. Reported scheduled to become cockpit display aircraft in November 2008.

SOS: unknown

114069 891B	Canadair	1069	CL-41A	CT-114	Tutor
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TOS: 1 December 1964; 8 January 1971 - Renumbered from RCAF # 26069

Operated by 2 CFFTS, CFB Moose Jaw, SK. Classified as Instructional Airframe A891 on 25 July 1988. Used at CFSATE, CFB Borden, ON, as a training aid. Reclassified as B891 on 31 July 1996. Still at Borden in June 2006 and October 2008, marked as 891B. On display at Borden air show in June 2010, marked as 891B. Still at Borden in 2011, in 2 CFFTS markings, marked 891B.

114070	Canadair	1070	CL-41A	CT-114	Tutor
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TOS: 1 December 1964; 8 January 1971 - Renumbered from RCAF # 26070

Operated by 2 CFFTS, CFB Moose Jaw, SK in 1982. Later in storage at ATESS, CFB Mountain View, ON. Reported as available for sale to museums, May 2005. Classified as Museum Artefact on 23 August 2005. Seen stored outside at CFD Mountain View, ON, in October 2005. Moved to Norwood, ON by December 2005, where it will be part of a Snowbirds static display. Stored outside at Norwood-Kelly airfield in August 2009.

SOS: 2005; preserved at Memorial Military Museum, Campbellford , ON

114071	Canadair	1071	CL-41A	CT-114	Tutor
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TOS: 1 December 1964; 8 January 1971 - Renumbered from RCAF # 26071

Operated by 2 CFFTS, CFB Moose Jaw, SK. Visited Pearson International Airport in September 1992. Completed Airframe Upgrade program on 7 June 1996. Later in storage at ATESS, CFB Mountain View, ON. Seen stored at CFD Mountain View, ON, in Hanger #1, in October 2005. Still there September 2007. Still there in November 2008, inside hanger. Converted to Snowbird configuration by July 2009. Snowbird #2 in September 2009. Snowbird #7 in September and October 2010. Snowbird #10 in June 2011. Snowbird #5 in June 2012. Snowbird #5 in 2019. On 13 Oct 2019, the a/c crashed while enroute to the Atlanta Air Show being held at the Atlanta Motor Speedway in Hampton, Georgia. Following a routine check while inverted, the pilot rolled level and applied full power to rejoin the formation. Shortly after the pilot experienced a loss of thrust. Losing altitude and unable to recover engine power, the pilot elected to eject as the a/c was too low to attempt a safe recovery to an airport. The pilot successfully ejected from the a/c however reported anomalies with the ejection sequence. The a/c was destroyed upon impact and the pilot received minor injuries as a result of the ejection sequence.

SOS: 13 October 2019 - Cat "A" write-off



114072	Canadair	1072	CL-41A	CT-114	Tutor
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TOS: 1 December 1964; 8 January 1971 - Renumbered from RCAF # 26072

Operated by 2 CFFTS, CFB Moose Jaw, SK. Loaned to Canadair in 1978. Registered as C-GVQX, used as chase plane in CL-600 Challenger test and certification program. Operated from Mojave, California for at least part of this program. Deregistered on 22 November 1983, returned to Canadian Forces. To long term storage on 26 April 2000, in storage at ATESS, CFB Mountain View, ON. Seen stored at CFD Mountain View, ON, in Hanger #1, in October 2005. Still there September 2007. Still there in November 2008, inside hanger. Stored inside at Mountain View in October 2010.

114073	Canadair	1073	CL-41A	CT-114	Tutor
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TOS: 17 December 1964; 8 January 1971 - Renumbered from RCAF # 26073

Operated by 2 CFFTS, CFB Moose Jaw, SK. Cat "A" crash on 14 August 1992, south of Moose Jaw, after engine failure. Investigation blamed J-85 CAN-40 engine failure on a failed # 2 bearing.

SOS: 23 October 1992 - **Cat "A" write-off**

114074	Canadair	1074	CL-41A	CT-114	Tutor
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TOS: 17 December 1964; 8 January 1971 - Renumbered from RCAF # 26074

First delivered to 1 FTS in Gimli, MB. Next operated by 2 CFFTS, CFB Moose Jaw, SK as of 29 March 1966. While there, collided with # 114140 on 21 May 1975. During a 2-plane student-training formation exercise, the No. 2 of the formation collided with the lead a/c. The horizontal stabilizer of the lead a/c was virtually destroyed, control of the a/c was lost and the crew ejected successfully. The right wing of the No. 2 a/c was damaged but the a/c recovered successfully at home base. Shortly after a change of lead, it was noted that the new No. 2 a/c was not in sight. The lead queried No. 2 asking where he was and what his intentions were. The instructor in No. 2 replied that he was moving about the various formation positions in order to take pictures. He then requested the lead a/c to maintain straight and level flight while he moved into the echelon left position. At this point the instructor in No. 2 advised his student that he was going to carry out a manoeuvre which would give a top plan view of the lead a/c and that the student should aim his camera at a 45 degree angle out of the canopy. The instructor in No. 2 then attempted the manoeuvre which led to the collision. The horizontal stabilizer of the lead a/c was sheared off, control of the a/c was lost and both pilots ejected safely. Both pilots landed in waist deep water in Old Wives Lake. The investigation determined that the pilot of the No. 2 a/c attempted to fly non-standard formation positions, which were contrary to established procedures, solely for photographic purposes. He intentionally placed his a/c in such a position relative to his lead that it would require visual contact be lost to effect recovery. He permitted a closure to commence toward the lead a/c. Upon recognition of the rapid closure of his a/c towards the lead a/c, he failed to exercise the necessary mechanical skills to avoid collision.

SOS: 11 December 1975 - **Cat "A" write-off**

114075	Canadair	1075	CL-41A	CT-114	Tutor
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TOS: 17 December 1964; 8 January 1971 - Renumbered from RCAF # 26075

Operated by 2 CFFTS, CFB Moose Jaw, SK. Visited Pearson Airport, Toronto in 1986 while With 2 CFFTS. Operated by Snowbirds as a spare in 1990 season. Snowbird #8 in 1991 season. Snowbird #7 in 1992 and 1993 seasons. Snowbird #2 in 1994 season. Declared surplus and pending disposal on 8 November 2000. To Shearwater Aviation Museum, after storage at ATESS, CFB Mountain View, ON. By 2006 displayed as Snowbird #7.

SOS: 2000; Preserved at the Shearwater Aviation Museum in Shearwater, NS



114076 A721	Canadair	1076	CL-41A	CT-114	Tutor
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TOS: 17 December 1964; 8 January 1971 - Renumbered from RCAF # 26076

Classified as Instructional Airframe A721 at time of renumbering, returned to flying status on 16 August 1976. Operated by 2 CFFTS, CFB Moose Jaw, Sask., 1982. Operated by Snowbirds as Snowbird #11 in 1993 season, then as Snowbird #4 in 1994 and 1995 seasons. Snowbird #5 in 1996 season. Snowbird #11 for part of 1997 season. Spare aircraft for part of 1997 season. Snowbird #10 in 1998 season. Snowbird #6 in 1999 season. Snowbird #4 for part of 2000 season. Snowbird #4 for all of 2001, 2002, and 2003 seasons. Reported as available for sale to museums, May 2005. Classified as Museum Artefact on 23 August 2005. Stored behind RCAF # Memorial Museum at Trenton, ON in October 2005, had left by December 2005. At Reynolds Museum in Wetaskawin, AB by summer of 2006, displayed as Snowbird #12.

SOS: 23 August 2005; preserved at Reynolds Museum, Wetaskawin, AB

114077	Canadair	1077	CL-41A	CT-114	Tutor
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TOS: 17 December 1964; 8 January 1971 - Renumbered from RCAF # 26077

First delivered to 1 FTS in Gimli, MB. Transferred to 6 RD Det in Mountain View, ON as of 16 June 1966. Back to 1 FTS as of 28 June 1969. Transferred to 2 CFFTS in Moose Jaw, SK as of 24 October 1969. Next operated by AETE, CFB Cold Lake, AB as a standard proficiency a/c as of 18 Oct 1979. While still with this unit, it crashed on approach to CFB North Bay on 1 May 1991 and was destroyed. Engine failure, possibly caused by failed VG actuator on engine. Crew ejected safely.

SOS: 10 February 1993 - **Cat "A" write-off**

114078	Canadair	1078	CL-41A	CT-114	Tutor
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TOS: 17 December 1964; 8 January 1971 - Renumbered from RCAF # 26078

Operated by the Central Flying School at CFB Winnipeg, Manitoba in early 1990s, For the 25th anniversary this a/c was repainted in an overall black colour scheme and was named "Raven". Aircraft was repainted by BAMEO (Base Aircraft Maintenance Engineering Organization) at CFB Moose Jaw, who at the time claimed that BAMEO stood for "Batman's Aircraft Maintenance Engineering Organization". Operated by Snowbirds as Snowbird #10 for part of 1992 season. Was Snowbird #9 in 1994 and 1995 seasons. Snowbird #4 in 1996, 1997, and 1998 seasons. Later Snowbird No. 1 in 1999 season. Spare Snowbird in 2000 season. Snowbird #1 for part of 2001 season. Also reported as Snowbird #5 in 2002 season, possibly for only part of the season (Dempsy lists 114085 as SB 5 that year). Declared surplus, pending disposal on 15 March 2006. Scheduled to be mounted on pedestal in downtown Moose Jaw in 2009, in place by fall of 2011.

SOS: 2006

114079	Canadair	1079	CL-41A	CT-114	Tutor
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TOS: 17 December 1964; 8 January 1971 - Renumbered from RCAF # 26079

Operated by Snowbirds as Snowbird #5 during practice for 1994 season, also reported as Snowbird #4 in this season. Pilot ejected safely after engine failure about 18 miles south of CFB Moose Jaw, SK on 21 March 1994, during practice flight. Aircraft left the formation and attempted to relight the engine, but was not successful. Failure may have been caused by failed VG actuator on engine.

SOS: 21 November 1994 - **Cat "A" write-off**



114080 A767 927B	Canadair	1080	CL-41A	CT-114	Tutor
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TOS: 17 December 1964; 8 January 1971 - Renumbered from RCAF # 26080

Classified as Instructional Airframe A767 on 14 November 1977, returned to flight status on 16 July 1985. Operated by Snowbirds as Snowbird #9 in 1989 season, Snowbird #5 in 1990 season, later as Snowbird #2 in 1991 season. Snowbird #6 in 1992, 1993, and 1994 seasons. Snowbird #8 in 1995 season. Snowbird #2 in 1996 and 1997 seasons. Withdrawn from Snowbirds service because of high fatigue index. Classified as instructional airframe 927B on 27 April 1998. To CFSATE, CFB Borden, ON, still in Snowbird markings. Still there June 2006, as instructional airframe 927B, still in Snowbird colours. On display at Canadian National Exhibition in Toronto, and at Bombardier family day at Downsview, September 2007, in Snowbird markings and still marked as 927B. At CFB Borden by October 2008, still marked as 927B. On display at Borden air show in June 2010, marked as 927B.

114081	Canadair	1081	CL-41A	CT-114	Tutor
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TOS: 17 December 1964; 8 January 1971 - Renumbered from RCAF # 26081

Used by AETE at CFB Cold Lake, AB as a heavily instrumented test a/c. The a/c received an extended nose-mounted pitot boom. A data recording device in a large orange box, nicknamed "R2D2" was fitted in place of the starboard ejection seat. The a/c also wore special fuselage photo markings (stripes). Modified to Snowbirds configuration in 2001. Spare Snowbird in 2001 and 2002 seasons. Operating as Snowbird #5 on 21 June 2001 when it collided with Snowbird #1 (114006) over Lake Erie. This aircraft recovered to London airport with Cat "C" damage, Snowbird #1 was lost. Snowbird #5 in 2005 season. Snowbird #7 in 2006 season. Snowbird #9 late summer in 2007 season, Snowbird #5 in October 2007. Snowbird #9 in February 2008. Snowbird #1 in September and October 2010. Snowbird #8 in June 2012. Snowbird #6 in June 2013. To long term storage at IMP, Halifax on 22 November 2013. Back flying as Snowbird #5 (but unmarked) in spring 2017.

114082	Canadair	1082	CL-41A	CT-114	Tutor
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TOS: 17 December 1964; 8 January 1971 - Renumbered from RCAF # 26082

Originally delivered to 1 FTS in Gimli, MB Transferred to AMDU Det Mountain View as of 9 August 1968. Transferred to 2 CFFTS, CFB Moose Jaw, SK as of 210 October 1975. To 431 (AD) Sqn as of 22 November 1976. Operated by Snowbirds as Snowbird No. 4 for part of 1977 season. Crashed near Seattle, Washington on 16 July 1977. Collided with Snowbird #7 (114088) during formation change during air show at Paine Field. Both pilots ejected successfully, both aircraft fell into Puget Sound. The Snowbird Air Demonstration Team were performing a low (flat) show air display at Paine Field, Washington. At approximately 1420(L), in an established 30 to 40 degrees banked left turn, 6NM west of Paine Field and with 90 degrees of turn remaining to roll out heading, a formation change from "Arrow" formation to "Big Vic" was initiated. At this point, #7 moved wide to make space for #4. #4 looked left (to #7) and having determined that a space was opening up continued to execute his change, maintaining clearance on #3 to his right (his primary lookout). While #4 executed his move, #7 a/c had moved (wide and slightly high). At this point #7 had lost visual contact with #4. Lost contact during this manoeuvre had happened before and was not considered unusual by the # seven pilot. Coincident with this event #7 determined that he was slightly closer than normal and a bit forward of the longitudinal reference line. #7 then attempted to compensate to ensure that enough room was available for #4, by increasing his vertical displacement and going high above the horizontal plane by about 20 to 25 ft. #4 moved into position and, as # seven attempted to move back to the correct fore and aft line, a collision occurred with #4. Both crew members successfully ejected. The investigation noted that #7's technique of going high on the inside of an echelon turn was a departure from the normal procedure and contrary to good formation flying. The cause was identified as while attempting to make a formation change the pilot accepted a practice of losing visual contact with a member of the formation from whom he was responsible to maintain clearance. The pilot also utilized a technique which impaired his ability to perceive visual cues essential to maintaining proper station.

SOS: 1 September 1977 - Cat "A" write-off; wreckage released for CRAD technology development program at DREP in Victoria, BC.



114083	Canadair	1083	CL-41A	CT-114	Tutor
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TOS: 17 December 1964; 8 January 1971 - Renumbered from RCAF # 26083

Flown by Golden Centennaires Aerobatic Team. Operated by 2 CFFTS, CFB Moose Jaw, SK. Was Snowbird #1 in later part of 1973 season (replacing 114175). Spare Snowbird in 1974 and 1976 (no tail number). Was Snowbird #11 in 1975 season. To AETE, CFB Cold Lake, AB, after storage at ATESS, CFB Mountain View, ON. Declared surplus, pending disposal on 20 November 2000. Presented to City of Cold Lake by AETE on 15 October 2004, now on display in Cold Lake in AETE colours.

SOS: 20 November 2000 - Preserved in city of Cold Lake, AB

114084	Canadair	1084	CL-41A	CT-114	Tutor
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TOS: 25 January 1964; 8 January 1971 - Renumbered from RCAF # 26084

Operated by Snowbirds as spare aircraft in 1990 season, then Snowbird #11 in 1991 and 1992 seasons, all with external fuel tanks. Used as a tanker aircraft, to top up tanks of Snowbirds at airports where jet fuel was not available. Destroyed by post impact fire after a wheels up landing on 1 June 1992 at Bonaventure, QC.

SOS: 13 April 1994 - Cat "A" write-off

114085 A824	Canadair	1085	CL-41A	CT-114	Tutor
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TOS: 25 January 1964; 8 January 1971 - Renumbered from RCAF # 26085

Classified as Instructional Airframe A824 on 6 June 1984, returned to flight status on 16 July 1985. Completed Airframe Upgrade program on 21 June 1995. Operated by 2 CFFTS, CFB Moose Jaw, SK in 1999. At Chilliwack, BC, air show summer of 1999 in 2 CFFTS markings. Converted to Snowbird configuration in 2002. Snowbird #5 in 2002 season. Operated by Snowbirds as Snowbird #9 in 2003 and 2004 seasons. Bird strike on takeoff for Brantford air show on 1 September 2004, recovered safely. Replaced by Snowbird #11 for remainder of show. Was Snowbird #12 at Abbotsford air show, 2005. Snowbird #8 in early 2006 season, Snowbird #14 by end of season. Snowbird #4 in early 2007 season, Snowbird #11 by late August 2007, Snowbird #3 in October 2007. Snowbird #6 in August and October 2008. Snowbird #4 in June 2009. Snowbird #7 in October and November 2011. Snowbird #6 in June 2012. Withdrawn from use on 19 February 2013 due to high fatigue index, to long term storage at CFB Trenton.

114086	Canadair	1086	CL-41A	CT-114	Tutor
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TOS: 25 January 1965; 8 January 1971 - Renumbered from RCAF # 26086

Originally delivered to 2 FTS Moose Jaw. Transferred to AMDU Trenton as of 4 July 1968. Back to 2 CFFTS, CFB Moose Jaw, SK as of 3 July 1970. On 3 December 1971, a student pilot was briefed and authorized for a solo clearhood mission in # 114086. The takeoff was normal, however, acceleration to climbing airspeed appeared slow and exhaust gas temperature was in the vicinity of maximum allowable. Passing through approximately 4000 ft MSL, at 240 KIAS, he commenced a right hand climbing turn. Shortly thereafter, he heard a loud bang and felt a sudden deceleration; immediately he initiated recovery action for a compressor stall by retarding the throttle and pressing the airstart button. The attempted corrective action appeared unsuccessful and he transmitted his difficulty, intentions and position to the Tower. Thirty-five seconds later he ejected successfully; however seat/parachute entanglement occurred and he had to cut a parachute shroud line to effect separation. The pilot landed in a level field, sustaining only minor injuries. On ejection there was no seat/man separation as the seat had become tangled in the parachute shroud line. Showing commendable presence of mind the pilot extracted his shroud cutting knife from the knife pocket of his flying suit and cut the shroud line, which allowed the seat to fall away and permitted a safe landing. The investigation subsequently determined that a retainer clip became disengaged allowing the stator to rotate in the compressor main frame of the engine. This caused a rupture of the main frame leading to the engine power loss.

SOS: 30 December 1971 - Cat "A" write-off



114087 934B	Canadair	1087	CL-41A	CT-114	Tutor
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TOS: 25 January 1964; 8 January 1971 - Renumbered from RCAF # 26087.

Operated by 2 CFFTS, CFB Moose Jaw, SK. Classified as instructional airframe 934B on 8 May 2000, to CFSATE, CFB Borden, ON as training aid. Still there June 2006 and October 2008, as instructional airframe 934B. On display at Borden air show in June 2010, without tail section. Tail section from this aircraft was installed on #114092 at that time.

114088	Canadair	1088	CL-41A	CT-114	Tutor
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TOS: 25 January 1964; 8 January 1971 - Renumbered from RCAF # 26088

Originally delivered to 1 FTS Gimli, MB. Transferred to 6 RD Det Mountain View as of 29 September 1967. Transferred to 2 CFFTS, CFB Moose Jaw, SK as of 17 December 1973. To 431 (AD) Sqn as of 25 January 1977. Operated by Snowbirds as Snowbird No. 7 for part of 1977 season. Collided with Snowbird #4 (114082) during formation change during air show at Paine Field. Both pilot ejected successfully, both aircraft fell into Puget Sound. The Snowbird Air Demonstration Team were performing a low (flat) show air display at Paine Field, Washington. At approximately 1420(L), in an established 30 to 40 degrees banked left turn, 6NM west of Paine Field and with 90 degrees of turn remaining to roll out heading, a formation change from "Arrow" formation to "Big Vic" was initiated. At this point, #7 moved wide to make space for #4. #4 looked left (to #7) and having determined that a space was opening up continued to execute his change, maintaining clearance on #3 to his right (his primary lookout). While #4 executed his move, #7 a/c had moved (wide and slightly high). At this point #7 had lost visual contact with #4. Lost contact during this manoeuvre had happened before and was not considered unusual by the # seven pilot. Coincident with this event #7 determined that he was slightly closer than normal and a bit forward of the longitudinal reference line. #7 then attempted to compensate to ensure that enough room was available for #4, by increasing his vertical displacement and going high above the horizontal plane by about 20 to 25 ft. #4 moved into position and, as # seven attempted to move back to the correct fore and aft line, a collision occurred with #4. Both crew members successfully ejected. The investigation noted that #7's technique of going high on the inside of an echelon turn was a departure from the normal procedure and contrary to good formation flying. The cause was identified as while attempting to make a formation change the pilot accepted a practice of losing visual contact with a member of the formation from whom he was responsible to maintain clearance. The pilot also utilized a technique which impaired his ability to perceive visual cues essential to maintaining proper station.

SOS: 1 September 1977 - **Cat "A" write-off**; wreckage released for CRAD technology development program at DREP in Victoria, BC.

114089	Canadair	1089	CL-41A	CT-114	Tutor
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TOS: 25 January 1964; 8 January 1971 - Renumbered from RCAF # 26089

Operated by 2 CFFTS, CFB Moose Jaw, SK, 1983 to 1993. Completed Avionics Update Program on 29 September 1995. Operated by Snowbirds as spare aircraft, with external fuel tanks, in 2002 season, and as Snowbird #10, year unknown. Also operated by AETE, CFB Cold Lake, AB, dates unknown. Received full Snowbird conversion in 2003. Snowbird #9 in 2005 season. Snowbird #2 in August and October 2008, and June 2009. Snowbird #1 in June, October and November 2011. Also reported as Snowbird #8 in mid October 2011, at San Francisco. Snowbird #7 in June 2013. Snowbird #6 for the 2023 season.

114090	Canadair	1090	CL-41A	CT-114	Tutor
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TOS: 25 January 1964; 8 January 1971 - Renumbered from RCAF # 26090

Operated by 2 CFFTS, CFB Moose Jaw, SK. Also with Central Flying School at CFB Winnipeg, dates not known. Completed Avionics Update Program on 5 May 1998. Was in storage at ATESS, CFB Mountain View, ON in early 2000s. Seen stored at CFD Mountain View, ON, in Hanger #1, in October 2005. Converted to Snowbird configuration September 2006. Snowbird #5 in August and October 2008, and June 2009. Snowbird #9 in September and October 2010. Snowbird #7 in June 2011. Snowbird #2 in June 2012 and June 2013. Snowbird #10 in 2019. Snowbird #11 for the 2023 season.



114091 898B	Canadair	1091	CL-41A	CT-114	Tutor
<p>TOS: 25 January 1964; 8 January 1971 - Renumbered from RCAF # 26091</p> <p>Operated by 2 CFFTS, CFB Moose Jaw, SK, 1982. Classified as Instructional Airframe B898 on 15 May 1990. Later used by CFSATE as a training aid. Still there June 2006. Still there in October 2008, marked as 898B. On display at Borden air show in June 2010, marked as 898B. Still at Borden in 2011, in 2 CFFTS markings.</p>					
114092 934B	Canadair	1092	CL-41A	CT-114	Tutor
<p>TOS: 25 January 1964; 8 January 1971 - Renumbered from RCAF # 26092</p> <p>Operated by 2 CFFTS, CFB Moose Jaw, SK, 1982. Classified as Instructional Airframe A892 on 25 July 1988. Re-classified as Instructional Airframe C892 on 20 October 2003, and "sectionalized". Used by CFSATE as a training aid. Still there June 2006 and October 2008, no tail section. On display at Borden air show in June 2010, marked as 934B, fitted with tail from 114087. Still at Borden in 2011, in 2 CFFTS markings. Tail section reported in use at Refinishing School at Borden in 2014.</p>					
114093	Canadair	1093	CL-41A	CT-114	Tutor
<p>TOS: 25 January 1964; 8 January 1971 - Renumbered from RCAF # 26093</p> <p>Painted in Golden Centennaires colours for 125th anniversary of Canada and for the closure of CFB Portage La Prairie in 1992. Toured air show circuit that year. Completed Avionics Update Program on 29 May 1997. Operated by 2 CFFTS in 1999. At Chilliwack, BC, air show summer of 1999 in 2 CFFTS markings. To long term storage on 9 August 2000, stored at ATESS, CFB Mountain View, ON. Seen stored at CFD Mountain View in Hanger #2, in October 2005. Still there September 2007. Still there in November 2008, inside hanger.</p>					
114094	Canadair	1094	CL-41A	CT-114	Tutor
<p>TOS: 25 January 1964; 8 January 1971 - Renumbered from RCAF # 26094</p> <p>Operated by 2 CFFTS, CFB Moose Jaw, SK. Visited Pearson International Airport in 2 CFFTS markings, April 1986. Operated by Snowbirds as Snowbird #9 in 1991 season, Snowbird #2 in 1992 and 1993 seasons, later as Snowbird #8 in 1994 season. Later stored at ATESS, CFB Mountain View, ON. Components seen stored outside at CFD Mountain View, ON, in October 2005. Fuselage in Gatineau, QC for several years, used for research at Quality Engineering Test Establishment, probably for fatigue studies. Classified as Cat "B" training aid on 29 April 2010. Reported stored at CFB Borden by 2010, marked as Snowbird #10, some parts missing. Still there in early 2013.</p>					
114095	Canadair	1095	CL-41A	CT-114	Tutor
<p>TOS: 23 February 1965; 8 January 1971 - Renumbered from RCAF # 26095</p> <p>Operated by 2 CFFTS, CFB Moose Jaw, SK. Completed Avionics Update Program on 9 September 1997. To long term storage on 4 July 2000, stored at ATESS, CFD Mountain View, ON. Seen stored at CFD Mountain View, ON, in Hanger #2, in October 2005. Still there September 2007 and November 2008.</p>					
114096 A718	Canadair	1096	CL-41A	CT-114	Tutor
<p>TOS: 23 February 1965; 8 January 1971 - Renumbered from RCAF # 26096</p> <p>Was Instructional Airframe A718 at time of renumbering. Returned to flying status on 16 August 1976. Operated by 2 CFFTS, CFB Moose Jaw, SK. Completed Avionics Update Program on 27 September 1996. Later in storage at ATESS, CFB Mountain View, ON. Seen stored at CFD Mountain View, ON, in Hanger #2, in October 2005. Still there September 2007. Still there in November 2008, inside hanger. Converted to Snowbird configuration January 2013. To No. 431 Sqn at Moose Jaw on 3 July 2013. Snowbird #10 in 2015. Snowbird #8 in 2017. Snowbird lead #1 for 2023 season (faded #6 visible underneath #1)</p>					



114097	Canadair	1097	CL-41A	CT-114	Tutor
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TOS: 23 February 1965; 8 January 1971 - Renumbered from RCAF # 26097

Operated by 2 CFFTS, CFB Moose Jaw, SK. To long term storage on 4 July 2000, stored at ATESS, CFB Mountain View, ON. Seen stored outside at CFD Mountain View, ON, in October 2005. Still stored outside in October 2007, August and November 2008, and October 2010. Has been declared surplus, being considered as training aid in January 2008.

114098	Canadair	1098	CL-41A	CT-114	Tutor
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TOS: 23 February 1965; 8 January 1971 - Renumbered from RCAF # 26098

Originally delivered to 1 FTS in Gimli, MB. To AMDU Det Mountain View, ON as of 14 May 1969. Transferred to 2 CFFTS as of 3 May 1977. Operated by the Snowbirds as Snowbird No. 2 in 1984 season. Snowbird #9 in 1985 and 1986 seasons. Snowbird #3 in 1987 season. Snowbird #7 in 1987 season. Snowbird #3 in 1988 season. Snowbird #2 in 1989 season. Collided with 114110, a spare aircraft being flown by Snowbird #1 pilot, during display at Canadian National Exhibition in Toronto on 3 September 1989. Both aircraft burst into flames almost immediately and plunged into the lake. Pilot of this aircraft, Captain Shane Antaya, killed.

SOS: 13 October 1993 - Cat "A" write-off

114099	Canadair	1099	CL-41A	CT-114	Tutor
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TOS: 23 February 1965; 8 January 1971 - Renumbered from RCAF # 26099

Classified as Instructional Airframe A759 on 3 May 1977, returned to flying status in July 1985. Completed Avionics Update Program on 31 January 1996. Converted to Snowbird configuration in 1996. Operated by Snowbirds as Snowbird #11, year unknown. Snowbird #7 in 1996 season. Snowbird #9, 1997 season. Snowbird #2 in 1998 season. Snowbird #8 in 1999 season. Snowbird #2 in 2000 and 2001 seasons, then Snowbird #3 in 2002 season. Also Snowbird #5, in 2003 season. Components seen stored outside at CFD Mountain View, ON, in October 2005. Classified as Cat "B" training aid on 10 October 2008. Reported in use as ground training aid with No. 431 Squadron at Moose Jaw in 2009.

114100	Canadair	1100	CL-41A	CT-114	Tutor
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TOS: 23 February 1965; 8 January 1971 - Renumbered from RCAF # 26100

Operated by 2 CFFTS, CFB Moose Jaw, SK. Operated by Snowbirds as Snowbird #10 in 1988 season. Snowbird #1 in 1990 season. Snowbird #5 in 1991, 1992, and 1993 seasons. Snowbird #3 in 1994 season. Snowbird #5 in 1995 season. Spare Snowbird in 1996 season, later Snowbird #15. Later in storage at ATESS, CFB Mountain View, ON. Reported as available for sale to museums, May 2005. Classified as Museum Artefact on 23 August 2005. Sold to the Memorial Military Museum, in Campbellford, ON in late 2005. Stored outside at Norwood-Kelly airfield in August 2009.

SOS: May 2005; preserved at Memorial Military Museum, Campbellford, ON

114101	Canadair	1101	CL-41A	CT-114	Tutor
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TOS: 23 February 1965; 8 January 1971 - Renumbered from RCAF # 26101

Operated by 2 CFFTS, CFB Moose Jaw, SK, 1982 and 1983. Later in storage at ATESS, CFB Mountain View, ON. Reported as available for sale to museums, May 2005. Classified as Museum Artefact on 23 August 2005. Seen stored outside at CFD Mountain View, ON, in October 2005. Moved to Norwood, ON by December 2005, where it will be part of a Snowbirds static display. Stored outside at Norwood-Kelly airfield in August 2009.

SOS: May 2005; preserved at Memorial Military Museum, Campbellford, ON



114102	Canadair	1102	CL-41A	CT-114	Tutor
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TOS: 23 February 1965; 8 January 1971 - Renumbered from RCAF # 26102

Operated by 2 CFFTS, CFB Moose Jaw, SK, 1983. With Canadian Forces Flying Instructor School at CFB Portage, Manitoba, dates not known. Used as proof fit aircraft for DLIR (Depot Level Inspection and Repair) program in 1994. Special red, silver and blue paint scheme for 50th anniversary of 2 CFFTS in 1995, carry flags of various countries that had sent students to 2 CFFTS. Fitted with VHF radio. To long term storage on 6 March 2001, stored at ATESS, CFD Mountain View, ON. Seen stored at CFD Mountain View, ON, in Hanger #1, in October 2005. Still there September 2007. Still there in November 2008, inside hanger. Being disassembled for spares in 2013. Noted in 2014 as not for sale.

26103	Canadair	1103	CL-41A	CT-114	Tutor
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TOS: 23 February 1965

Originally delivered to 1 FTS in Gimli, MB. Transferred to 2 CFFTS Moose Jaw as of 29 March 1966. On 18 October 1968, while at 2 CFFTS, a student pilot departed on a solo clearhood mission in # 26103 for the purpose of practising maximum rate turns, landing attitude stalls and spins. He entered a spin at 21,000 ft MSL and was unable to effect a recovery. He ejected successfully incurring only minor injuries. The student attempted his first spin recovery after four auto-rotations. He was able to stop the spinning, however, the investigation determined that at this stage, he probably attempted to raise the nose of the a/c too early and too rapidly. There is also the distinct possibility that residual rudder may have remained on during the initial recovery attempt. By attempting to raise the nose too early, the pilot caused the a/c to flick roll with a fairly steep nose down attitude. Although he stopped the rolls on several occasions during the descent, persistent mishandling of the controls resulted in continuing high speed stalls combined with more flick rolls. At approximately 12,000 ft MSL he transmitted a Mayday and, somewhere between 7,500 feet AGL and 4,500 feet AGL, he jettisoned the canopy using his right hand. On releasing the control column to accomplish this action the a/c nose dropped which resulted in an increase of airspeed. When he raised the nose, just prior to ejection (between 5,000 ft AGL and 2,300 ft AGL) the a/c responded smoothly in the pitching plane. When the nose had been raised through approximately 15 degrees to a dive angle of about 45 degrees the pilot ejected. The investigation determined that the student pilot repeatedly stalled the a/c after spin or flick roll recovery. The pilot's knowledge of spinning was inadequate to perform solo spinning. He had not flown a dual spin sequence for 20 days preceding the accident.

SOS: 11 December 1968 - Cat "A" write-off

114104	Canadair	1104	CL-41A	CT-114	Tutor
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TOS: 8 June 1965; 8 January 1971 - Renumbered from RCAF # 26104

Operated by 2 CFFTS, CFB Moose Jaw, SK, 1982. Engine failed after ingesting a bird in 1988, instructor pilot made successful dead stick landing on a farm gravel driveway, 300 miles north of Moose Jaw. Aircraft recovered by road, repaired and returned to service. Avionics Upgrade Program completed on 4 March 1996. converted to Snowbirds configuration in 2000. Operated by Snowbirds as Snowbird #5, 4, 11, years unknown. Spare aircraft in 2001 and 2002 seasons. Was Snowbird #8 in 2004 season. Snowbird #7 in 2005 season. Snowbird #8 in 2006 season. Snowbird #3 in early 2007 season and as late as August 2007, Snowbird #7 by October 2007. Snowbird #5 in June 2009. Snowbird #11 in September and October 2010. Snowbird #6 in June, October and November 2011. Snowbird #4 in June 2012. Snowbird #6 in June 2013.

114105 A893	Canadair	1105	CL-41A	CT-114	Tutor
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TOS: 23 February 1965; 8 January 1971 - Renumbered from RCAF # 26105

Delivered to 1 FTS in Gimli, MB. Later operated by 2 CFFTS, CFB Moose Jaw, SK. Operated by Snowbirds as Snowbird No. 9 in 1978 season, then Snowbird #10 in 1979, Snowbird #7 in 1980, 1981, and 1982 seasons. Snowbird #7 for part of 1983 season, spare for remainder of 1983 season and all of 1984. Snowbird #7 in 1985 season. Spare Snowbird in 1986 and 1987 seasons. Classified as Instructional Airframe A893 on 25 July 1988. Used at CFSATE, CFB Borden, ON. Sectionalized, aft fuselage to Refinishing School at Borden. Nose section still at Borden in June 2006.



114106	Canadair	1106	CL-41A	CT-114	Tutor
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TOS: 23 February 1965; 8 January 1971 - Renumbered from RCAF # 26106

Operated by 2 CFFTS, CFB Moose Jaw, SK. Avionics upgrade Program completed on 4 March 1996. Later stored at ATESS, CFB Mountain View, ON, reactivated in May 2004.. Used by Snowbirds as Snowbird #13 in 2004 season. With AETE at CFB Cold Lake, AB in May 2006, in standard red and aluminum paint finish, plus red X on rudder. Still with AETE at Cold Lake in 2010 up to October 2012.

26107	Canadair	1107	CL-41A	CT-114	Tutor
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TOS: 8 June 1965

On 16 June 1966, at 2 CFFTS Moose Jaw, a student pilot was authorized to fly # 26107 on a solo clearhood mission which consisted of stalls, aerobatics, maximum rate descents, unusual attitude recoveries and spins. After approximately one hour of upper air work, the student pilot entered a left-hand spin from an indicated altitude of 25,000 ft. When full left rudder was applied to enter the spin, the pilot experienced an unusual feeling in the rudder pedal and found that he could not move the right rudder pedal to recover from the spin. When attempts to move the rudder failed, he ejected the canopy at approximately 13,000 ft MSL and ejected himself from the a/c at approximately 7,000 ft MSL. The ejection sequence operated normally and the pilot landed safely. The a/c had come out of the spin by itself and landed relatively intact. This aided in the investigation of the rudder mechanism. It was ascertained that the rudder had indeed jammed. A check of some # a/c at CFB Moose Jaw proved that a binding between the rudder pedal and the console panel could be duplicated if enough side force was applied to the pedal. Further investigation into the accident showed that there was nothing else wrong with the a/c at the time of impact. The investigation concluded that the accident was caused by insufficient clearance between the rudder pedal and the cockpit side panel.

SOS: 24 June 1966 - Cat "A" write-off

114108 A712	Canadair	1108	CL-41A	CT-114	Tutor
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TOS: 8 June 1965; 8 January 1971 - Renumbered from RCAF # 26108

Classified as Instructional Airframe A712 at time of renumbering, returned to flying status on 16 August 1976. Operated by Snowbirds as Snowbird #1 in 1987 and 1988 seasons. Snowbird #8 in 1989 season, Snowbird #4 in 1990 and 1991 seasons. Was Snowbird #10 in early 1992, Snowbird #3 in 1992 and 1993 seasons. Spare Snowbird in 1994 season, later Snowbird #10. Was Snowbird #6 in 1995 and 1996 seasons. Spare Snowbird in 1997 and 1998 seasons. Snowbird #10 in 1999 season. Transferred to Canada Aviation & Space Museum, Ottawa, ON, on 18 November 1999. Displayed in Snowbirds markings.

SOS: Unknown

114109	Canadair	1109	CL-41A	CT-114	Tutor
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TOS: 8 June 1965; 8 January 1971 - Renumbered from RCAF # 26109

Operated by 2 CFFTS, CFB Moose Jaw, SK. Operated by Central Flying School at CFB Winnipeg, dates not known. In storage at ATESS, CFB Mountain View, ON c.2000. Converted to Snowbirds configuration in August 2005. Snowbird #6 in 2006 season. Snowbird #10 in 2007 season. Snowbird #8 in August and October 2008; June and September 2009; and November 2011. Still with 431 Squadron in July 2013.

114110	Canadair	1110	CL-41A	CT-114	Tutor
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TOS: 8 June 1965; 8 January 1971 - Renumbered from RCAF # 26110

First delivered to 1 FTS Gimli, MB. To AMDU Trenton as of 25 March 1969. Transferred to 2 CFFTS Moose Jaw as of 6 April 1977. Assigned to 431 (AD) Sqn as of 18 May 1977. Operated by Snowbirds as Snowbird #7 in 1978 and 1979 seasons, also Snowbird #9 for part of 1980 season. Spare Snowbird, no number, in 1981 and 1982 seasons. Snowbird #10 in 1983 season. Snowbird #11 in 1984 season. Snowbird #10 in 1985 season. Snowbird #7 in 1986 season. Snowbird #5 in 1987 season. Spare Snowbird in 1989 season. Collided with #114098, Snowbird #2, during display at Canadian National Exhibition in Toronto on 3 September 1989. Both aircraft burst into flames almost immediately and plunged into the lake. Capt Shane Antaya killed in Snowbird #2, Maj Dan Dempsey, team leader and piloting this aircraft, ejected successfully.



SOS: 22 July 1993 - Cat "A" write-off

26111	Canadair	1111	CL-41A	CT-114	Tutor
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TOS: 7 July 1965

On 11 March 1966, at CFFTS Moose Jaw, a student pilot signed out in # 26111 and took off on a solo mission. The student completed the upper air work of the assigned exercise as briefed by his instructor and returned to the circuit to practise landings. After overshooting from touch and go landing and climbing away from the runway, the pilot experienced an apparent engine flame out. The adjacent terrain was not suitable for a forced landing and the pilot ejected from the a/c. The escape mechanisms operated successfully and the pilot landed safely. The mission had gone well until the pilot was overshooting from a touch and go landing. At this point a fore and aft vibration of the instrument panel was noted. Then, at an altitude of approximately 150 ft and an airspeed of 190-200 kts, an amber light on the annunciator panel illuminated indicating to the pilot that his fuel quantity was low; but when he checked the fuel quantity, the gauge read 630 lbs. At this time the master fire warning light came on. The pilot tested the fire warning circuit and it checked serviceable. The test was followed by a muffled explosion and apparent flame out. All fire and overheat warning lights illuminated at this time. The pilot converted his airspeed into altitude while bringing the throttle to idle, and attempting a relight. After attaining a maximum altitude of 2,700 ft indicated or 800 ft AGL, the pilot put the a/c into a straight ahead glide at 130 to 140 Kts. As the relight attempt had failed and there did not appear to be any suitable landing area for a forced landing, the pilot decided to eject. He attempted to hold the a/c level with his left hand and used his right had for ejection. The escape mechanism functioned properly and the pilot made a successful parachute descent. The cause of the engine failure could not be determined.

SOS: 24 March 1966 - Cat "A" write-off

114112 A893	Canadair	1112	CL-41A	CT-114	Tutor
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TOS: 7 July 1965; 8 January 1971 - Renumbered from RCAF # 26112

Operated by 2 CFFTS, CFB Moose Jaw, SK, 1983. Later in storage at ATESS, CFB Mountain View, ON. Classified as Instructional Airframe A893 on 25 July 1988. Assigned to CFSATE in April 2005. At CFB Borden by June 2006, as instructional airframe. Still there in October 2008. On display at Borden air show in June 2010. Still at Borden in 2011, in 2 CFFTS markings.

114113	Canadair	1113	CL-41A	CT-114	Tutor
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TOS: 7 July 1965; 8 January 1971 - Renumbered from RCAF # 26113

Operated by 3 Canadian Forces Flying Training School, CFB Portage, Manitoba, 1983. Operated by 2 CFFTS, CFB Moose Jaw, SK. Later in storage at ATESS, CFB Mountain View, ON. Assigned to long term storage 24 January 2000. Seen stored outside at CFD Mountain View, ON, in October 2005. Still stored outside in October 2007, August and November 2008. Reported at CFB Moose Jaw in September 2011, in Snowbird markings.

114114	Canadair	1114	CL-41A	CT-114	Tutor
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TOS: 7 July 1965; 8 January 1971 - Renumbered from RCAF # 26114

Operated by Snowbirds as Snowbird #9 in 1977 season, Snowbird #10 in 1978 season, Snowbird #3 in 1979, 1980, 1981, 1982, 1983, 1984, 1985, 1986, and 1988 seasons. Classified as museum article on 20 November 2000. Now at CFB Cold Lake, AB, in Cold Lake Museum.

SOS: 20 November 2000; preserved at 4 Wing Cold Lake Museum

114115 A723	Canadair	1115	CL-41A	CT-114	Tutor
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TOS: 7 July 1965; 8 January 1971 - Renumbered from RCAF # 26115

Was Instructional Airframe A723 at time of renumbering, returned to flying status on 16 August 1976. Operated by Snowbirds as Snowbird #4 in 1987 and 1988 seasons. Snowbird #7 in 1989 season, Snowbird #6 in 1990 season. Snowbird #7 in 1991 season. Snowbird #9 in 1992 and 1993 seasons. Spare Snowbird in 1994 season, later Snowbird #3 in 1995 season. Stored at ATESS, CFB Mountain View, ON. Classified as museum article on 8 November 2000. On display at Comox Museum by 2005.



SOS: 8 November 2000; preserved at 19 Wing Comox Museum

114116	Canadair	1116	CL-41A	CT-114	Tutor
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TOS: 3 August 1965; 8 January 1971 - Renumbered from RCAF # 26116

Operated by 2 CFFTS, CFB Moose Jaw, SK, 1982 and 1983. Assigned to long term storage on 4 July 2000. Later in storage at ATESS, CFB Mountain View, ON. Seen stored outside at CFD Mountain View, ON, in October 2005. Still stored outside in October 2007, and August and November 2008. Still stored at Mountain View in October 2010.

114117	Canadair	1117	CL-41A	CT-114	Tutor
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TOS: 3 August 1965; 8 January 1971 - Renumbered from RCAF # 26117

First delivered to 1 FTS in Gimli, MB. Transferred to 2 FTS in Moose Jaw, SK as of 29 March 1966. Cat "A" crash at Moose Jaw on 16 April 1980, when a student pilot lost control. A student was scheduled, briefed and authorized to fly NAV 5A. This was his first solo low level navigation exercise which normally would entail 1.3 flying hours. Since this trip was scheduled during the spring bird migration period, the flight was to be flown at 1,000 ft AGL instead of the normal student limit of 500 ft AGL. After take off, the route was to be flown from a road junction 14NM south of CFB Moose Jaw to a bridge located 2 nm north-north-west of Coderre, SK. Shortly after crossing the bridge the a/c crashed. The pilot, sustained fatal injuries in the accident. The following is a probable description of the flight just before impact as formulated by the investigation: About 45 seconds prior to the bridge, the a/c was at, about 200 ft AGL heading about 15 degrees off the target. The a/c flew over the target, slightly to the left at 200 ft AGL with an indicated airspeed of approximately 190 to 200 kts somewhat early in time. Satisfied with the trip, the student pilot increased his power from about 78 percent to 85 percent and executed a 60 degree bank turn to the right to head back home via *Old Wives Lake*. During this turn he suddenly saw the master caution light and the battery overheat light illuminate. Trying to analyze the situation in the turn, his attention was diverted from primary a/c control. During roll out of the turn, the a/c impacted the ground. The investigation concluded that the student pilot had operated his a/c below prescribed altitude minima in contravention of flying orders. The pilot, due to limited flying experience, inadequately perceived the hazards of manoeuvring at very low altitudes and failed to maintain adequate control of his a/c while flying outside authorized parameters.

SOS: 27 April 1981 - Cat "A" write-off.

114118	Canadair	1118	CL-41A	CT-114	Tutor
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TOS: 3 August 1965; 8 January 1971 - Renumbered from RCAF # 26118

First delivered to 1 FTS in Gimli, MB. To AMDU Det in Mountain View, ON as of 29 October 1969. To 2 CFFTS Moose Jaw as of 24 March 1975. With 431(AD) Sqn as of 25 January 1977. Operated by Snowbirds as Snowbird No. 8 for part of 1977 season, replacing 114132 after it crashed. Still Snowbird #8 in 1978 season. Crashed during air show in Grande Prairie, AB on 3 May 1978. The accident occurred during a scheduled air show at Grand Prairie airport. Approximately half way through the display, # 114118 began to break up somewhere between the first and second roll of the level triple roll manoeuvre. The break up began in the empennage with the horizontal stabilizer and the elevators leaving the a/c cleanly. The right wing then tore off at the wing root. The a/c dove into the ground at a shallow angle, broke up completely, side-swiped a parked car and exploded. Approximately one-half second prior to impact, the pilot ejected through the canopy, impacted the ground still in the seat and sustained fatal injuries. The a/c crashed due to failure of the horizontal stabilizer rear attachment fitting. The pilot, Capt Gord de Jong, ejected outside the seat envelope and was fatally injured. The failure of the aluminium horizontal stabilizer fitting was due to fatigue induced cracking which weakened to the point where breakaway occurred during the repeated application of manoeuvring loads within AOI limits. A fleet wide inspection revealed several other a/c with varying degrees of fatigue cracking in the problem area. The attachment fittings were replaced with stronger steel alloy fittings as a result of the investigation.

SOS: 23 April 1979 - Cat "A" write-off



114119 A901 901B	Canadair	1119	CL-41A	CT-114	Tutor
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TOS: 3 August 1965; 8 January 1971 - Renumbered from RCAF # 26119

Operated by 3 Canadian Forces Flying Training School at CFB Portage, Manitoba. Operated by 2 CFFTS, CFB Moose Jaw, SK. Major inspection completed 20 March 1984. Became Instructional Airframe 901B on 29 July 1991. Later used as training aid at CFSATE, CFB Borden, ON. Still there June 2006. Still there in October 2008, marked as A901. On display at Borden air show in June 2010, marked as A901. Still there in 2011 and 2014.

114120	Canadair	1120	CL-41A	CT-114	Tutor
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TOS: 3 August 1965; 8 January 1971 - Renumbered from RCAF # 26120

Operated by 2 CFFTS, CFB Moose Jaw, SK, 1982. Completed Avionics upgrade Program on 10 January 1997. Operated by the Snowbirds as spare aircraft in 2002 season, and as Snowbird #11, year unknown. In 2 CFFTS markings in 2002. Was Snowbird #8 at Abbotsford air show, 2005. Crashed during pre-show practice at Thunderbay, ON on 24 August 2005, after apparent loss of power. Pilot ejected safely. Crashed about 9 kilometres north of Thunder Bay airport in open field. Replaced by 114159 for rest of season. From CF Flight Comment magazine: "Post crash field examination of the wreckage revealed that one compressor blade was detached from the first stage rotor and had been ingested by the engine. Massive damage to the ensuing stages was evident. A tang failure at the blade attachment point is suspected as the reason for the blade separation." Engine had been repaired previous year after reported tip rubbing on compressor.

SOS: 15 March 2006 - **Cat "A" write-off**

114121	Canadair	1121	CL-41A	CT-114	Tutor
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TOS: 31 August 1965; 8 January 1971 - Renumbered from RCAF # 26121

Operated by 2 CFFTS, CFB Moose Jaw, SK, 1983. Later in storage at ATESS, CFB Mountain View, ON. Seen stored outside at CFD Mountain View, ON, in October 2005. Still stored outside in October 2007, and August and November 2008 and late 2009. Assigned to Borden Museum on 14 March 2013, scheduled to be pylon mounted at Borden.

SOS: Unknown

114122	Canadair	1122	CL-41A	CT-114	Tutor
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TOS: 31 August 1965; 8 January 1971 - Renumbered from RCAF # 26122

First delivered to 1 FTS in Gimli, MB. Transferred to 6 RD Det in Mountain View, ON as of 18 November 1966. Back to FIS Portage, MB as 9 September 1969. Flown by Golden Centennaires Aerobatic Team. Transferred to 2 CFFTS, CFB Moose Jaw, SK as of 8 June 1970. Was Snowbird #3 in initial Snowbird season, 1972. Was Snowbird #9 in 1973, 1974, 1975, and 1976 seasons. Crashed on 30 November 1979, near Ogema, SK. A student pilot was briefed and authorized to fly a solo clearhood mission in the local area. About fifteen minutes after takeoff the a/c was seen to make at least two passes over his aunt's farm. After the last pass, the pilot proceeded to his cousin's farm seven and a half miles away. As he flew by the farmhouse on his third pass, he began a left bank and the a/c continued to roll. The a/c struck the ground in a nose low inverted attitude, exploded and caught fire, killing the pilot. After arriving at his cousin's farm, the pilot did a pass near the house to get their attention. When he came back the second time he flew over the farm in a left bank. He then turned around to the west of the farmhouse and lined up for a pass by the south side of the farm at 250 ft AGL. As he went by the farmhouse he began another left bank. His cousin was in the yard waving to him. The investigation theorized that the pilot continued rolling to the left, presumably with his attention directed to something on the ground (target fixation). When he returned his attention to the a/c it was in an unusual nose low attitude. His actions were instinctive and according to the checklist; NOSE LOW UNUSUAL ATTITUDE - power to idle, speedbrakes out. He had only three and a half seconds from passing the house to the impact point. The a/c hit the ground, exploded and burned. The investigation concluded that the student's emotional state of over-confidence and desire to impress his relatives induced him to deliberately ignore rules and instructions and indulge in low flying manoeuvres beyond his capability.

SOS: 6 May 1980 - **Cat "A" write-off**



114123	Canadair	1123	CL-41A	CT-114	Tutor
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TOS: 31 August 1965; 8 January 1971 - Renumbered from RCAF # 26123

First delivered to 1 FTS in Gimli, MB. Transferred to AMDU Det in Mountain View, ON as of 29 October 1969. Operated by 2 CFFTS, CFB Moose Jaw, SK as of 24 March 1975. Crashed on 11 May 1976. At 1430(Z) the instructor and student pilot took off from Moose Jaw on a Pilot Training Syllabus IF 11 mission. The instrument portion of the mission proceeded normally and terminated with an instrument approach and touch and go on Runway 10L at which time the instructor took control and demonstrated a closed pattern. On overshoot from the ensuing touch and go the student took control and flew two closed patterns to touch and go's. The student then requested and received clearance for a fourth closed pattern and on pull up the a/c ingested a bird. An engine explosion was heard by the crew almost immediately and was followed rapidly by a loss of thrust. The instructor took control and transmitted "Birdstrike - engine failure", pulled the throttle to idle and pressed the airstart while continuing to pull up to a downwind position for a forced landing. The a/c zoomed to within a few hundred ft of circuit altitude on a very tight downwind leg. When on the downwind leg it became immediately obvious to the instructor that he could not make a forced landing on Runway 10L, so he told the student to lower the gear and turned south in an attempt to set up a dumbell onto Runway 28R or a left base for Runway 21. Again it became almost immediately apparent that he could not successfully complete either manoeuvre so he gave a preparatory ejection order, then the ejection order. Both pilots ejected safely and the a/c impacted between Runway 10L and Runway 10R. The investigation determined that the instructor selected the only sure course of action available to him. The correctness of his decision to zoom and turn towards low key is indisputable as it is the type of manoeuvre taught and practiced in the school daily. When on downwind his decision to abandon the PFL was again correct as he was a mile and a half short of the low key position and 600 ft low for the ideal low key altitude. His decision to turn toward the airfield was correct as it was the only way to avoid populated areas. During this turn, he was able to obtain his first good look at the airfield as he was in the right seat and up until then, the cockpit and nose had been obscuring his vision. His judgement that he was too high to land on Runway 21 is borne out by the eventual crash site of the a/c. His decision to abandon a dumbell attempt to Runway 28R is considered correct as he was high, unsure of his landing gear condition, opposing unknown traffic conditions and facing the necessity of a steep low-level turn. The instructor made a correct decision in ordering ejection; promptly and firmly. The instructor, however, failed to deploy his seat pack contents and sustained back injuries on landing.

SOS: 26 October 1976 - Cat "A" write-off

114124 898B	Canadair	1124	CL-41A	CT-114	Tutor
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TOS: 31 August 1965; 8 January 1971 - Renumbered from RCAF # 26124

Operated by 2 CFFTS, CFB Moose Jaw, SK. Visited Pearson International Airport in 2 CFFTS markings September 1992. Later in storage at ATESS, CFB Mountain View, ON. Seen stored outside at CFD Mountain View, ON, in October 2005. Still stored outside there in September 2007. Classified as Instructional Airframe B898. At CFB Borden by October 2008, in markings of No.2 CFFTS. On display at Borden air show in June 2010. Still at Borden in 2011, in 2 CFFTS markings.

114125	Canadair	1125	CL-41A	CT-114	Tutor
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TOS: 31 August 1965; 8 January 1971 - Renumbered from RCAF # 26125

First delivered to 1 FTS in Gimli, MB. Transferred to 2 CFFTS, CFB Moose Jaw, SK as 7 August 1969. Crashed there on 13 July 1978 near Moose Jaw. The pilot (call sign Pogo Two) was carrying out an authorized Maintenance Test Flight in # 114125. Approximately 12 seconds into a sustained one negative "g" manoeuvre, with the a/c in a clean configuration at 100% RPM, inverted and at approximately 300 kts, a violent explosion occurred somewhere behind the pilot. The pilot immediately rolled toward the upright position, discovering as he reached this position that the a/c nose was bumping forward and that his elevator controls were completely ineffective. The pilot then ejected from the a/c and landed safely. The subsequent technical inspection revealed that the upper vent mast pipe flange was not properly seated and sealed to the fuselage belly resulting in pooled fuel and a subsequent explosion which severed elevator controls.

SOS: 27 June 1979 - Cat "A" write-off



114126	Canadair	1126	CL-41A	CT-114	Tutor
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TOS: 31 September 1965; 8 January 1971 - Renumbered from RCAF # 26126

Operated by Flight Instructors School, CFB Moose Jaw, SK, dates not known. Completed Avionics Update Program on 22 August 1996. Also used at CFB Portage, Manitoba, dates not known. Later used by AETE, CFB Cold Lake, AB. Still with AETE at Cold Lake in 2010, reported as stored for spares.

114127	Canadair	1127	CL-41A	CT-114	Tutor
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TOS: 31 August 1965; 8 January 1971 - Renumbered from RCAF # 26127

First assigned to 2 FTS, CFB Moose Jaw, SK. Transferred to 6 RD Det in Mountain View, ON as of 28 March 1966. Sent to 1 FTS in Gimli, MB as of 16 August 1968. Transferred to 2 CFFTS Moose Jaw as of 24 October 1969. On 20 March 1972, the pilot of # 114127 departed Moose Jaw at 1743(Z) on an IFR flight plan to Regina. The pilot contacted Regina Terminal and was cleared for a TACAN approach. During the approach the pilot reported moderate to heavy icing and subsequently initiated a missed approach. At some point during the missed approach the pilot reported a compressor stall and declared an emergency. He requested and received clearance back to Moose Jaw and shortly afterward reported the stall cleared with engine indications normal. He was then handed over to Moose Jaw Terminal and subsequently to Moose Jaw Radar. The pilot carried out what appeared in all respect to be a normal radar approach to Runway 28R at Moose Jaw. At approximately one half mile from touchdown the a/c was seen to nose over abruptly and impact the ground. The pilot ejected but was fatally injured. It was concluded that the engine was running properly up until the crash and everything appeared normal on the approach. While purely speculative, it is possible that the pilot experienced a critical malfunction such as an in flight fire or explosion which required him to eject from the a/c. The pilot ejected at approximately 40 to 50 ft AGL and sustained fatal injuries. The cause of this crash was undetermined, most probably soft FOD from ice accumulation on the intake.

SOS: 18 October 1977 - Cat "A" write-off

114128	Canadair	1128	CL-41A	CT-114	Tutor
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TOS: 31 August 1965; 8 January 1971 - Renumbered from RCAF # 26128

Initially delivered to 2 FTS Moose Jaw, SL and later transferred to the Flight Instructors School, CFB Moose Jaw, SK. Completed Avionics Upgrade Program on 24 August 1995. In storage at ATESS, CFB Mountain View, ON c. 2000. Returned to flying status in January 2005. With AETE at CFB Cold Lake, AB in May 2006, still there in 2008. Still with AETE at Cold Lake in 2010.

114129	Canadair	1129	CL-41A	CT-114	Tutor
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TOS: 29 September 1965; 8 January 1971 - Renumbered from RCAF # 26129

Initially delivered to 1 FTS in Gimli, MB. Sent to 6 RD Det in Mountain View, ON as of 29 October 1969. Assigned to 2 CFFTS as of 10 October 1975. Was Snowbird #11 for part of 1976 season (CT-133 number 133275 was also Snowbird #11 for part of this season). Was Snowbird #11 in 1977 season, with external fuel tanks. Spare Snowbird, no number, in 1978, 1979, and in 1981, all with external tanks. Snowbird #11 in 1982, with external fuel tanks. Spare Snowbird, with external fuel tanks, in 1983 and 1984 seasons. Again Snowbird #11, with tanks, in 1985 season. Snowbird #10, with external fuel tanks, in 1986 season. Crashed on 17 June 1986 following a mid-air collision with 114190 during a demonstration in AB. Pilot ejected successfully, other aircraft landed without further damage.

SOS: 8 June 1987 - Cat "A" write-off



26130	Canadair	1130	CL-41A	CT-114	Tutor
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TOS: 30 September 1965; 8 January 1971 - Renumbered from RCAF # 26130

Initially delivered to 1 FTS in Gimli, MB. Sent to 6 RD Det in Mountain View, ON as of 21 March 1966. Assigned to 2 CFFTS at CFB Moose Jaw, SK as of 11 March 1968. At 1527(Z) on 8 October 1970, an instructor and a student pilot took off in # 26130 to carry out an authorized clearhood training mission. Having completed their mission, they returned to CFB Moose Jaw to do some touch and go's. During a closed pattern on Runway 28R a loss of thrust occurred and following an unsuccessful relight attempt, the instructor and student ejected at 400 to 500 ft AGL. Both ejections were successful. The instructional mission was uneventful until the commencement of a delayed closed pattern for a full stop landing on Runway 28R. The a/c was at approximately 200 ft AGL, 175 kts with 70 to 75 percent engine RPM. After clearance was obtained, a fairly rapid advancement of the throttle was made at which time a muffled explosion was heard and a subsequent loss of thrust occurred. The instructor continued to climb the a/c straight ahead exchanging airspeed for altitude until 130 kts was reached. While doing this both he and the student attempted a relight. As the relight attempt had been unsuccessful and since, in the instructor's opinion, there was insufficient time and altitude to set up for a forced landing, the decision was made to eject. The investigation subsequently determined that seized rollers on the right hand bleed valve caused the valve to stick, overloading the synchronization cable to the point of failure with a resultant flame out.

SOS: 20 January 1971 - Cat "A" write-off

114131	Canadair	1131	CL-41A	CT-114	Tutor
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TOS: 30 September 1965; 8 January 1971 - Renumbered from RCAF # 26131

Operated by 2 CFFTS, CFB Moose Jaw, SK. Classified as Instructional Airframe A763 on 3 May 1977, returned to flying status on 16 July 1985. Completed Avionics Upgrade Program on 28 August 1997. In storage at ATESS, CFB Mountain View, ON c.2000. Converted to Snowbird configuration by February 2005. Snowbird #2 in 2005 season. Snowbird #4 in early 2006 season, Snowbird #4 in June 2006, Snowbird #11 by late August 2006. Snowbird #4 in 2007 and 2008 seasons. Snowbird #3 in September 2009 and September 2010. Snowbird #4 in October and November 2011. To IMP in Halifax on 22 November 2013 for periodic inspection. Snowbird #7 in 2017. Snowbird #3 for the 2023 season.

114132	Canadair	1132	CL-41A	CT-114	Tutor
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TOS: 30 September 1965; 8 January 1971 - Renumbered from RCAF # 26132

Initially delivered to 2 FTS in Moose Jaw. Transferred to 6 RD Det in Mountain View, ON as of 28 March 1966. Transferred to 1 FTS, Gimli, MB as of 11 June 1968 and then on to 2 CFFTS in Moose Jaw on 24 October 1969. Loaned to Snowbirds winter of 1976/1977 for training. Was to be Snowbird No. 8 for part of 1977 season. Crashed at Moose Jaw on 24 January 1977. The pilot was on a CFADT training mission practicing Snowbird solo and formation manoeuvres. The two Snowbird solo a/c had rejoined after solo practice and were heading back to base. Enroute the # two a/c dropped back to a loose echelon formation for flip-flop (wingman flies inverted while in loose echelon formation on his leader) practice. After falling back about three a/c lengths, the pilot rolled right side up. After approximately 45 seconds to one minute in normal flight, the pilot rolled inverted for his second flip-flop manoeuvre. After approximately ten seconds inverted in the second flip-flop manoeuvre, with the throttle positioned to give approximately 90 percent RPM, the pilot encountered a sudden loss of thrust accompanied by a loud grinding noise somewhere behind him. After rolling the a/c upright and pulling back on the control column to gain altitude he engaged the airstart button. After holding the airstart for an unknown time, but probably less than ten seconds, the button was released. The pilot had immediately attributed the loss of thrust to pending engine seizure based on the oil pressure reading (zero) and the grinding noise. The pilot transmitted his intention to eject, turned about thirty degrees right to avoid some farm houses and at approximately 600 to 800 ft AGL prepared for ejection. The ejection was successful with no injuries. Approximately six minutes after initial impact, the rocket from the second ejection seat exploded. Civilian personnel were approaching the wreckage when the rocket exploded, causing them to quickly move back. No one was injured on the ground. The investigation concluded that the pilot inadvertently allowed depletion of fuel in the collector tank causing the engine to flame out. This a/c was replaced on the team by #114118.

SOS: 24 August 1978 - Cat "A" write-off



114133	Canadair	1133	CL-41A	CT-114	Tutor
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TOS: 30 September 1965; Renumbered from RCAF # 26133

Initially delivered to 2 FTS in Moose Jaw. Transferred to 6 RD Det in Mountain View, ON as of 10 March 1966. Transferred to 2 CFFTS in Moose Jaw on 1 March 1968. On 17 August 1970, while at 2 CFFTS Moose Jaw, a student pilot (call sign Buzzard 714) took off in # 26133 from CFB Moose Jaw on a solo clearhood training mission which was to include Practice Forced Landings. Shortly thereafter, another student pilot (call sign Buzzard 737) took off in # 26008 on a similar mission. Both pilots were nearing the end of the Basic Pilot Course and had completed approximately 125 flying hours in the # a/c. Buzzard 714 on return to the airfield, requested landing instructions and was assigned Runway 28L. 2 minutes later Buzzard 737 requested landing instructions and a PFL and was assigned Runway 28L as well. The 2 a/c subsequently collided just short of and above the approach end of Runway 28L. The pilot of # 26008 was fatally injured when his a/c impacted the ground between the runways. The pilot of # 26133 ejected and received minor injuries. It is believed that the pilot of # 26008 was incapacitated during the collision and could not eject. The precise cause of the accident was undetermined. The most probable cause was that the pilot of # 26008 did not maintain adequate look-out while approaching the practice forced landing pattern.

SOS: 13 November 1970 - Cat "A" write-off

114134	Canadair	1134	CL-41A	CT-114	Tutor
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TOS: 30 September 1965; 8 January 1971 - Renumbered from RCAF # 26134

Operated by 2 CFFTS, CFB Moose Jaw, SK, 1983. Completed Aircraft Structural Integrity Program inspection on 3 October 1985. Classified as Instructional Airframe A894 on 25 July 1988. Used as training aid at CFSATE, CFB Borden, Ont. Still there June 2006. Still there in October 2008, marked as A894. On display at Borden air show in June 2010, marked as A894. Still at Borden in 2011, in 2 CFFTS markings.

114135	Canadair	1135	CL-41A	CT-114	Tutor
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TOS: 22 October 1965; 8 January 1971 - Renumbered from RCAF # 26135

Operated by 2 CFFTS, CFB Moose Jaw, SK, 1982. Completed Avionics Upgrade Program on 14 September 1995. To long term storage on 26 April 2000. Later in storage at ATESS, CFB Mountain View, ON. Seen stored at CFD Mountain View, ON, in Hanger #2, in October 2005. Still there September 2007. Still there in November 2008, inside hanger.



114136**Canadair****1136****CL-41A****CT-114****Tutor****TOS:** 22 October 1965; 8 January 1971 - Renumbered from RCAF # 26136

Initially delivered to CFS in Winnipeg, MB. Transferred to 1 FTS in Gimli as of 3 February 1966. Sent to 6 RD Det in Mountain View, ON as of 28 March 1966. Operated by 2 CFFTS, CFB Moose Jaw, SK as of 5 April 1968. On 22 August 1973, 2 pilots took off from CFB Moose Jaw in # 114136 on an authorized mutual staff proficiency clearhood and instrument mission. The first pilot was initially at the controls and performed an aerobatic sequence before handing over control to the a/c captain. The captain then performed an aerobatic sequence, at the completion of which he attempted a stall turn. It was during the stall turn that a/c control was lost and the a/c entered an unrecognizable flight condition. During this period, the captain attempted to bring the a/c under control by moving the flight controls, but with no apparent effect. Upon being advised by the first pilot that the altimeter was 6,000 ft MSL, the captain said, "Okay, let's go". The first pilot then initiated his escape procedure. The first pilot ejected and landed safely with minor injuries. The a/c crashed with the captain still in the cockpit. The altitude at which the unauthorized stall turn was attempted was in the region of 11,000 ft MSL. The first pilot believes the airspeed was around 100 kts when the stall turn was attempted, but when it was obvious to him that the manoeuvre wasn't working he did notice the air speed at 40 kts. He observed the a/c nose forward about 10 or 20 degrees and hang there momentarily, then in his words, "All hell broke loose". The first pilot was unable to recognize the flight path of the a/c during the initial few seconds after control was lost, however he felt it progressed into an inverted spinning type condition. During the descent, he observed the turn needle deflected to the right and at one time, checked to see if the captain did, in fact, have full left rudder applied, which he had. He did not recall which way the ground was rotating nor did he recall what the air speed was. He did mention to the captain that, "If we are in an inverted spin, I think the stick should be back". The captain did comply briefly, but by this time it appeared to the first pilot that the captain was trying various procedures with the control column and rudder in an attempt to recover. The first pilot then saw the altimeter at 6,200 ft MSL and said, "There's six thousand" and the captain replied, "Okay, let's go". The first pilot immediately ejected. The captain did not eject and subsequently sustained fatal injuries. The investigation determined that while attempting to carry out an unauthorized stall turn, the a/c departed controlled flight. Being unrecognizable to some extent, there was doubt as to the correct recovery procedure to apply.

SOS: 28 January 1974 - Cat "A" write-off**114137****Canadair****1137****CL-41A****CT-114****Tutor****TOS:** 22 October 1965; 8 January 1971 - Renumbered from RCAF # 26137

Initially delivered to 1 FTS, Gimli, MB. Sent to 6 RD Det in Mountain View as of 21 March 1966. As of 4 April 1968 assigned to 2 CFFTS, CFB Moose Jaw, SK. On 26 February 1974, an instructor and a student took off in # 114137 on an authorized Final Clear Hood Test. After approximately 33 minutes of flight, with the instructor at the controls, on entry to a looping manoeuvre, with the instructor at the controls, an engine flame out was encountered. The instructor initiated a climbing turn manoeuvre intended to orient the a/c on a heading towards base while gaining all available altitude and simultaneously attempting a No. one relight procedure. The instructor then established an optimum gliding speed of 130 KIAS and carried out No. 2 relight procedures. Although the No. 2 relight procedure calls for unnecessary electrics off, and although the checklist was called out by the student on the second No. 2 relight attempt, all unnecessary electrical switches were in fact not selected off. Three relights were attempted, but the engine failed to produce any significant thrust. The crew elected to eject from the a/c. The ejection was successful. The investigation determined that Internal wear and corrosion caused the Overspeed Governor to restrict engine fuel flow resulting in a flame out and subsequently limiting engine power following relight.

SOS: 14 June 1974 - Cat "A" write-off

114138	Canadair	1138	CL-41A	CT-114	Tutor
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TOS: 26 November 1965; 8 January 1971 - Renumbered from RCAF # 26138

Initially assigned to 2 FTS, CFB Moose Jaw, SK. Transferred to 6 RD Det in Mountain View, ON as of 26 November 1965. Assigned to 2 CFFTS in Moose Jaw as of 30 October 1967. Crashed near Moose Jaw on 14 September 1976. The instructor and student pilot took off in # #114138 on an authorized clearhood mission. After about 23 minutes of flight, the instructor took control of the a/c, pushed the nose down to about 60° nose low, retarded the throttle to idle, rolled the a/c with an undetermined amount of bank and turned through 90 to 180°, to line up with a section line. The instructor intended to reduce altitude and increase speed to 350 kts to demonstrate a vertical 8. In the steep nose down attitude the a/c accelerated very rapidly. The instructor selected speed brakes out. Shortly thereafter back pressure was applied to ease out of the dive, however, the a/c nose attitude did not seem to change so back pressure was increased. The load factor built up quickly to an estimated 6 Gs. The nose of the a/c still did not seem to come up toward the horizon. Back pressure was relaxed momentarily, however, no effect was noticed. The a/c passed through 12,000 ft ASL in the descent about this time. The instructor reapplied back pressure in a second attempt to raise the nose. The a/c seemed to respond with increasing G but still did not appear to be recovering from the dive. The instructor looked into the cockpit, noticed rudders were centralized and the control column was positioned slightly aft of the central position. At this time he felt he had lost positive control of the a/c and was certain they had passed through 10,000 ft ASL. He gave the command to eject and both pilots ejected safely. Investigation revealed that it was unlikely the a/c had any technical malfunction. It was believed that the pilot got into a nose low spiral dive maneuver during which he became severely disoriented. The investigation concluded that the instructor pilot experienced disorientation with a subsequent loss of control of the a/c and that the pilot had initiated a series of manoeuvres which induced disorientation.

SOS: 13 June 1978 - Cat "A" write-off

114139 937B	Canadair	1139	CL-41A	CT-114	Tutor
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TOS: 26 November 1965; 8 January 1971 - Renumbered from RCAF # 26139

Operated by 2 CFFTS, CFB Moose Jaw, SK, 1982 and 1983. Classified as Instructional Airframe 937B on 28 June 2000. Later at CFSATE, CFB Borden, ON, as training aid. Still there June 2006 and October 2008, as 937B. On display at Borden air show in June 2010, marked as 937B. Still at Borden in 2011, in 2 CFFTS markings.

114140	Canadair	1140	CL-41A	CT-114	Tutor
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TOS: 26 November 1965; 8 January 1971 - Renumbered from RCAF # 26140

Damaged in mid air collision with Tutor 114074 on 21 May 1975. Operated by 2 CFFTS, CFB Moose Jaw, SK, 1982. Now in storage at ATESS, CFB Mountain View, ON. Seen stored outside at CFD Mountain View, ON, in October 2005. Pieces still stored outside there in September 2007. Reported reduced to spares and scrap by ATESS.

SOS: 25 January 2007 - Reduced to spares & scrapped

114141	Canadair	1141	CL-41A	CT-114	Tutor
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TOS: 24 December 1965; 8 January 1971 - Renumbered from RCAF # 26141

Operated by 2 CFFTS, CFB Moose Jaw, SK, 1983. Operated by Snowbirds as Snowbird #9 in 1987 season. On static display at Dyes AFB in October 1999, in No.2 CFFTS and special markings, overall white paint scheme for 75th anniversary of the RCAF. Completed Avionics Upgrade Program on 27 November 1998. In storage at ATESS, CFB Mountain View, ON, c.2000. Repainted in special AETE colour scheme and flown by that unit as of 2000. Converted to Snowbird configuration by February 2004. Snowbird #10 in 2006 season. Snowbird #8 in late 2007 and February 2008. Snowbird #10 in August 2008. Snowbird #3 in early 2009. Snowbird #6 in September 2009. Seen at CFB Moose Jaw in September 2011, as Snowbird #11. Still Snowbird #11 in November 2011 and June 2013. Snowbird #10 for the 2023 season.



114142	Canadair	1142	CL-41A	CT-114	Tutor
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TOS: 26 November 1965; 8 January 1971 - Renumbered from RCAF # 26142

Operated by 2 CFFTS, CFB Moose Jaw, SK. Operated by Snowbirds as Snowbird 5 in 1998 season. Snowbird #4 in 1999 season. Snowbird #5 in 2000 and 2001 seasons. Damaged in hard landing at CFB Comox, BC in April 2000, landing gear penetrated wings, classified as Cat "B" damage. Considered as possible museum piece, but this was not done and aircraft was apparently never repaired. Later in storage at ATESS, CFB Mountain View, ON. Stored at CFD Mountain View, ON, in Hanger #4, in October 2005. Pieces still stored outside there in September 2007. Reduced to spares and scrap.

SOS: 2 October 2007 - Reduced to spares & scrapped

114143	Canadair	1143	CL-41A	CT-114	Tutor
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TOS: 24 December 1965; 8 January 1971 - Renumbered from RCAF # 26143

Classified as Instructional Airframe A764 on 3 May 1977. Returned to flying status on 16 July 1985. Completed Avionics Upgrade Program on 27 July 1995. Operated by Snowbirds. Later at AETE, CFB Cold Lake, AB, with tail of 114033. Visited Edmonton International Airport in AETE markings, 21 October 2003. Components seen stored at CFD Mountain View, ON, in Hanger #2, in October 2005. Tail installed on 114033 by September 2007. In service with AETE at CFB Cold Lake in 2008. It is not clear if this aircraft has all the original parts of 26143/114143, as parts marked 114143 were reported stored at Mountain View in October 2008. Reported as converted to Snowbird configuration in December 2009. Reported at Peterborough, ON in March 2010, after painting by Flying Colours, en route to join the Snowbirds. Snowbird #11 in June 2011. Snowbird #9 in June 2012 and June 2013. Snowbird #6 in 2017. Snowbird #9 in 2019. Snowbird #4 for the 2023 season.

114144	Canadair	1144	CL-41A	CT-114	Tutor
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TOS: 24 December 1965; 8 January 1971 - Renumbered from RCAF # 26144

Operated by 2 CFFTS, CFB Moose Jaw, SK. To long term storage on 25 August 1999. In storage at ATESS, CFB Mountain View, ON. Seen stored outside at CFD Mountain View, ON, in October 2005. Still stored outside in October 2007, and August and November 2008. Stored outside at Mountain View in October 2010.

114145	Canadair	1145	CL-41A	CT-114	Tutor
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TOS: 24 December 1965; 8 January 1971 - Renumbered from RCAF # 26145

Operated by 2 CFFTS, CFB Moose Jaw, SK. Avionics Upgrade Program completed on 8 May 1996. Converted to Snowbirds configuration by December 1999. Operated by Snowbirds as Snowbird #9 in 1998(?) and 1999 seasons, Snowbird #6 in 2000 and 2001 seasons, Snowbird spare in 2002 season, Snowbird #3 in 2003 season. Snowbird #8 in early 2006 season, Snowbird #10 by late August 2006. Snowbird #7 in 2007 season. Snowbird #3 in October 2008. Snowbird #7 by April 2009, still carrying this number in June 2009. Snowbird #2 in June, October and November 2011. Snowbird #6 in 2019.

114146	Canadair	1146	CL-41A	CT-114	Tutor
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TOS: 24 December 1965; 8 January 1971 - Renumbered from RCAF # 26146

Classified as Instructional Airframe A757 on 3 May 1977. Returned to flying status on 16 July 1985. With Central Flying School, CFB Winnipeg, Manitoba in 1996. Static display at London, ON air show, June 1996. Avionics Upgrade Program completed on 20 June 1997. Converted to Snowbirds configuration in 1998. Operated by Snowbirds as Snowbird #8 in 2002 season, later as Snowbird #2. Was Snowbird #4 at Abbotsford air show, 2005. Snowbird #9 in 2006 and 2007 seasons. Snowbird #3 in August 2008. Snowbird #11 in September 2009. Snowbird #3 in June, October and November 2011. Spare a/c for Snowbirds in 2015. Snowbird #8 for the 2023 season.



114147	Canadair	1147	CL-41A	CT-114	Tutor
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TOS: 24 December 1965; 8 January 1971 - Renumbered from RCAF # 26147

Flown by Golden Centennaires Aerobatic Team. Operated by 2 CFFTS, CFB Moose Jaw, SK. Was Snowbird #1 in initial Snowbird season, 1972. Replaced by 114152 part way through this season, and then became Snowbird #7 for rest of that season. Was Snowbird #8 in 1973 season, and Snowbird #2 in 1974, 1975, and 1976 seasons. Operated by AETE at CFB Cold Lake, AB when it was displayed at the London air show in June 1992. Later in storage at ATESS, CFB Mountain View, ON. Seen stored outside at CFD Mountain View, ON, in October 2005. Pieces still stored outside there in September 2007. Wings reported stored inside in 2009. Reduced to spares and scrap by ATESS.

SOS: 25 January 2007 - Reduced to spares & scrapped

114148	Canadair	1148	CL-41A	CT-114	Tutor
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TOS: 24 December 1965; 8 January 1971 - Renumbered from RCAF # 26148

Operated by 2 CFFTS, CFB Moose Jaw, SK, 1982 and 1983. Avionics Upgrade program completed on 12 December 1996. To long term storage on 9 August 2000. In storage at ATESS, CFB Mountain View, ON. Components seen stored at CFD Mountain View, ON, in Hanger #2, in October 2005. Reported stored inside at Mountain View in November 2008, with tail from 114065. Tail from this aircraft was transferred to 114172, date not clear. Stored inside at Mountain View in October 2010.

114149	Canadair	1149	CL-41A	CT-114	Tutor
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TOS: 12 January 1966; 8 January 1971 - Renumbered from RCAF # 26149

Operated by 2 CFFTS, CFB Moose Jaw, SK. Classified as Instructional Airframe A760 on 3 May 1977, returned to flying status on 16 July 1985. In storage at ATESS, CFB Mountain View, ON c.2000. Converted to Snowbird by May 2005. Snowbird #4 in 2005 season. Snowbird #5 in 2006 season. Suffered multiple small bird strikes during St. Catharines display on 26 August 2006, when a flock of sparrows was encountered. Minimal damage, took part in show next day. Snowbird #10 in February 2008, and in September and October 2010. Seen at CFB Moose Jaw in September 2011, in Snowbird markings. Snowbird #3 in June 2012. Snowbird #10 in June 2013. Snowbird #8 in 2017. Snowbird #7 in 2019. Snowbird #3 for the 2023 season.

114150	Canadair	1150	CL-41A	CT-114	Tutor
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TOS: 12 January 1966; 8 January 1971 - Renumbered from RCAF # 26150

Operated by 2 CFFTS, CFB Moose Jaw, SK. To long term storage on 9 August 2000. In storage at ATESS, CFB Mountain View, ON. Seen stored outside at CFD Mountain View, ON, in October 2005. Still stored outside in October 2007, and August and November 2008, and October 2010.

114151 752B	Canadair	1151	CL-41A	CT-114	Tutor
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TOS: 27 January 1966; 8 January 1971 - Renumbered from RCAF # 26151

Flown by Golden Centennaires Aerobatic Team. Operated by 2 CFFTS, CFB Moose Jaw, SK. Was Snowbird #7 in 1973 season, Snowbird #1 in 1974 season and part of 1975 season. Was Snowbird #8 in 1976 season. Classified as Instructional Airframe 752B on 16 August 1976. Later at CFSATE, CFB Borden, Ont. Re-classified as 752C on 3 September 2003, with aft section going to Refinishing School at Borden. Nose section still at Borden June 2006.

114152	Canadair	1152	CL-41A	CT-114	Tutor
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TOS: 27 January 1966; 8 January 1971 - Renumbered from RCAF # 26152

Delivered initially to 6 RD in Trenton, ON. Transferred to Portage, MB as 6 May 1966. Flown by CEPE in Uplands, ON as 29 December 1966. Flown by Golden Centennaires Aerobatic Team. Later operated by 2 CFFTS, CFB Moose Jaw, SK as 8 January 1971. Replaced 114147 as Snowbird #2 in initial Snowbird season, 1972. Was Snowbird #3 in 1973, 1974, 1975 and 1976 seasons. Cat "A" crash near Moose Jaw on 19 June 1989. Impacted ground during weather check flight. Tail section and wings of this aircraft at Carlton University by 2013, used as a training aid.

SOS: 1 August 1991 - Cat "A" write-off



114153 753B	Canadair	1153	CL-41A	CT-114	Tutor
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TOS: 27 January 1966; 8 January 1971 - Renumbered from RCAF # 26153

Flown by Golden Centennaires Aerobatic Team. Flown by the Red Knight aerobatic solo team in 1968-69. Later operated by 2 CFFTS, CFB Moose Jaw, SK. Was Snowbird #4 in initial Snowbird season, 1972. Was Snowbird #2 in 1973 season. Was Snowbird #8 in 1974 season. Was Snowbird #1 for part of 1975 season, and all of 1976 season. Was Snowbird #8 for part of 1975 season. Classified as Instructional Airframe 753B on 16 August 1976. Later at CFSATE, CFB Borden.

Transferred to base museum c.2002. Still there in October 2008, now in Golden Centennaires colour scheme.

SOS: 2002; preserved at 16 Wing Borden Museum

26154	Canadair	1154	CL-41A	CT-114	Tutor
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TOS: 27 January 1966

Delivered initially to 6 RD in Trenton, ON. Transferred to Portage, MB as 6 May 1966. Flown by Golden Centennaires Aerobatic Team. Then flown by the Red Knight aerobatic solo team in 1968-69. On 13 July 1969, the Red Knight) carried out an authorized air display in # 26154 at CFB Moose Jaw. The display had been requested by the Acting Base Commander and coincided with the arrival of a large group of Italian Air Force Officers. The pilot had completed most of his intended flying programme when he deviated from his normal sequence and appeared to attempt a landing on runway 28R near the 2,500 foot mark. During the turn toward the runway the a/c nosed downward, rolled inverted and impacted the runway. The pilot was killed on impact. The investigation later determined that the manual cam actuating shaft fractured causing the Main Fuel Control Unit to jam in the idle position. After determining the cause of the engine malfunction the investigation focused on why the pilot decided to make a forced landing instead of ejecting. It was concluded that a combination of factors may have lead to the decision. The pilot was young and inexperienced, although a very good pilot. He had had a very long day and hadn't eaten properly. He was also under pressure to perform well and not put the show and Red Knight programme in jeopardy. He may have felt that ejecting and losing the a/c would have ended the Red Knight program. The a/c subsequently stalled during the attempted forced landing.

SOS: 17 October 1969 - Cat "A" write-off

114155	Canadair	1155	CL-41A	CT-114	Tutor
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TOS: 27 January 1966; 8 January 1971 - Renumbered from RCAF # 26155

Flown by Golden Centennaires Aerobatic Team. Later operated by 2 CFFTS, CFB Moose Jaw, SK, 1982. Was Snowbird #5 in initial Snowbird season, 1972, and in 1973, 1974, 1975, and 1976 seasons. Withdrawn from service due to excessive corrosion on fuselage/wing attachment fittings.

Was stored at ATESS, CFB Mountain View, ON. Later at Greenwood Military Aviation Museum. On display at CFB Winnipeg, Manitoba by 2006 in the 17 Wing Air Force Heritage Park, still there in 2008. Displayed inside the Canada Aviation & Space Museum at Rockcliffe by 2013, in Snowbird markings, suspended upside down from ceiling at the entrance.

SOS: ??? - Preserved at Canada Aviation & Space Museum in Snowbird colours

114156 A761	Canadair	1156	CL-41A	CT-114	Tutor
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TOS: 27 January 1966; 8 January 1971 - Renumbered from RCAF # 26156

Classified as Instructional Airframe A761 on 3 May 1977. Seen at CFB Borden, ON in 1980. Returned to flight status on 16 July 1985. Completed avionics upgrade program on 31 March 1995. Operated by Snowbirds as Snowbird #11 in 1995 season. Snowbird #8 in 1996 season. Snowbird #3 in 1997 season. Snowbird #6 in 1998 season. Crashed following mid air (with 114081?) during practice flight at CFB Moose Jaw, SK on 10 December 1998, during 6 plane formation practice. Pilot Capt. Michael VandenBos killed during ejection. Aircraft destroyed by post impact fire. Other aircraft recovered without further damage. The Tutor marked as Snowbird #114156 that was at the (now defunct) Canadian Air & Space Museum in Downsview is actually #114168

SOS: 12 April 2000 - Cat "A" write-off



26157	Canadair	1157	CL-41A	CT-114	Tutor
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TOS: 3 March 1966

Delivered initially to 6 RD in Trenton, ON. Transferred to 2 CFFTS as of 9 August 1967, On 30 July 1969, while at 2 CFFTS Moose Jaw, an instructor and student pilot took off from CFB Moose Jaw on an authorized IF training mission in # 26157. The student pilot, in the left hand seat, was under a blind instrument flying hood. Upon reaching altitude, the instructor took control of the a/c and told the student to perform his pre-stall spin and aerobatic check. While the student was completing his check, he felt positive seat pressure. An abrupt change from positive to negative "G" loading was experienced followed by sustained negative "G". The student heard mumbling over the intercom and upon asking his instructor for clarification, the instructor said, "prepare to bail out". During this period the instructor seemed to be attempting to regain control of the a/c by moving the flying controls, throttle and speed brakes with no apparent effect. The instructor then ordered the ejection. The student ejected safely but the instructor was killed when he separated from his parachute. The actual cause of the accident was undetermined. The most probable cause was that the a/c entered a condition of flight from which the instructor decided he could not recover and decided to eject. The instructor's death occurred because he forgot to lock his parachute quick release box.

SOS: 8 January 1970 - **Cat "A" write-off**; reduction to spares & scrap

114158	Canadair	1158	CL-41A	CT-114	Tutor
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TOS: 27 January 1966; 8 January 1971 - Renumbered from RCAF # 26158

Initially delivered to 6 RD in Trenton, ON. Transferred to Gimli, MB as of 15 December 1966. Transferred to 2 CFFTS as of 24 October 1969. Sent to AMDU Det, Mountain View, ON as of 26 Marh 1970. Back to CFFTS, CFB Moose Jaw, SK as of 8 May 1974. . Cat "A" crash near Moose Jaw on 15 November 1979. At approximately 1900(Z) the Dragon Tango formation took off from CFB Moose Jaw, Saskatchewan for a Form 5A mission. Tango Two was flown by a student pilot on his first formation solo mission. Lead a/c was flown solo by the student's instructor. The formation was approximately half way through the mission, having been airborne for 27 minutes, when Lead directed Tango Two to move to route, to complete cockpit checks and to relax-for a few minutes. A short time later at approximately 1929(Z) the two a/c collided. Tango Lead ejected safely. Tango Two sustained only minor damage to his a/c and landed safely at CFB Moose Jaw. The first occurrence which started the sequence of events was the formation directive over the radio by Tango Lead. "Tango Two go route", "Take a look at your airplane, do some checks. Relax fly straight and level". A comprehensive briefing, outlining a midpoint break and its purpose would negate a lengthy radio call. The "take a look at your airplane" was misinterpreted by Tango Two to be "I will take a look at your airplane". The superfluous phrase, "Relax, fly straight and level", added to and reinforced this misinterpretation. A short time later, relative a/c movement again reinforced Tango Two's belief that Lead was moving back to have a look at his a/c. Both pilots lost visual contact, with each other and shortly thereafter collided. The investigation concluded that the instructor pilot had issued a non-standard, vague and ambiguous transmission to the student pilot which was perceived as direction to change Lead; and, the instructor pilot did not maintain visual contact with his wingman during the route formation when it was within his capabilities to do so. A mid-air collision then occurred resulting in the loss of the lead a/c.

SOS: 6 May 1980 - **Cat "A" write-off**

114159	Canadair	1159	CL-41A	CT-114	Tutor
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TOS: 27 January 1966; 8 January 1971 - Renumbered from RCAF # 26159

Classified as Instructional Airframe A758 on 3 May 1977. Returned to flying status on 16 July 1985. With the Central Flying School at CFB Trenton c.1990. Completed avionics upgrade program on 14 November 1996. Converted to Snowbird configuration during 1999. Operated by Snowbirds as Snowbird #6, year unknown. Spare Snowbird in 1999 and 2000 seasons. Snowbird #7 in 2001 season. Snowbird #9 in 2002 season. Also Snowbird #5, in 2003 season. Snowbird #8 in late 2005 season, replacing 114120 after its crash. Snowbird #3 in 2006 season. Crashed and destroyed during practice flight at Malmstrom AFB on 18 May 2007. Official report indicates that pilot's lap belt became unfastened while inverted, leading to loss of control. Capt. Shawn McCaughey killed.

SOS: 30 August 2007 - **Cat "A" write-off**



114160	Canadair	1160	CL-41A	CT-114	Tutor
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TOS: 3 March 1966; 8 January 1971 - Renumbered from RCAF # 26160

Operated by 2 CFFTS, CFB Moose Jaw, SK. Later in storage at ATESS, CFB Mountain View, ON with tail from 114052. Reported as available for sale to museums, May 2005. Components seen stored outside at CFD Mountain View, ON, in October 2005. Moved to Norwood, ON by December 2005, where it will be part of a Snowbirds static display. Stored outside at Norwood-Kelly air field in August 2009. Acquired by the Jet Aviation Museum (JAM) at London, ON in 2019

SOS: 23 August 2005 - preserved at Jet Aircraft Museum, London, ON

114161	Canadair	1161	CL-41A	CT-114	Tutor
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TOS: 10 March 1966; 8 January 1971 - Renumbered from RCAF # 26161

Flown by Golden Centennaires Aerobatic Team. Later operated by 2 CFFTS, CFB Moose Jaw, SK. Completed avionics upgrade program on 24 April 1995. Conversion to Snowbird configuration completed in January 2004. Operated by Snowbirds as Snowbird #4, year unknown. To Trenton for bird strike repairs, September 2004 to March 2005. Snowbird #11 in 2005 season. Visited Pearson Airport on 24 February 2006, marked as Snowbird #10. Reported as Snowbird #14 later in season. Was Snowbird #13 by late August 2006. Snowbird #9 in early 2007 season, Snowbird #5 by end of August 2007. Snowbird #6 in June 2009. Snowbird #9 in September 2009. Snowbird #8 in June 2011. Snowbird #5 in October and November 2011. Snowbird #2 in 2017. On 17 May 2020, this a/c along with another Snowbird a/c was departing Kamloops, BC to proceed to Comox, BC. The a/c suffered an apparent engine failure during the take-off roll. The a/c zoom climbed, rolled and then nosed down sharply. Both crew ejected at low altitude and the jet impacted in a sub-division. The pilot, Capt R. MacDougall, survived with injuries but the teams PA officer, Capt J. Casey was fatally injured.

SOS: 17 May 2020 - Cat "A" write-off

114162	Canadair	1162	CL-41A	CT-114	Tutor
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TOS: 10 March 1966; 8 January 1971 - Renumbered from RCAF # 26162

Operated by 2 CFFTS, CFB Moose Jaw, SK. Later in storage at ATESS, CFB Mountain View, ON with tail from 114099. Reported as available for sale to museums, May 2005. Components seen stored outside at CFD Mountain View, ON, in October 2005. Moved to Norwood, ON by December 2005, where it will be part of a Snowbirds static display. Stored outside at Norwood-Kelly airfield in August 2009.

SOS: 23 August 2005 - preserved at Memorial Military Museum, Campbellford, ON

114163 935B	Canadair	1163	CL-41A	CT-114	Tutor
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TOS: 10 March 1966; 8 January 1971 - Renumbered from RCAF # 26163

Flown by Golden Centennaires Aerobatic Team. Later operated by 2 CFFTS, CFB Moose Jaw, SK. Also with FIS at CFB Winnipeg, dates not known. Operated by Snowbirds as Snowbird No. 5 in 1977, 1978, 1979, 1980, 1981, and 1982 seasons, and Snowbird #8 in 1983. Classified as training aid 935B on 8 May 2000. Later at CFSATE, CFB Borden, ON, as training aid. Still there June 2006 and October 2008, as 935B. On display at Borden air show in June 2010, marked as 935B, with FIS crest on nose. Still at Borden in 2011, in 2 CFFTS markings.



114164 928B	Canadair	1164	CL-41A	CT-114	Tutor
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TOS: 23 March 1966; 8 January 1971 - Renumbered from RCAF # 26164

Operated by Snowbirds as Snowbird #11 in 1978, 1979, 1980, and 1981 seasons, spare in 1982 season, and Snowbird #11 in 1983 season, all with external fuel tanks. Also Snowbird #10 in 1984 season, with external fuel tanks. Spare Snowbird, with tanks, in 1985 and 1986 seasons. Snowbird #11 in 1987 season. Again a spare, with external tanks, in 1988 and 1989 seasons. Was Snowbird #8 in 1990 season. Snowbird #11 in 1991. Spare Snowbird in 1992 and 1993 seasons. Snowbird #7 in 1994 and 1995 seasons. Snowbird #10 in 1996 and 1997 seasons. Retired from Snowbird service due to high fatigue index. Classified as training aid B928 on 9 May 2003. At CFB Borden by June 2006, as instructional airframe, no tail section. Tail section was reported with Refinishing School at Borden. Still there in October 2008. On display at Borden air show in June 2010, in Snowbird colours, not clear if aft fuselage was original. Reported stored at CFB Borden in 2011, in Snowbird markings, some parts missing.

114165	Canadair	1165	CL-41A	CT-114	Tutor
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TOS: 21 March 1966; 8 January 1971 - Renumbered from RCAF # 26165

Initially delivered to 1 FTS Gimli, MB. To AMDU Trenton as of 29 October 1966. To 2 CFFTS Moose Jaw, SK as of 26 March 1977. Operated by Snowbirds as Snowbird #3, year unknown. Crashed on 22 September 1979 at Minot AFB, North Dakota. At approximately 1945(Z) the 4-plane Viking formation display team took off from Minot AFB, North Dakota to perform an air display. The formation had just completed a diamond pass and were in a right climbing turn when the formation was called into line astern. During this formation change the #3 a/c collided with the #4 a/c. #3 had the #4 a/c visually however, and when he detected the rearward movement of #4, #3 started to move ahead to his line astern position on #2. During this forward and upward movement, the tail of the #3 a/c struck the underside of #4 a/c. The horizontal stabilizer of #3 a/c was severed and struck the canopy of #4 a/c. Both pilots of # three a/c ejected safely and #4 a/c landed safely at Minot AFB. The pilot of #3 a/c had practiced the manoeuvre only once before with the team. The #3 a/c crashed into an open field and ignited upon impact. The investigation determined that the unit approved a display that contained formation changes during manoeuvres, which possessed a high degree of difficulty without ensuring consistent and adequate practice. The use of precautionary calls by the lead pilot were unnecessary and in the formation change from box to line astern, the call was misunderstood by the pilot of the # three a/c to be the executive command. Once the pilot of #3 a/c left his position early, he continued to execute the formation change without ensuring that #4 had positive separation.

SOS: 6 May 1980 - Cat "A" write-off

114166	Canadair	1166	CL-41A	CT-114	Tutor
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TOS: 24 March 1966; 8 January 1971 - Renumbered from RCAF # 26166

Operated by 2 CFFTS, CFB Moose Jaw, SK. Operated by Central Flying School, CFB Winnipeg, Manitoba. Completed avionics upgrade program on 6 February 1996. Was in storage at ATESS, CFB Mountain View, ON. Gone from there by September 2005. Re-activated for use by AETE at CFB Cold Lake, AB in November 2005, still there in 2010. Still operational there in early 2013.

114167	Canadair	1167	CL-41A	CT-114	Tutor
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TOS: 28 March 1966; 8 January 1971 - Renumbered from RCAF # 26167

Operated by 2 CFFTS, CFB Moose Jaw, SK. Later in storage at ATESS, CFB Mountain View, ON. Reported as available for sale to museums, May 2005. Seen stored outside at CFD Mountain View, ON, in October 2005. Moved to Norwood, ON by December 2005, where it will be part of a Snowbirds static display. Stored outside at Norwood-Kelly airfield in August 2009, still there in early 2012.

SOS: 23 August 2005 - preserved at Memorial Military Museum, Campbellford, ON



114168	Canadair	1168	CL-41A	CT-114	Tutor
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TOS: 28 March 1966; 8 January 1971 - Renumbered from RCAF # 26168

Operated by 2 CFFTS, CFB Moose Jaw, SK. Completed major inspection on 14 July 1987. Visited Pearson International Airport in 2 CFFTS markings, September 1991. Later in storage at ATESS, CFB Mountain View, ON. Reported as available for sale to museums, May 2005. Seen stored outside at CFD Mountain View, ON, in October 2005. Delivered by truck to Toronto Aerospace Museum at Downsview on 15 November 2005. Still there in 2009, when museum was renamed Canadian Air & Space Museum. By May 2010 had been repainted as Snowbird #114156. After this museum was closed. The aircraft was subsequently transferred to the Edenvale Classic Aircraft Foundation Museum in Edenvale, ON along with several other aircraft from the Toronto museum collection. It is currently stored outdoors marked as #114156.

SOS: 23 August 2005 - Classified as Museum Artifact; at Edenvale, ON

114169	Canadair	1169	CL-41A	CT-114	Tutor
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TOS: 28 March 1966; 8 January 1971 - Renumbered from RCAF # 26169

Operated by 2 CFFTS, CFB Moose Jaw, SK. Seen at CFB Portage, MB, 1982. Crashed at Moose Jaw, SK on 21 August 1990. The a/c was on a Clear Hood 17 training mission and the instructor and student pilot had planned to complete a closed pattern to a full stop on the inner runway. Following a touch and go on Runway 10L the throttle was advanced to max continuous and the post take-off check was completed. Immediately afterwards the pilots became aware of an oscillating noise. The instructor noted small RPM fluctuations, took control of the a/c and initiated a pull-up for a closed pattern. During the pull-up the noise persisted and a burning smell became increasingly apparent. The instructor declared an engine failure emergency to Tower, reduced power to idle and pressed the airstart button. The aircraft reached an altitude of 300 to 400 feet AGL with an indicated airspeed of 105 knots at the apex of the closed pattern. The instructor then turned the a/c towards the airfield with the intention of attempting a forced landing. Assessing the situation, the instructor decided that he could not complete a successful forced landing and ordered the student to eject. Both pilots ejected in quick succession while the aircraft was at slow speed in a near wings level, slightly nose up attitude at approximately 200 ft above the ramp. The a/c continued to pitch up and then rolled and yawed to the left into an inverted nose down attitude and crashed into the infield just 39 m south of the ramp full of parked a/c. The ejection seats also narrowly missed falling on personnel and equipment on the ramp. The instructor ejected successfully; however, the student, Ocdt Ian Bell, sustained fatal injuries. The a/c impacted the ground approximately 65 degrees nose down and nearly inverted at about 75 KIAS with a fuel load of 500 lbs. Upon impact the fuel remaining in the aircraft ignited causing extensive fire damage. The throttle was found at idle; the IGVs and bleed valves' position corresponded to an engine at idle RPM. The engine and air-conditioning unit were sent to QETE for further analysis, which subsequently determined that the air-conditioning turbine bearings had failed prior to impact and that the engine had been running at idle RPM. Both ejections occurred nearly simultaneously and within the published ejection envelope. The right seat ejection sequence was normal in all respects and the instructor sustained only minor injuries upon landing on the ramp. He did not deploy his seat pack. The student pilot's ejection appeared to be normal until his parachute had deployed at which time, according to numerous witnesses as well as physical evidence, he was struck by the right wing root area of the aircraft as it was rolling and descending. He then descended at a much faster rate under a partially collapsed parachute.

SOS: 28 October 1991 - Cat "A" write-off



26170	Canadair	1170	CL-41A	CT-114	Tutor
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TOS:

On 29 March 1966, a RCAF test pilot from the CEPE Let at No. 1102 TSD took off from Cartierville airport in # 26170 on RCAF acceptance flight #1. The pilot terminated a normal check of his communication equipment at which time the a/c disappeared from radar tracking. The a/c crashed near Ste. Agathe des Konts, QC. The pilot was killed during the ejection sequence. The a/c was completely serviceable at the time the pilot accepted it for flight and it was carrying a full fuel load. The weather was clear. The a/c took off and, departed normally from the Cartierville traffic pattern after a normal pre-flight, start, taxi and pre-takeoff run up. Radio transmissions indicated that he was carrying out normal checks on his IFF and UHF equipment in the Ste. Agathe area. Under normal conditions this would have placed the a/c between 5,000 and 10,000 ft. Civilian witnesses from the Ste Agathe area support the presumption that the a/c was in this vicinity. However, all witnesses indicated that it was a much lower altitude than the normal profile would call for. The wreckage pattern indicated a fairly steep impact angle. The a/c approached the ground at an angle of approximately 50 to 65 degrees nose down and with an airspeed of between 240 and 260 Kts. It appeared to have been in a wings level attitude prior to impact in a completely clean configuration. The ejection sequence appeared to be normal with automatic features of both seat and parachute functioning correctly. The pilot was killed when he contacted the ground, slightly before parachute "line stretch". The cause of the accident was undetermined.

SOS: 15 July 1966 - Cat "A" write-off

114171	Canadair	1171	CL-41A	CT-114	Tutor
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TOS: 20 April 1966; 8 January 1971 - Renumbered from RCAF # 26171

Operated by 2 CFFTS, CFB Moose Jaw, SK, 1983. Completed avionics upgrade program on 24 November 2005. On static display at Dyes AFB in October 1999, in No.2 CFFTS markings.

Operated by Central Flying School, CFB Winnipeg, Manitoba, dates unknown. Later in storage at ATESS, CFB Mountain View, ON. Re-activated in April 2005, for use by AETE at CFB Cold Lake, AB. Still in service as of 2010.

114172	Canadair	1172	CL-41A	CT-114	Tutor
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TOS: 20 April 1966; 8 January 1971 - Renumbered from RCAF # 26172

Operated by 2 CFFTS, CFB Moose Jaw, SK, 1982. Completed avionics upgrade program on 18 March 1997, converted to Snowbirds configuration same year. Operated by Snowbirds as Snowbird #7 in 1997 season. Spare Snowbird in 1998, Snowbird #2 in 1999 season, later Snowbird #9. Also Snowbird #4, for part of 2000 season, then spare for remainder of season. Collided with Snowbird #1 (#114006) during Toronto air show, 4 September 2000. Left elevator and horizontal tail of this aircraft contacted wing leading edge and belly tank of Snowbird #1 while attempting to join formation immediately after liftoff. Both aircraft landed at Pearson Airport, with minor damage. Investigation determined that pilot of Snowbird #4 used non-standard technique to regain formation position after overshooting Snowbird #1 during the initial attempt to join up. Snowbird #10 in 2001 season. Snowbird #7 in 2002 season. Snowbird #3 in 2005 season. Components seen stored at CFD Mountain View, ON, in Hanger #2, in October 2005. Photographed as Snowbird #9 in November 2005. Snowbird #11 in 2006 season. Snowbird #6 in 2007 season. Back in storage at Mountain View by September 2007. Snowbird #11 in August and October 2008. Snowbird #3 in June 2009. Snowbird #7 in September 2009. Snowbird #3 in June 2013. Withdrawn from service in June 2013, due to high fatigue index. To long term storage at IMP in Halifax.

114173	Canadair	1173	CL-41A	CT-114	Tutor
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TOS: 28 March 1966; 8 January 1971 - Renumbered from RCAF # 26173

With the Flying Instructors School at CFB Winnipeg, dates not known. Completed avionics upgrade program on 4 February 1997. Converted to Snowbirds configuration in 2000. Operated by Snowbirds as Snowbird #8 in 2000 and 2001 seasons, Snowbird #11 in 2002 season. With Snowbirds on 10 December 2004, when it collided with 114064 during practice over Mossbank, SK. Being operated as Snowbird #8, second solo aircraft, collided at top of co-loop. Official report cites lack of training and experience of Capt. Miles Selby, pilot of this aircraft, who was instantly killed in the collision.

SOS: 10 January 2005 - Cat "A" write-off



114174	Canadair	1174	CL-41A	CT-114	Tutor
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TOS: 20 April 1966; 8 January 1971 - Renumbered from RCAF # 26174

Operated by 2 CFFTS, CFB Moose Jaw, SK. Completed avionics upgrade program and converted to Snowbirds configuration in 1995. Operated by Snowbirds as spare aircraft in 1995 and 1996 seasons, then Snowbird #6 in 1997 season, Snowbird #7 in 1998 and 1999 seasons, Snowbird #9 in 2000 and 2001 seasons. Spare Snowbird in 2002 season. Snowbird #10 in 2005 season. Snowbird #2 in 2006 season. Withdrawn from service due to high fatigue index. To long term storage with L3 at Mirabel, QC on 31 March 2009.

114175 938B	Canadair	1175	CL-41A	CT-114	Tutor
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TOS: 6 May 1966; 8 January 1971 - Renumbered from RCAF # 26175

Flown by Golden Centennaires Aerobatic Team. Later operated by 2 CFFTS, CFB Moose Jaw, SK. Was Snowbird #1 in initial Snowbird season, 1972, and for part of 1973 season. Was Snowbird #7 in 1974, 1975, and 1976 seasons. Classified as Instructional Airframe 938B on 28 June 2000. Later at CFSATE, CFB Borden, ON, as training aid. Still there June 2006 and October 2008, as 938B. On display at Borden air show in June 2010, still marked as 938B. At Borden in 2011, in 2 CFFTS markings. Still there in April 2014.

36176	Canadair	1176	CL-41A	CT-114	Tutor
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TOS: 6 May 1966

Initially delivered to Portage, MB. Flown by Golden Centennaires Aerobatic Team. On 15 February 1967, the lead solo with the Centenaire Aerobatic Team, took off from CFB Comox in # 26176 as part of a nine-plane formation. The purpose of the flight was formation and solo practice, followed by a combined rehearsal over CFB Comox. After reaching the practice area the team began practicing its nine-plane sequences with recoveries approximately 1,000 ft above the ground. Two looping manoeuvres followed by a roll to the right were carried out. After the recovery from the roll and at some point during the commencement of a climbing turn to the right, the horizontal stabilizer of the Number seven a/c came in contact with the left wing tip of the a/c behind him and to his right. The number seven a/c was rapidly pitched up and to the left of the formation. The horizontal stabilizer separated from the a/c and fell to the ground in two pieces. The a/c pitched over and crashed into the trees. No attempt to eject was made by the pilot. The Investigation considered the possibility that the pilot made an error and lost control of his a/c. There was also the possibility that some restriction in either the elevator or aileron control system created a problem. The elevator control rods aft of the engine were found intact and free to move with no indication of jamming. A wrench was found in the wreckage. However it could not be concluded that the wrench played any part in the jamming of controls. Some type of distraction or combinations of distractions could have caused the pilot to move momentarily within the formation. It was found that #1 and #2 inverters had failed before the crash. This would explain why there was no transmission from the pilot either just prior to or following the collision. It is believed, that the pilot realized his radios were not working sometime during the roll. In order to regain communications, the pilot would have had to take his left hand from the throttle to reach back for the emergency UHF switch. For a very short period of time, he would not have been able to make the power increase necessary to maintain position on the outside of the right turn. Any further distraction or unexpected turbulence might have been sufficient to bring the two a/c together. The precise cause of the accident was undetermined. The most likely causes were: The pilot's distraction as a result of possible inverter failure; or a control restriction as a result of FOD in the form of the wrench found in the wreckage.

SOS: 22 September 1967 - Cat "A" write-off

114177	Canadair	1177	CL-41A	CT-114	Tutor
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TOS: 20 April 1966; 8 January 1971 - Renumbered from RCAF # 26177

Operated by 2 CFFTS, CFB Moose Jaw, SK. Operated by Snowbirds as Snowbird #3 in 1977 and 1978 seasons, also Snowbird #9 in 1979 season, Snowbird #10 in 1980 season, Snowbird #4 in 1981, 1982, 1983 and 1984 seasons. Snowbird #6 in 1985 season. Snowbird #4 in 1986 season. Later placed in storage at ATESS, CFB Mountain View, ON. Reported as available for sale to museums, May 2005. Sold to Nanton museum June 2005. Shipped to AB, disassembled, on truck September 2005. On display at Nanton by summer of 2006, marked as Snowbird #4.

SOS: 23 August 2005 - Preserved at Bomber Command Museum in Nanton, AB



114178 939B	Canadair	1178	CL-41A	CT-114	Tutor
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TOS: 19 May 1966; 8 January 1971 - Renumbered from RCAF # 26178.

Flown by Golden Centennaires Aerobatic Team. Later operated by 2 CFFTS, CFB Moose Jaw, SK. Operated by Snowbirds as Snowbird #1 in 1977, 1978, 1979, and 1980 seasons, then Snowbird #8 in 1981 season, and Snowbird #1 again in 1982 season. Major inspection completed 4 June 1986. Classified as Instructional Airframe 939B on 28 June 2000. Later at CFSATE, CFB Borden, ON, as training aid. Still there June 2006 and October 2008, as 939B. On display at Borden air show in June 2010, marked as 939B.

114179	Canadair	1179	CL-41A	CT-114	Tutor
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TOS: 6 May 1966; 8 January 1971 - Renumbered from RCAF # 26179

Initially delivered to CEPE in Uplands, ON. Transferred to Portage La Prairie, MB. Flown by Golden Centennaires Aerobatic Team. Later operated by 2 CFFTS, CFB Moose Jaw, SK. . Was Snowbird #8 for part of initial Snowbird season, 1972. Also operated by Snowbirds as Snowbird #4 for part of 1973 season. On 14 July 1973, the Capt. C. Stef was carrying out an authorized flight with the Snowbird formation team for a practice of the Saskatchewan Air Show in # 114179 at CFB Moose Jaw. The team took off at 1620(L), departing to the south for warm up manoeuvres. The lead called the solos out in preparation for a practice arrow roll left and the team changed from double diamond to arrow formation. Immediately prior to the formation starting the roll, the pilot felt a definite deceleration along with indications of engine compressor stall. Attempts to correct the situation were unsuccessful and existing engine power was insufficient to enable his return to Base. He informed the lead of his problem and the possibility of ejection. The lead immediately declared an emergency and advised Moose Jaw Tower of the situation. The pilot ejected at about 1,000 ft AGL. The ejection was successful, however the pilot received back injuries on landing. After experiencing what he considered to be compressor stall symptoms, the pilot smoothly departed the formation and attempted to analyze and rectify the situation. The pilot recalled an initial thump with an ensuing rumble which remained throughout the emergency. He carried out compressor stall clearing procedures; however, he states he could not get the engine RPM to go above 64 percent or stabilize above 62 percent. He also carried out No. one and No. 2 relight procedures. After being flamed out the engine relit quickly but would not advance above 64 percent RPM. Maximum altitude obtained on the pull-up was 5,000 ft MSL (approximately 3,000 ft AGL) at 130 KIAS. The pilot assumed he would not be able to make a forced landing at Base unless power could be increased above 62 percent; however, he continued towards Base at best glide speed. The pilot selected an altitude of 3,000 ft MSL (approximately 1,000 ft AGL) as his minimum ejection height and on reaching this, carried out ejection procedures. The ejection appeared to be normal except for the failure of the seat pack to deploy. Capt. Stef was then injured in hard landing. The subsequent investigation determined that a failure of the Vespel rollers in the right hand compressor air bleed valve resulted in a loss of engine power.

SOS: 26 October 1973 - Cat "A" write-off

114180	Canadair	1180	CL-41A	CT-114	Tutor
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TOS: 6 May 1966; 8 January 1971 - Renumbered from RCAF # 26180

Flown by Golden Centennaires Aerobatic Team. Later operated by 2 CFFTS, CFB Moose Jaw, SK. Was Snowbird #9 in initial Snowbird season, 1972. Was Snowbird #6 in 1973, 1974, 1975, and 1976 seasons. Now in storage at ATESS, CFB Mountain View, ON. Reported as available for sale to museums, May 2005. Seen stored outside at CFD Mountain View, ON, in October 2005. Sold to the Memorial Military Museum, in Campbelford, ON in late 2005, and still there in 2018. Acquired by the Jet Aviation Museum (JAM) at London, ON in 2019 for eventual restoration to airworthy status.

SOS: 23 August 2005 - Classified as Museum Artifact; Under restoration at JAM, London, ON



114181 A897 897B	Canadair	1181	CL-41A	CT-114	Tutor
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TOS: 6 May 1966; 8 January 1971 - Renumbered from RCAF # 26181

Flown by Golden Centennaires Aerobatic Team. Later operated by 2 CFFTS, CFB Moose Jaw, SK. Was Snowbird #6 in initial Snowbird season, 1972. Was Snowbird #4 for part of 1973 season and full 1974, 1975, and 1976 seasons. Classified as Instructional Airframe A897 on 30 May 1989. Later to CFSATE, CFB Borden, ON, as training aid. Still there June 2006. Still there in October 2008, marked as 897B. On display at Borden air show in June 2010, marked as 897B. Still at Borden in 2011, in 2 CFFTS markings.

114182	Canadair	1182	CL-41A	CT-114	Tutor
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TOS: 14 September 1966

First assigned to CEPE Upland for "unfavourable flying characteristics". Transferred to AMDU, Trenton, ON as of 12 June 1968. Suffered Cat "B" damage on 20 June 1968 while there in storage; parts retained as engineering aids after being struck off.

SOS: 26 September 1969 - Cat "A" write-off; but parts retained

114183	Canadair	1183	CL-41A	CT-114	Tutor
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TOS: 27 May 1966; 8 January 1971 - Renumbered from RCAF # 26183.

Initially delivered to Portage, MB. Flown by Golden Centennaires Aerobatic Team. Transferred to AMDU, Trenton as of 29 November 1967. Later operated by 2 CFFTS, CFB Moose Jaw, SK as of 2 February 1971. Used as Snowbird #2 aircraft in summer of 1971 as Snowbirds started to work up. Also operated by Snowbirds as Snowbird #8 in first full Snowbird season, 1972. On 10 June 1972, the Snowbirds nine-plane formation display team were participating in the Trenton Armed Forces Day Airshow. During the entry manoeuvre the solos broke normally from the formation and commenced flying their pattern to set up for the initial solo pass. The initial pass was planned for an opposing cross at 270 KIAS and 300 ft AGL whereupon each would do a roll to the left on the command of the lead solo. The 2 a/c passed on the show line and at centre stage. At the crossing point the right wings of both a/c came into contact. Immediately following the collision, No. 2 solo, began rolling and yawing to the right. The a/c completed approximately 2 rolls before impact with the ground. The pilot, Capt Lloyd Waterer, was killed an impact. Lead solo completed his roll to the left after the collision. He landed safely, a few minutes later, with approximately 30 inches missing from the end of the starboard wing. The sequence had gone normally up until run-in for the opposing cross. Although No. 2 solo overshot the line somewhat on the final turn and had to "S" turn to regain track, this is not considered abnormal, especially in view of the northerly wind that was prevailing at the time. In any case, the Investigation concluded that he was straight and level and had regained track at least 2,500 ft from the crossing point and that he remained that way until collision. Miscalculation of the effect of the wind, coupled with the fact that each a/c was being affected somewhat differently due to the gusty conditions, could have resulted in No. 2 solo lining up with inadequate separation initially or it becoming inadequate as the 2 a/c approached one another. The possibility exists that the No. 2 solo realized at the last minute that he was going to be too close but considered he had adequate separation to miss the other a/c and was hesitant to make an obvious correction. The investigation determined that the second solo pilot did not maintain adequate separation from the lead solo, during a coordinated head on pass, resulting in a collision and subsequent crash.

SOS: 18 October 1972 - Cat "A" write-off

114184	Canadair	1184	CL-41A	CT-114	Tutor
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TOS: 2 June 1966; 8 January 1971 - Renumbered from RCAF # 26184

Used at CFB Portage, dates not known. Operated by Flight Instructors School, CFB Moose Jaw, SK. Later in storage at ATESS, CFB Mountain View, ON. Seen stored outside at CFD Mountain View, ON, in October 2005. Still stored outside in October 2007, and August and November 2008. Still stored at Mountain View in October 2010. To controlled cannibalization on 1 June 2011. Fuselage reported reserved for Air Cadets, not confirmed.



26185**Canadair****1185****CL-41A****CT-114****Tutor****TOS:** 24 May 1966

Initially delivered to Portage, MB. Flown by Golden Centennaires Aerobatic Team. On 4 October at CFB Portage La Prairie, an aerobatic team pilot, call sign "Gold Nine", in # 26185 was number six in a six plane Golden Centennaires section proceeding on a training flight. A secondary purpose of this mission entailed public relations photographic work. The formation took off in a four-plane diamond followed by the two solos (Gold Seven and Gold Nine) in line abreast. The formation then commenced aerobatic manoeuvres trailed by Gold Seven with his photographer passenger. Gold Nine was to either loiter behind the formation or to proceed to the solo area until photography of the four plane formation had been completed. At this time Gold Seven was to leave the formation and join up with Gold Nine for photographs of the two solo a/c performing coordinated aerobatic manoeuvres. After completing the first photography phase of the exercise, Gold Seven left the four plane formation and attempted to rendezvous with Gold Nine but was unable to make visual or radio contact with him. Wreckage of Gold Nine was discovered in the area of the initial formation manoeuvres. The a/c had impacted the ground in a 10 degree dive at approximately 280 Kts. There was apparently no attempt to eject and the pilot was killed on impact. Questioning of witnesses enabled the investigation to reconstruct almost entirely, the events which culminated in the crash. Gold Nine evidently elected to stay with the formation during the first phase of the exercise, as all witnesses reported seeing six a/c flying together just before the crash. It appears that the formation had completed either a roll or loop and were followed through this manoeuvre by Gold Nine. Gold Nine either recovered from the manoeuvre or only partially recovered, but then continued descending in a shallow dive of approximately 10 degrees with wings rocking 15-20 degrees until impact with the ground. The technical investigation revealed that all systems were normal at the time of the crash. The elevator trim was set at take-off and the speed brakes were "in". A pair of needle nosed pliers was, however, found in the wreckage and the investigation theorized that jamming of the elevator controls by the pliers could have caused the crash. The precise cause of the crash was undetermined. However, the most probable cause was jamming of the elevator controls by FOD.

SOS: 16 May 1967 - Cat "A" write-off**26186****Canadair****1186****CL-41A****CT-114****Tutor****TOS:** 18 August 1966

On 26 October 1966. At 2 FTS Moose Jaw, an instructor and student pilot were authorized to fly # 26186 as part of a two plane formation. The formation took off at 1400(L), completed the manoeuvres that were required and entered initial f.or Runway ,28R in order to execute a formation break and landing. At approximately two miles from the runway, the lower airframe overheat and master caution lights illuminated, followed closely by the illumination of the fire warning light. The instructor gave the order to eject and both he and the student ejected successfully. At approximately two miles from the runway, altitude 1,100 ft AGL, airspeed 240 Kts, the student pilot called the instructor's attention to the lower airframe overheat light, which was on. As the instructor looked into the cockpit both he and the student saw the fire warning light illuminate. Neither pilot recalled seeing the master warning light on. The instructor immediately gave the order to eject. From the examination of the wreckage the investigation concluded that there was no fire prior to impact. The possibility that an overheat condition existed cannot be ruled out. However, because only one airframe overheat light illuminated, the investigators agreed that the most logical assumption was that the system had given a false warning indication. The instructor had a preconceived idea that he would eject immediately upon seeing a fire warning indication. This idea was based on stories he had heard in years gone by about other a/c types exploding within seconds of a fire light illuminating. The indication on the annunciator panel at the time of ejection did not indicate an actual fire condition because the upper airframe overheat light was not on. The cause was directed at the instructor who identified a false fire warning indication as an actual fire warning then elected to eject without carrying out the Critical Emergency Check for fire or overheat in flight in order to determine if an actual fire existed.

SOS: 16 November 1966 - Cat "A" write-off

114187	Canadair	1187	CL-41A	CT-114	Tutor
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TOS: 2 June 1966; 8 January 1971 - Renumbered from RCAF # 26187

Operated by 3 CFFTS at CFB Portage, Manitoba. Later at ATESS, CFB Mountain View, ON with tail from 114063. Reported as available for sale to museums, May 2005. Components seen stored outside at CFD Mountain View, ON, in October 2005. Moved to Norwood, ON by December 2005, where it will be part of a Snowbirds static display. Stored outside at Norwood-Kelly air field in August 2009. Later sold and combined with parts from 1141063 and painted as Golden Centennaire 114179 honouring S/L C.B. Lang and mounted on a pedestal in Creston, BC.

SOS: 23 August 2005 - preserved in Golden Centennaire colours as #179 at Creston, BC

114188	Canadair	1188	CL-41A	CT-114	Tutor
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TOS: 18 August 1966; 8 January 1971 - Renumbered from RCAF # 26188

Operated by 3 Canadian Forces Flying Training School at CFB Portage, Manitoba. Operated by Snowbirds as Snowbird #1 in 1994 season. Also operated as Snowbird #4 and 5. Was Snowbird #1, in special markings for 50th anniversary of D-Day, in 1994 season. Still Snowbird #1 in 1995, 1996, 1997 and 1998. Snowbird #5 in 1999 season. Reported withdrawn from service due to battery compartment corrosion. Some parts in storage at ATESS, CFB Mountain View, ON. Right hand wing shipped to CFB Borden in summer of 2001. To controlled cannibalization on 22 July 2004. Forward fuselage in use as a recruiting promotional tool in 2009, in Snowbird markings.

SOS: Unknown

114189	Canadair	1189	CL-41A	CT-114	Tutor
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TOS: 18 August 1966; 8 January 1971 - Renumbered from RCAF # 26189

Flown by Golden Centennaires Aerobatic Team. Later operated by 2 CFFTS, CFB Moose Jaw, SK. Later in storage at ATESS, CFB Mountain View, ON. Seen stored outside at CFD Mountain View, ON, in October 2005. Classified as an Instructional Airframe on 24 October 2006. Still at Mountain View, inside hanger, September 2007. At CFB Borden by October 2008. On display at Borden air show in June 2010. Still at Borden in 2011, in 2 CFFTS markings.

114190 A714	Canadair	1190	CL-41A	CT-114	Tutor
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TOS: 18 August 1966; 8 January 1971 - Renumbered from RCAF # 26190

Was Instructional Airframe A714 at time of renumbering, returned to flying status on 16 August 1976. Operated by 2 CFFTS, CFB Moose Jaw, SK, 1982. Was Snowbird #9 in 1983 and 1984 seasons. Snowbird #4 in 1985 season. Snowbird #5 in 1986 season. Spare Snowbird in 1987 and 1988 seasons. VHF radio installed. Later at ATESS, CFB Mountain View, ON, forward fuselage only. Wings to Trenton for coupon testing in 2001. To controlled cannibalization on 22 July 2004. Aft fuselage installed on #114024 about this time. Stored outside, summer of 2004. Components seen stored outside at CFD Mountain View, ON, in October 2005. Cockpit in use as mobile recruiting display by summer of 2007, carrying ex-RCAF serial #26190.

(Data as of Sep 2023)

ADDITIONAL NOTES

Operating Units



The following units are using or have flown CT-114 *Tutor* trainers:

- No. 1 (Canadian Forces) Flying Training School (1 CFFTS), Gimli, MB
- No. 2 (Canadian Forces) Flying Training School (2 CFFTS), Moose Jaw, SK
- No. 3 (Canadian Forces) Flying Training School (3 CFFTS), Portage, MB
- Red Knight (Solo) Aerobatic Team, Portage, MB
- Golden Centennaires Aerobatic Team, Portage, MB
- 431 (Air Demonstration) Squadron, Moose Jaw, SK



- Flight Instructor School (FIS) (various locations)
- Central Flying School (CFS) (various locations)
- Canadian Forces Navigation School (CFNS), Portage, MB
- Central Experimental Proving Establishment (CEPE), Uplands, ON
- Aerospace Engineering Test Establishment (AETE), Cold Lake, AB (successor to CEPE)

The following units have supported CT-114 *Tutor* trainers:

- Aerospace Maintenance Development Unit (AMDU) Trenton, ON
- Aerospace Telecommunications Engineering Support Squadron (ATESS), Trenton, ON

NB - Given the lack of precise “official” data for all CT-114 a/c, the dates for “Struck Off Strength (SOS)” in the table above vary between the actual dates for the effective administrative date or the actual date of a crash as drawn from the listed references.

Aircraft (or Air Vehicle) Damage Level (ADL) Categories: ¹

The RCAF’s ADL is a qualitative categorization system used to determine the level of damage sustained by an aircraft / air vehicle during an occurrence. The following damage level definitions are used to reflect the degree of damage:

Cat “A” = Destroyed / missing: The aircraft has been totally destroyed, is assessed as having suffered damage beyond economical repair or is declared “missing”;

NB - Aircraft totally destroyed are normally written off the inventory. Accidents with a lower ADL may also subsequently result in administrative write-off of the aircraft for reasons (primarily economic) not directly related to the original damage assessment.

Cat “B” = Very Serious: The aircraft has sustained damage to multiple major components;

Cat “C” = Serious: The aircraft has sustained damage to a major component;

Cat “D” = Minor: The aircraft has sustained damage to non-major components; and

Cat “E” = Nil: The aircraft, including the power plant, has not been damaged.

Number of CF CT-114 Tutor Cat “A” write-offs = 60 (~ 31.5% of the total fleet)

Instructional Airframe Categories

In the Canadian Armed Forces, airframes relegated to training purposes were categorized with an alpha-numeric serial number. The letter designation denoted one of four categories as follows:

“**A**” - identifies aircraft that are deemed repairable and potentially could be returned to flight status

“**B**” - identifies aircraft that are permanently assigned to the ground training role

“**C**” - identifies ground training aircraft that have been sectioned

“**D**” - identifies aircraft consigned as demolition targets

ABBREVIATIONS

a/c	=	aircraft
AETE	=	Aerospace Engineering Test Establishment
AMDU	=	Aerospace Maintenance Development Unit
ATESS	=	Aerospace Telecommunications Engineering Support Squadron (successor to AMDU)
AGL	=	Above Ground Level
Cat	=	Category
CF	=	Canadian Forces
CFB	=	Canadian Forces Base
C/N	=	Construction Number
Det	=	Detachment

¹ Drawn from: A-GA-135-001/AA-001 *Manual of Flight Safety for the CF*



ft	=	feet
FIS	=	Flight Instructor School
IP	=	Instructor Pilot
KIAS	=	Knots Indicated Air Speed
kts	=	knots
MB	=	Manitoba (Canada)
MSL	=	(above) Mean Sea Level
NATO	=	North Atlantic Treaty Organization
ON	=	Ontario (Canada)
OTU	=	Operational Training Unit
QC	=	Quebec (Canada)
QETE	=	Quality Engineering Test Establishment
QFI	=	Qualified Flying Instructor
RAF	=	Royal Air Force
RCAF	=	Royal Canadian Air Force
RTB	=	Returned To Base
SK	=	Saskatchewan (Canada)
SP	=	Student Pilot
S/N	=	Serial Number
Sqn	=	Squadron
SOS	=	Struck Off Strength
TOS	=	Taken On Strength
UK	=	United Kingdom

(Current) RCAF RANKS

Aviator	-	Avr
Corporal	-	Cpl
Master Corporal	-	MCpl
Sergeant	-	Sgt
Warrant Officer	-	WO
Master Warrant Officer	-	MWO
Chief Warrant Officer	-	CWO
Officer Cadet		Ocdt
2nd Lieutenant	-	2nd Lt
1st Lieutenant	-	Lt
Captain	-	Capt
Major	-	Maj
Lieutenant Colonel	-	LCol
Colonel	-	Col
Brigadier General	-	BGen
Major General	-	MGen
Lieutenant General	-	LGen

REFERENCES:

Government Reports:

- 14 Training Group Headquarters - Group Flight Safety Report - CT-114 Tutor Accident Briefs (1965 - 1983), March 1984
- RCAF CT-114 Tutor Aircraft Record Cards (NB- not all cards for every a/c available)

Books

- Cline, Andrew & Rankin-Lowe, Jeff - *The Aircraft of the Canadian Armed Forces.*
- Griffin, J.A. - *Canadian Military Aircraft - Serials and Photographs*

Articles

- <http://www.rcaf-arc.forces.gc.ca/en/article-template-standard.page?doc=yellow-birds-return-to-moose-jaw/iqqt5y2>



Websites

- <http://www.rwrwalker.ca>
- Canadian Forces Flight Safety Investigation Reports: <http://www.rcf-arc.forces.gc.ca/en/flight-safety/investigation-reports.page>

