TUTOR
Canadair’s Little Jet Trainer

TIP’S KITE
RCAF 437 Squadron Pilot
WEDNESDAY, AUGUST 28TH
BRANTFORD AIRPORT
FREE ADMISSION
DONATIONS WELCOME
PARKING $20

COMMUNITYCHARITYAIRSHOW.COM
GATES OPEN AT 10 AM • FLYING SHOW STARTS 12:30 PM
Welcome

During the month of May and moving into June, the popular press and media presented stories and covered events leading up to the 75th Anniversary of D-Day. It has been stated that life as we know it began on 6 June 1944. Looking back into history, the number of major events and changes that have taken place since that date define the modern world as we know it today. At the Canadian Warplane Heritage Museum, we also are celebrating and recognizing that important date in history.

On 1 June 2019, the Museum presented the successful D-Day 75th Anniversary Gala to a sold-out audience of over 850 people. Our D-Day veteran, Dakota FZ692, will be dedicated on 6 July 2019 during Air Force Day celebrations. And at the same event, we will be celebrating the 75th Anniversary of 437 Husky Squadron. Also scheduled this summer is the popular Vintage Wheels & Wings show later in July, and the Community Charity Airshow and Airshow Dinner take place at the end of August. Other smaller events are planned to happen over the summer months and the support of the membership is required to ensure the success of the events. Please become part of the happenings around the Museum.

In this issue of Flightlines we present a brief history of the Canadair’s little jet trainer, the Tutor. From the mid-1960s until it was retired from flying training service, every pilot who went through the RCAF and Canadian Forces flight training system logged time on the Tutor, as well as many pilots from other NATO countries. The Tutor is still identifiable to many Canadians, not as a regular training aircraft, but as the mount with the RCAF’s famous Snowbirds, a role the Tutor will continue in for at least another ten years. Also, this issue of Flightlines tells the brief story of a RCAF pilot who flew Dakota aircraft during World War II, and his secret flight mission with 437 Squadron.

We welcome your feedback and comments about each issue of Flightlines. More importantly, we encourage readers to send any short stories about a family member’s military time during and after World War II.

Bill Cumming, Volunteer Editor
museum@warplane.com

Ted Barris Book Launch

On August 24 at 1 pm, Ted Barris introduces his latest book, Rush to Danger: Medics in the Line of Fire, at the Canadian Warplane Heritage Museum.

Noted military historian Ted Barris once asked his father, Alex, “What did you do in the war?” What the former US Army medic then told his son forms the thrust of Barris’s latest historic journey—an exploration of his father’s wartime experiences as a medic leading up to the Battle of the Bulge in 1944–45, along with stories of other medics in combat throughout history.

Barris’s research reveals that this bloodiest of WWII battles was shouldered largely by military medics. Like his father, Alex, medics in combat evacuated the wounded on foot, scrounged medical supplies where there seemed to be none, and dodged snipers and booby traps on the most frigid and desolate battlefields of Europe. While retracing his father’s wartime experience, the author weaves into his narrative stories about the life-and-death struggles of military medical personnel during a century of service.

In this unique front-line recounting of the experiences of stretcher bearers, medical corpsmen, nurses, surgeons, orderlies, dentists and ambulance drivers, Barris explores the evolution of battlefield medicine at such historic engagements as Fredericksburg, Batoche, the Ypres Salient, the Somme, Vimy, Singapore, Dieppe, Normandy, Falaise, Bastogne, Korea, Iraq and Afghanistan. Barris’s sources reveal—like never before—why men and women sporting the red cross on their helmets or sleeves didn’t flee to safety but chose instead to rush to assist.

Come out to hear Ted’s engaging presentation about his new book, Rush To Danger: Medics in The Line of Fire. Books will be available for sale and Ted will be more than happy to sign them.

BOOK LAUNCH
DATE: August 24, 2019
SPEAKING ENGAGEMENT: 1 pm
BOOK SIGNING: 2 pm
LOCATION: Canadian Warplane Heritage Museum
Community Charity Airshow Dinner

Enjoy a night out in support of the Community Charity Airshow. While the airshow takes place in Brantford, this dinner event takes place at the Canadian Warplane Heritage Museum.

The evening begins with a meet-and-greet with the pilots and aircrew that will be taking part in the Community Charity Airshow on Wednesday, August 28th. The CF-18 Demo jet will be on site for the evening and attendees will have the opportunity to see the jet close up. Plus, each table will be joined for dinner by one of the pilots/aircrew.

Everyone who attends the dinner will have the opportunity to win a flight in the B-25 Mitchell, which will be taking place that evening! Only those who are in attendance when the draw takes place are eligible to win, so be sure to arrive in good time. Plus, there will be a silent auction taking place with some very cool items.

Appetizers will consist of jumbo shrimp with cocktail sauce and finger munchies. There will be a cash bar for the evening.

The buffet dinner features a variety of salads (broccoli salad, caesar salad, and mixed greens salad), fresh carved roast top sirloin of beef, roasted rosemary chicken, penne pasta primavera, roast potatoes, roasted peppers with root vegetables, and fresh whole green beans. Dessert will consist of lemon meringue pie, assorted cheesecakes with fruit topping, hot apple crumble with whipped cream, fresh carved fruit, and berry displays.

Following dinner will be an exciting night engine run-up of the Avro Lancaster. This is a rare opportunity for aviation photographers and enthusiasts alike!

Tickets available online at warplane.com

DATE: Tuesday August 27, 2019

LOCATION: Canadian Warplane Heritage Museum

TIME: Doors open at 5:30 pm,
B-25 Mitchell flight draw at 6:00 pm
(Flight at 6:30 pm),
Dinner at 7:00 pm.
In the late 1940s and 1950s, it was found that comparable advances in military training aircraft were not matching the advances made in tactical aircraft. In order to maintain the quality of training, each successive advance in operational performance necessitated the addition of a new aircraft type to the training fleet. An excessive amount of training course time was being spent transitioning from one aircraft type to another, thereby lengthening the time of the course. Syllabus duplication coupled with the burden of maintenance, spares, additional personnel, and overhaul facilities for two or more aircraft types proved both unwieldy and costly. It was thought that one type of aircraft was required to simplify the pilot training programme with the performance and flexibility to meet all of the training requirements.

In 1955, encouraged by unofficial contacts with Royal Canadian Air Force (RCAF) personnel, Canadair Ltd. began preliminary studies of tandem and side-by-side seating all-through basic jet trainer designs to introduce student pilots to the training requirements, one that was simple enough for the ab initio stage, and sophisticated enough for the advanced stage. Benefits would include shortening the syllabus duration, reducing the training costs, lessening the number of aircraft required, and cutting back the number of flight instructors and skilled personnel required.

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to elementary jet flying up to Wings standard. The studies were submitted to RCAF headquarters. Canadair chose to develop the single cockpit side-by-side design primarily for the job of replacing the venerable Harvard variants. In addition, the new trainer would encroach upon the role of the Canadair T-33 Silver Star in the current RCAF training scheme. There was actually no official RCAF interest initially in such a Canadian-made concept, so the first aircraft to be designed and built entirely by Canadair began as a private venture. It was assigned the formal Canadair Model Number CL-41. Canadair started design of a jet trainer in 1958 and the first flight was on 13 January 1960.

The CL-41 has side-by-side seating and a single, 2,950 lb. thrust General Electric J85/CJ610 turbojet engine built by Orenda Engines of Canada. Controls and systems of the CL-41 are relatively simple with hydraulic power to the landing gear, flaps and nose-wheel steering, and manual flying controls. The cabin is pressurized and zero-level ejection seats are fitted. It is fully equipped for navigation, instrument and night-flying training.

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On 11 September 1961, Douglas Harkness, Minister of National Defence, announced an order for 190 examples of the CL-41A version for RCAF Training Command. In a ceremony at Canadair on 26 October 1963, the CL-41A was christened “Tutor” and entered service with the RCAF with the designation CT-114. Total production amounted to two ground-fatigue test specimens, two CL-41 company prototypes, 190 CL-41A / CT-114 examples built for the RCAF, and 20 CL-41G-5 combination trainer and ground attack versions for the Royal Malaysian Air Force, called Tebuan. The 190 airframes ordered by the RCAF had serials in the 26001 to 26190 range. Following unification in January 1971, the serial numbers were changed to 114001 to 114190. The second CL-41 prototype was eventually completed as the CL-41R, an electronic systems trainer for future CF-104 pilots. It was fitted with aF-104 nose and “saddlebags” on each side of the fuselage to accommodate electronic systems matching those of the CF-104 Starfighter. Ian McTavish flew the CL-41R for the first time on 13 July 1962, and the aircraft and systems performed well. However, it proved impossible to form a consortium of F-104 operators to justify setting up a production so the project was terminated.

CF-LTW-X, now the prototype CL-41A incorporating changes to meet RCAF requirements, on its first flight on 22 May 1962 marked as RCAF 000, with nose instrumentation probe. CANADAIR

The second prototype CL-41, CF-LTX-X, as the CL-41R modified with the F-104 transitional nose structure housing the radar antenna and associated avionics unit, and the lateral fuselage compartments – “saddlebags” – located aft of the wings, which contained instrumentation and a low-voltage power source. This picture was taken at the Brantford Airport, June 1995. CF-LTX-X now resides in a storage building at the Reynolds Museum. GORD MCNULTY

Tutor #26010 as seen on an early delivery flight in 1964, showing its clean polished lines, the original nose design with the smaller lighting fixture cap, and lacking the nose strakes. CANADAIR VIA CWH
Canadair borrowed RCAF Tutor #26015 for conversion to a prototype tactical version, the CL-41G. It featured a strengthened landing gear and under-wing and belly hard points for ordnance and fuel tanks. The Royal Malaysian Air Force (RMAF) ordered 20 CL-41G-5s. In RMAF service, it was named the Tebuan, the Malay equivalent of “Wasp” and served as a combination pilot trainer and close-support aircraft.

The RCAF/Canadian Forces’ primary jet training operation is completed at No. 2 Flying Training School (FTS) at Moose Jaw, Saskatchewan. The students go for basic jet training on the Tutor after completing their primary training at Portage la Prairie, Manitoba. Moose Jaw was opened in 1941 as a British Commonwealth Air Training Plan (BCATP) station, home of No. 32 Service Flight Training School (SFTS), a Harvard operation run by the Royal Air Force. The Tutor replaced the Harvard at Moose Jaw, with the first three flying Tutors arriving at the station on 9 June 1964, the first of a complement of 50 aircraft. One day earlier on 8 June 1964, the first production examples of the Tutor arrived at RCAF Station Gimli, Manitoba. Also in June 1964, instructor training for the Tutor was consolidated at RCAF Station Portage la Prairie in No. 1 FTS. A total of 13 Tutors were based at Portage la Prairie by the end of the year.

The new RCAF training syllabus was structured to permit new pilots to progress from a first flight to Wings standard in just one aircraft type, bypassing the previous piston-engine training. The first class of Tutor-trained RCAF students graduated on 24 September 1964. Following a spate of many early accidents, along with an initial high student washout rate, the all-through type of training soon proved impractical. In June 1967, the RCAF re-instituted the Primary Flying School, initially using the Chipmunk and eventually using the Beechcraft Musketeer, prior to the students advancing to the Wings standard on the Tutor.

In 1973, the Canadian Forces retired the T-33 as a jet trainer, and with no new aircraft to replace it in the role of advanced flying training, the air force decided to use the Tutor from beginning to end of the program. It was necessary to expand the pilot-training syllabus at Moose Jaw to incorporate the material previously taught at the Advanced Flying Training Unit, as well as increase the number of Tutors at Moose Jaw to 95.

By late 1975, the flying training program at Moose Jaw was geared to graduate 166 students each year. All students received more than 500 classroom hours of instruction and over 200 hours of flying during 10 months residence to earn their wings. In the mid-1980s, the Tutor aircraft had been in service with RCAF/CAF for 20 years. On 15 August 1985,
Canadair initiated an avionics upgrade program to the Tutor, to prepare the aircraft for the next 20 years of service.

The Tutor is best known in North America for the formation aerobatics of the Snowbird team who have performed from the Northwest Territories to Mexico. Officially known as 431 Air Demonstration Squadron, the team have 15 Tutors, 11 of which travel with the team during the airshow season.

Before the Snowbirds, as a salute to Canada’s 1967 Centennial celebrations, and the 50th anniversary of the RCAF, a team of RCAF Tutors was painted in a smart gold, dark blue and red trim paint scheme, with a winged Centennial emblem on each side of the nose of each aircraft. On 1 May 1966, these Tutors were officially formed into the Golden Centennaires, formally the Centennial Aerobatic Team. After 103 shows in Canada, 7 in the United States and 2 in the Bahamas, the team disbanded on 12 January 1968. In the mid-1970s, four of the ex-Centennaires Tutors, which had been painted in an overall white scheme and piloted by experienced instructors were authorized to form the “2 CFFTS Formation Air Demonstration Team.” They performed at a few airshows in western Canada that season. The new display team expanded to seven aircraft in 1971 and was officially christened “Snowbirds” on 26 June 1971. Two solo aircraft were added during the 1972 season, and the Snowbirds’ crest was added to the aircraft tail. In 1974, the Tutor aircraft were painted by de Havilland Canada at Downsview in the first version of the Snowbird’s familiar white, red and blue paint scheme.

In addition to the Snowbirds scheme, Tutor aircraft have appeared during their service career in a number of commemorative paint and marking schemes, usually for a unit anniversary or the aircraft reaching a milestone of the type.

The last CAF/RCAF course to use the Tutor in the flying training program graduated in 2000, when it was replaced with the CT-156 Harvard II and the CT-155 Hawk as primary jet trainers. At the time of retirement from the pilot-training role, the high-flight-time Tutor was #114102, having accumulated some 12,328.2 hours. As of today, some Tutors remain in the test-and-support role with Aerospace Engineering Test Establishment (AETE) at Cold Lake and with Canada’s precision aerobatics team, the Snowbirds.

How long will the Tutor remain in service with the Snowbirds? The Tutors were supposed to have been retired in 2010, but that date was extended to 2020. Recently the government announced the latest initiative is to upgrade the Tutor’s avionics to allow the RCAF to continue its Air Demonstration mission until 2030. The Snowbirds are seen as a key public-relations tool for the military. Thousands of Canadians watch the team perform every year. The Snowbirds and their Tutors are popular and much-respected across North America and a highlight of Canada Day celebrations in Ottawa.
Dakota FZ692
Returned to the Skies Again!

On June 3rd, Dakota FZ692 returned to the skies for the first time in her new 437 Squadron markings with pilots Dave Rohrer and Bill Craig at the controls. Dakota FZ692, a D-Day Veteran, flew 16 operational trips with 233 Squadron RAF and 208 with 437 RCAF Squadron during World War II. FZ692 will be officially dedicated at 1:30 pm on Air Force Day, July 6th. ERIC DUMIGAN
Summer Reading

**The Avro Arrow: For the Record**
By Palmiro Campagna

**D-Day: The British Beach Landings**
By John Sadler

**The Complete Dambusters: The 133 Men Who Flew On The Dams Raid**
By Charles Foster

**Rush to Danger**
By Ted Barris

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**AUGUST 20 RELEASE DATE**

**Rush to Danger**
By Ted Barris

**THE AVRO ARROW**
For the Record

**D-DAY**
The British Beach Landings

**The Complete Dambusters**
The 133 Men Who Flew On The Dams Raid

**MEDICS IN THE LINE OF FIRE**
Ted Barris

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By Ted Barris

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**Summer Reading**

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**Rush to Danger**
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Visitors to the Canadian Warplane Heritage Museum, when viewing the Museum’s Tutor #114038, must wonder why the main window capping is painted in the high visibility candy-cane striping. CWH’s Canadian CT-114 Tutor entered service with the RCAF in 1965. It was based for most of its service life at 2 Canadian Forces Flying Training School (2 CFFTS) Moose Jaw, Saskatchewan, and was retired in 2000 with the rest of the training fleet.

But Tutor #114038 did have one notable claim to fame. In 1980, a program was instituted to replace the laminated glass windshields on the Canadian Forces Tutor aircraft with polycarbonate ones that had an outer surface layer of acrylic, for improved bird-strike protection. The in-service aircraft had been subjected to hard landings, turbulence, and other events for almost 20 years, which had twisted the fuselage such that the windshield fastener holes no longer matched up with the new replacement parts. It was difficult, time-consuming, and costly to try to match the windshield capping strips and their fastener holes to the misaligned mounting holes in the fuselage. Tutor #114038 was therefore sent from 2 CFFTS to Canadair for development work and fitting trials of replacement capping strips of a new design, and made from thicker metal that could be readily mass-produced. The original five-piece, thin metal strips took some two days to replace on an aircraft, while the new design could be installed in around four hours. Aircraft with red-and-white diagonal striped windshield capping strips indicated those that had their original laminated glass windshields replaced with the thicker polycarbonate ones.

Following retirement from active flying service Tutor #114038 was stored with the ATES Squadron at CFB Mountainview, Ontario. In May 2005, it was offered for sale to museums, and on 19 July 2005 CWH acquired it from Crown Assets. It was delivered to the museum on 9 September 2005.

Tutor #114038 is proudly on display as one of the museum’s interactive exhibits. Visitors enjoy sitting in the fully refurbished Tutor cockpit and visualizing the thrill of flying with the Snowbirds.

Future pilots in the cockpit of the CWH Tutor. AL MICKELOFF
It was never my intention to become a writer, but I suppose the seeds of this effort were planted many years ago when I was dating my wife Susan. At her home was a picture of her father, J.C. Clifton Holborn, in his Royal Canadian Air Force uniform that I found very interesting. He had passed away suddenly while serving in the RCAF when Susan was twelve. When Susan’s mother Betty, a war bride, passed away, Susan and her sister Jo-Anne and I were involved with the settling of her estate and sifting through the inevitable paperwork and house clearing that accompanies such a task.

The discovery of an old photo album containing numerous photographs taken by Clifton during his WWII service with 437 Husky Squadron captivated me and prompted this attempt to preserve the history so vividly portrayed by them. I felt compelled to share what we found not only with his immediate family but also with those who have an interest in these events. Many accounts of war are focused on the front lines and the men who did the fighting. There is little written about those who flew the warriors to the battles and brought the wounded home for care. These brave men flew unarmed, unarmoured, and often unescorted planes into the conflict. They were in constant peril. J.C. Clifton “Tip” Holborn was one of these men.

My research journey began, fueled by my fascination and intrigue of one of Tip’s pictures. This photograph captioned in his handwriting shows German Admiral Von Friedeburgh.
disembarking the Dakota that Clifton copiloted. The photo is dated 11 May 1945 Reims, France, and identifies Von Friedeburg. After Hitler committed suicide, Groß Admiral Karl Dönitz was named President and Supreme Commander of the German Forces. Because Dönitz felt it inappropriate to personally negotiate with a Field Marshall, he sent German Chief of Operations Alfred Jodl, Admiral Von Friedeburg, Rear Admiral Wagner, and General Kinsel as his delegation. Because Berlin was endangered, Dönitz had moved the German seat of government to Flensberg. Three Husky Squadron Dakotas were dispatched to Flensberg to bring these high-ranking Officers to Reims to sign the Surrender Documents. One aircraft took their passengers to Scotland. The Dakotas piloted by Charlie Payne and Lou Crowe took their prisoners to Allied Command at Reims. Pete Porter and Clifton Holborn were the co-pilots for Charlie and Lou respectively. Pete Porter advised me that these officers had to be disarmed before boarding. Their sabres and side arms were stored in the cockpits of the Dakotas for the flight. The Germans brought large baskets containing rolled maps and stressed their importance, as the maps showed the locations of mines the Germans had placed in the North Sea and English Channel.

**THREE HUSKY SQUADRON DAKOTAS WERE DISPATCHED TO FLENSBERG TO BRING THESE HIGH-RANKING OFFICERS TO REIMS TO SIGN THE SURRENDER DOCUMENTS.**

Another photo shows an airborne Dakota captioned “Tip’s kite – Dakota – K.G. 354 Old Betsie”. Imagine my excitement when a Google search of KG354 quickly revealed the entire history of the aircraft from the time of manufacture to present day. Armed with the current owner’s name, I confirmed in a phone call that this Dakota some 70 years after the war was still in service in Alaska.

The rest of the details of the story were far too interesting to pass over and so my curiosity led me down many paths. Much like Grandma’s hand-knit socks, each time I found a loose thread and tugged at it, more of the yarn appeared. Reaching out to Archives Canada, 437 Squadron, and many other sources, a lot of the story was put together. My good fortune was to be given Pete Porter’s name. In his logbooks he found that he had flown with Clifton on a flight during the war. Pete was the Editor
of the 437 Husky Squadron Newsletter for many years and provided me with many stories of the wartime duties of this unit. These young Canadians, led by a 27-year-old Brandon, Manitoba man named John Alexander Sproule, the inaugural Wing Commander for Husky Squadron, earned the respect of their Commanders and peers living up to the Husky Creed “Anything Anywhere.”

The Squadron was formed on 4 September 1944 to be part of Operation Market Garden for the liberation of Holland. This is of particular significance to me, as my mother nearly died of malnutrition during the “Hunger Winter” in Holland. The Dutch are still grateful and remember with fondness the Allied troops who came to their rescue.

Husky Squadron was asked to tug gliders and drop paratroopers at Arnhem as the crossing of that bridge was crucial for Montgomery’s advance into Germany. This Battle was later written about by Cornelius Ryan and depicted in the 1977 movie A Bridge Too Far. Although the Allied Command had been warned by the Dutch that the bridge was heavily defended by German troops and Panzers, the attack went ahead. Husky Squadron was only ten days old when on 17 September they launched 14 Dakotas each carrying 28 paratroopers and pulling 12 Horsa gliders with 30 troops on board each glider. The gliders each carried a payload of 15,250 pounds. They carried most of the British 1st Airborne to this battle.

They lost four of their 10 aircraft on 21 September. The “Red Devils” paid tribute to these brave aircrews, saying “they flew straight into a flaming hell.”

I wonder how Tip must have felt when he found himself in the middle of these events that are instrumental in the ending of the war. His photographs of Von Friedeburg and (I believe Jodl) clearly indicate his presence during this time. I had heard from Charles Held (Tip’s cousin) that Tip flew Jodl
Another 437 “Husky” Squadron C-47, KG310, loading casualties at B.56, Brussels, 1944. VANDERMEER FAMILY COLLECTION

It is remarkable that Tip was able to take these pictures. Pete advised me they were not supposed to take pictures and the whole operation was cloaked in secrecy. In his words, no sooner had they unloaded their passengers than they were told to “get lost.” Questions were not allowed.

It was a very emotional event for me this summer (2018) to be able to travel to Alaska and photograph and board this aircraft. This Dakota deserves a special home to commemorate its significant role in Canadian history and to honour the brave men and women of the RCAF and 437 Husky Squadron.
## 2019 Calendar

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<td>AIRSHOW DINNER</td>
</tr>
<tr>
<td>August 28</td>
<td>COMMUNITY CHARITY AIRSHOW</td>
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<tr>
<td></td>
<td>At the Brantford Airport</td>
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<tr>
<td>September 28 &amp; 29</td>
<td>CLASSICS OF THE GOLDEN AGE Indoor car show</td>
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<tr>
<td>November 11</td>
<td>REMEMBRANCE DAY SERVICE</td>
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## 2019 Closures

November 25 - December 3 inclusive

*Please visit warplane.com for additional updates. Dates subject to change.

## Cipher Decipher

Psst... want to know a secret? The Canadian Warplane Heritage Museum is hosting an exciting new exhibition for summer 2019 titled Cipher Decipher.

From schoolyard gossip to military plans, ciphers keep secrets out of the wrong hands. One way to safely share secret information is through encryption—which means converting your message into something only the intended recipient can understand. One way people encrypt their secrets is through ciphers that replace the original message with other letters, numbers, words, or symbols. For as long as we’ve had secret information, individuals and organizations have encrypted and analyzed encrypted communications.

Cipher Decipher is an interactive, new exhibition exploring the past and present of communications cryptology. Developed by the Canada Science and Technology Museum, in partnership with the Communications Security Establishment, this travelling exhibition includes interactive experiences related to cryptology and cyber security. Unique to the Canadian Warplane Heritage Museum exhibit are two featured Enigma machines, one being in Canada for the very first time.

The exhibition helps Canadians understand communications cryptology: what it is, how it works, and how it affects our lives. See an authentic Enigma cipher machine, or try your hand at logic puzzles and games to see if you have what it takes to work in the field of cryptology!
My first flight in a Tutor was at CFB Moose Jaw at No. 2 CFFTS (Canadian Forces Flying School) the “Best in the West” on October 10, 1974 as a student pilot on Wings Course 7404. Our final course of 16 students graduated to Wings standard on the Tutor at the Saskatchewan Airshow at CFB Moose Jaw on June 29, 1975.

In August 1978, after an operational tour with 427 Tactical Helicopter Squadron, I was posted back to 2 CFFTS to become a QFI (Qualified Flight Instructor) on the Tutor. Teaching new student pilots how to fly the Tutor was an enjoyable and very rewarding experience. To see your students progress through the program from their first solo, to advanced instrument flying across Canada in all weather conditions, to achieving full aerobatic competency, and to being a proficient formation pilot and accomplishing RCAF Wings standards was hard work but truly gratifying.

The Tutor was an excellent basic jet trainer and excelled in all phases of the flight training envelope with the lack of fuel (only 258 Imperial Gallons) being the one significant limitation. In reviewing my Log Book I found that I have flown 6 of the Tutors pictured in the article, namely 14010, 14049, 14063, 14131, 14153, and 14162.

Perhaps the fact that the 431 Squadron “Snowbirds” Formation Demonstration Team have only ever flown the Tutor since 1971 is the best testament to the Tutor itself in terms of the aircraft design, excellent handling characteristics, ease of maintenance, and simple longevity. Time has proven the Tutor is another great Canadian designed and built excellent aircraft.

Per Ardua ad Astra

David G. Rohrer, CD
President & Chief Executive Officer,
Canadian Warplane Heritage Museum
EXPERIENCE BREATHTAKING VIEWS FROM THE CANSO

FLIGHTS ALSO AVAILABLE IN:
AVRO LANCASTER  BOEING STEARMAN  B-25 MITCHELL

Book your flight at warplane.com!