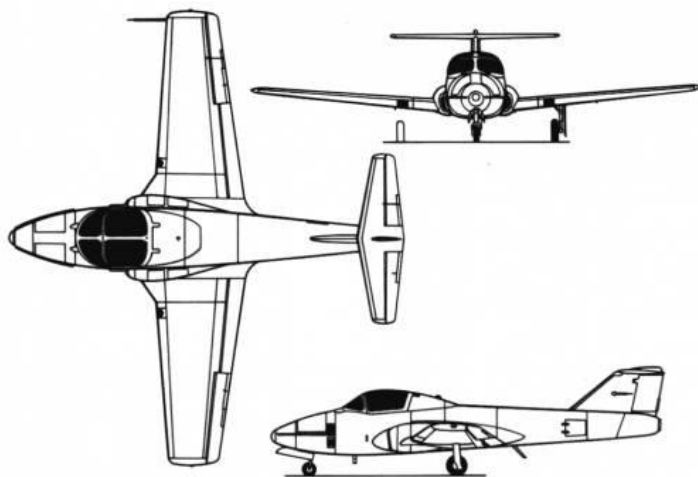


FIRST SOLO TUTOR FLIGHT, CT-114093, April 19, 1967: personal comments from David Leier

This was the day of my solo flight in a Tutor. It marked the start of my life's ambition - to fly the fastest jet aircraft in the RCAF inventory (CF-104). That solo flight was invigorating! I thought the sky was mine completely, until I had a few "close encounters" with other Tutors. Needless to say, my lookout and awareness improved 105%, as well as my firm grip on the control column! I went on and completed the Tutor transition August 31, 1967. The next step was on the CT-133 advanced phase. Wings standard completed (!!), after which I got selected for the CF-104 training. Exhilarating!



After a successful tour in Germany on 422/441 sqns, I returned to CFB Moose Jaw in May, 1972 for my introduction to flying instructor, again an eye-opening experience. I have to acknowledge the skill and patience of my flying instructors, looking back on my own very novice experience during basic training. I soon found out that the most important result of a flying training day was to ascertain the student learned each lesson properly, and that I survived to fly another day.



Thinking back to my "close encounters" in basic training, I thought of all the Tutors airborne from A, B, C, D flights on any given day, always to the south of the base on the 180-degree radial at 20-25 miles. It did not take me too long to move my instructional air space over to the 200-degree radial at 30 to 35 miles. Result? Absolute bliss, without any other

Tutors in sight! My wife and 2 small children were happy about that.



I completely enjoyed the 3500 hours I accumulated on the Tutor, but when asked by others, what I remember most about this magnificent little flying machine, was my first solo flight, in "093".

I would like to send out a very special thanks to Gilles Pepin, who crafted this magnificent Tutor model. He is a master modeller of the highest order, having received commissions for many specific aircraft from distinguished sources. His skill and attention to the smallest detail are truly amazing. I presently have 3 other model aircraft that are being crafted by Gilles for my "Man Cave": a 1:48 CT-133, colloquially known as a T-bird, a 1:32 CL-13 Sabre and, most importantly, a 1:32 CF-104 in natural finish; all these models are in superb display cases.

When these are completed, it will satisfy item #6 on my "bucket list"! My grandsons are already fighting over who gets which model (perhaps a lottery?).

For now, these models are in very good hands: my own!



Hobbycraft 1:48 CT-114 Tutor HC1426



The CT-114 Tutor was designed by Canadair as a primary trainer for the RCAF. First flown in 1960, it bears a strong resemblance to the USAF Cessna T-37 Tweet. Two major differences; the Tutor is powered by only one engine, an Orenda-built GE, J85 developing a maximum thrust of 2,850 lbs, and the horizontal stabilizer/elevators assembly is mounted atop of the vertical stabilizer. The above "Snowbirds" kit was used, even though I built the military version CT-114093, as flown by its pilot, David Leier, on April 19, 1967. I used aftermarket 1:48 T-37 seats, decals from my own stash, and a custom-built display case housing both the 1:48 CT-114093 and 1:48 Great Wall CT-133423 Silver Star. David also ordered a 1:32 Canadair F-86F (CL-13 Mark V) Sabre and a 1:32 CF-104 Starfighter.





David Leier, with CT-114093, circa 1967

The CT-114 Tutor is primarily flown by the Canadian Forces Snowbirds demonstration team at public events throughout North America. As well, the Tutor was the primary jet trainer for the Royal Canadian Air Force until 2000.

Length	9.75 m
Wingspan:	11.12 m
Height:	2.64 m
Empty weight:	2,409 kg
Power plant:	One Orenda J85-CAN-40 turbojet, 2,650 lbf (11.8 kN) thrust
Maximum standard thrust	1,225 kg
Range:	648 km

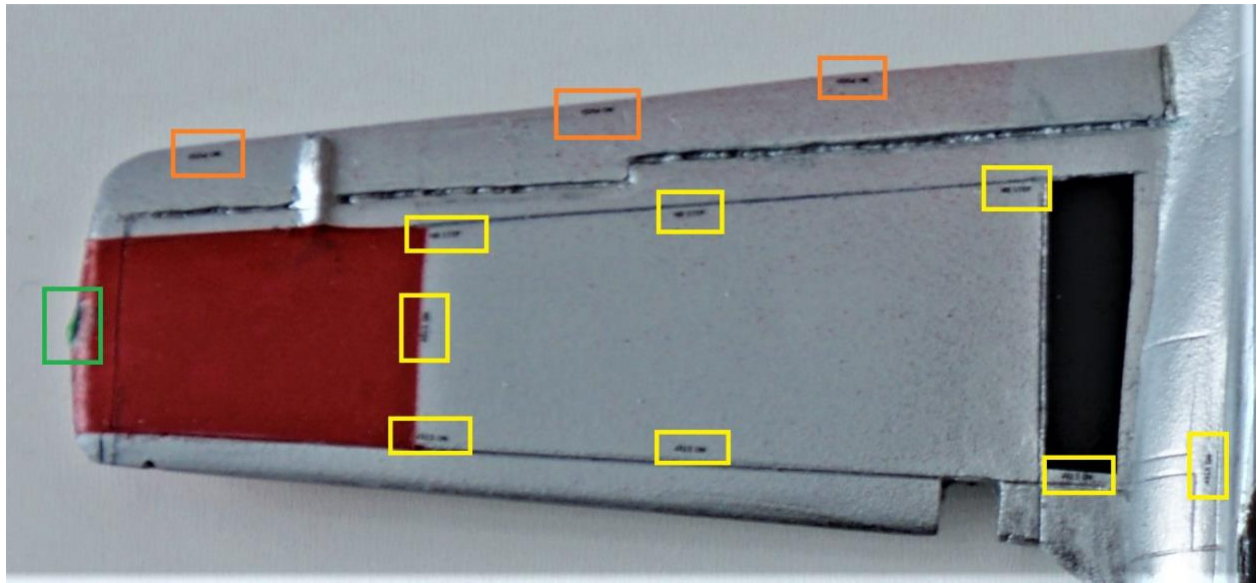
The kit's manufacturer

Hobbycraft, characterized by dismally-detailed cockpits and landing gears, “soft” panel lines, and all-around lack of details, was the only game in town for polystyrene kits (1:48 and 1:72) of such iconic RCAF/CAF aircraft as the CF-105 Arrow, CF-100 Canuck, and this Tutor. Detailed cockpit/air brakes aftermarket sets are sometimes available, but scarce and expensive; I took some artistic liberties with the instrument panel and the canopy in the “opened” position.

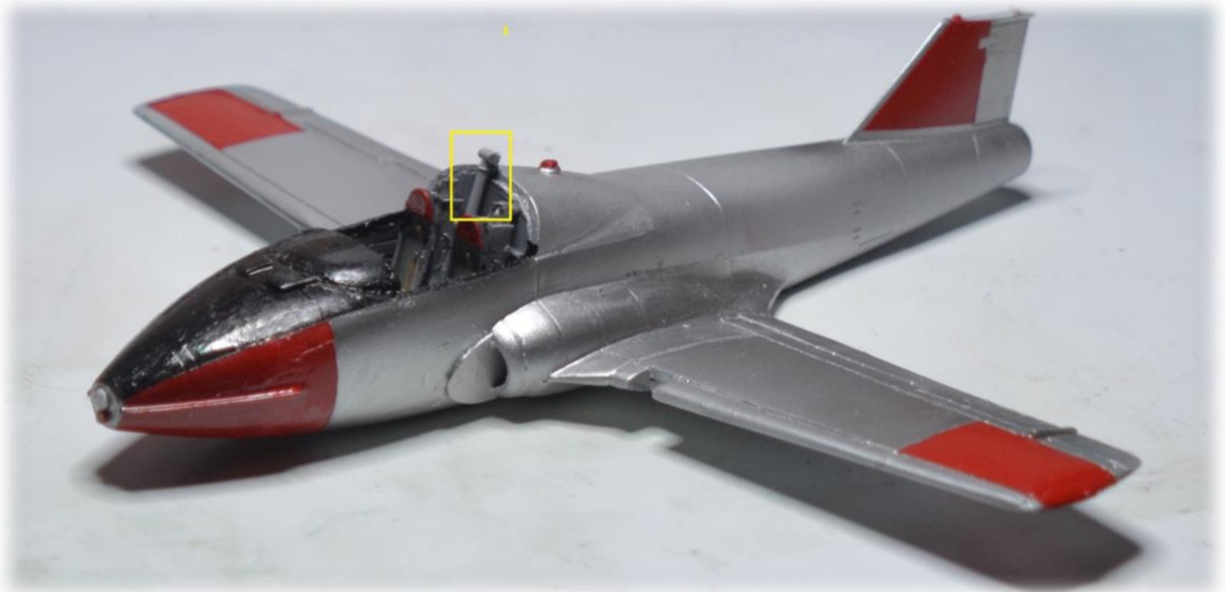
As well, I have saved the over 200 photographs I took during this Tutor build; “ask by email, and ye shall receive”.

As for the decals, they were gleaned from a combination of Belcher Bits CT-133 decals and odds and ends I had in hand.

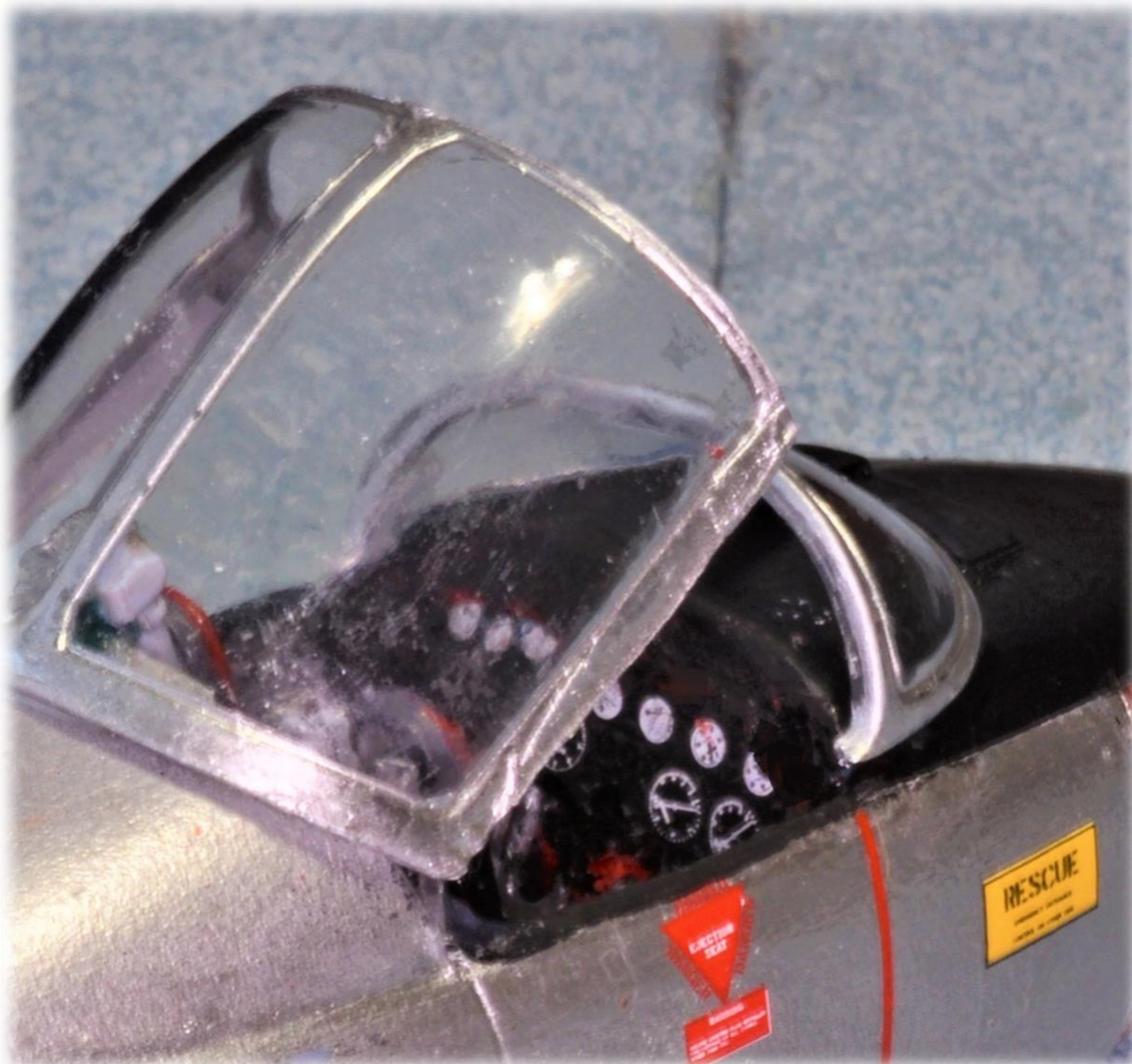
Photographs of some of the details



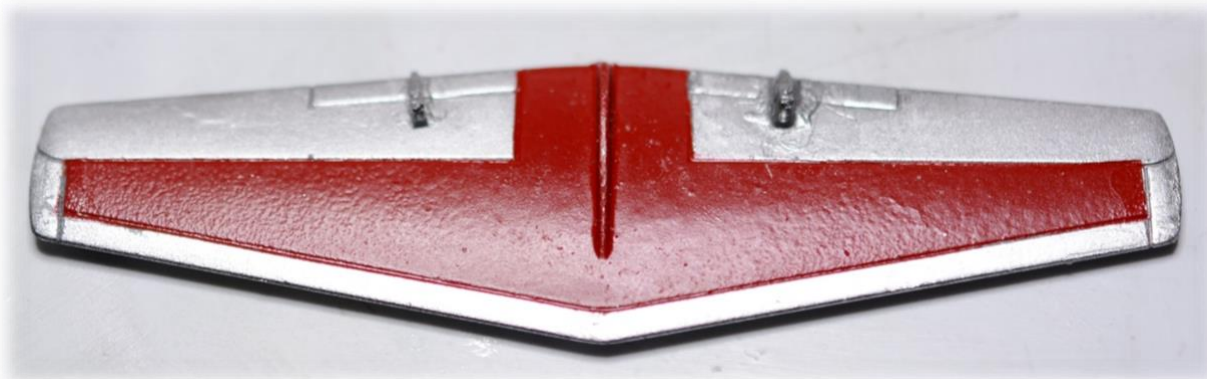
Yellow: NO STEP (8/wing); **orange:** NO PUSH (3/wing); **green:** navigation light. The panel lines between wing body and flaps/ailerons are not anywhere nearly as obvious in non-plunging views; still, I could have done better prior to painting the model. Please refer to photographs in "Gallery"



Yellow rectangle: scratch-built "opened" canopy actuator installed; kit not designed for such an option



Artistic liberties: dials are not prototypical; canopy rigged in opened position



Scratch-built trim tabs actuators added

Gallery









Heritage Model Aircraft



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