

Canadair T-33A Silver Star Red Knight

Markings depicting an RCAF Red Knight circa 1962 and 1968.



INSTRUCTIONS - Please Read Carefully

- CanMilAir Decals are printed on high quality clear decal paper with a continuous film. Each element must be closely trimmed.
- Dip the decal in lukewarm water for 10 seconds. Remove and let it sit for 30 seconds.
- Before applying decal, wet the area with **MicroScale Micro SET**. This will to soften the decal film, improve surface adhesion and prevent air bubbles.
- The carrier film is extremely thin, so to prevent the decal from folding, *you must slide the decal off its backing paper onto the model*, preferably nudging it along with a small wet brush. You can then easily reposition it and smooth out any wrinkles after it is in its final position.
- Use a tissue to soak up excess water, then allow decal to set up. Once firmly anchored, brush a small amount of **MicroScale Micro SOL** over the decal. Do not touch the decal as it is now very soft and could be easily damaged. Leave it alone and let it work. Let decals dry.
- For particularly troublesome areas, a repeat application of **MicroScale Micro SOL** may be necessary. Allow to dry.
- Once all decals are in place and snuggled down, gently wipe with fresh lukewarm water to remove any remaining residue and then let dry.
- You should protect the finished decals with a few light applications of Testors Dullcote or Glosscote.

Photo sources include, but are not limited to, the following:
Patrick Martin Slides, National Defence Imagery Library, and various other sources.

1:200
 1:144
 1:72
 1:48
 1:32
 Other _____

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A solo, aerobatics performer of the Royal Canadian Air Force's Training Command from 1958 through 1969, the role of the Red Knight was actually shared by seventeen different pilots over a period of twelve seasons. Although originally authorized to perform only three shows, the Red Knight went on to make over six hundred appearances, all over North America. The Red Knight was commonly sent to venues considered too small for the aerobatics teams of the day. According to 1963 Red Knight, Bill Fraser: "As with the Teams, the positive publicity achieved was tremendous, and all for what was, even in those days, a very small budget. We did some "openers" for the Golden Hawks, and took part in some larger Canadian and US displays, but most of our shows [took place] in out of the way places that did not rate a Team."

The Red Knight was uniquely Canadian -- a solo military display. These pilots, with the help of their Crew Chiefs and support personnel, brought an extremely impressive and professional aerobatics show to communities that might not otherwise get the chance to see such an event. The trademark of the Red Knight was his brilliant red aircraft; first the T-33 "Silver Star" and then, for the last two seasons, the CL-41 "Tutor". The unique feature of the Red Knight displays was that all the maneuvers were performed within the boundaries of the airfield to keep the action in view of the spectators throughout the entire show.

There were several reasons that, in the late fifties, the time was right for the Red Knight, as Jack Waters, the 1967 Red Knight, explains: "It was not surprising that the Red Knight aerobatics demonstration program saw its beginnings as post-World War II RCAF Training Command reached its zenith in the fifties. The Command was endowed with a state-of-the-art modern fighter type aircraft, the Canadair T-33 "Silver Star", and thanks to the burgeoning NATO combat flying program, was endowed as well with a large supply of highly skilled, mature yet still young fighter-experienced instructors. On the one hand, the Command was anxious to demonstrate its capabilities to other military organizations and to the Canadian public in a dramatic way. On the other hand, many T-33 instructors were eager to take up the challenge of aerobatics demonstrations."

"Thus, by 1956, some individual pilots were permitted to put a T-33 through its paces in front of military and civilian spectators at unofficially sanctioned air shows. The maneuvers, conducted at low altitude, were basically those employed in normal military pilot training: loops, rolls, cuban-eights, and cloverleaves. The show usually concluded with a traditional fighter pitch-out and landing. Resourceful pilots could expand the demonstration into a fifteen minute "sound and light" show which was both thrilling for spectators and very demonstrative of fighter aircraft capabilities and pilot skill."



T-33 Silver Star Red Knight Demonstration Aircraft - 1962



CT-133 Silver Star Red Knight Demonstration Aircraft - 1968

Overall aircraft colour was Fluorescent Red-Orange from August 1958 to February 1965, when it changed to Orange 8-5. In 1967, the colour was changed to Red 9-2 and remained so until the last Red Knight aircraft was written off in 1969.