



T-38 TALON SUPERSONIC TRAINER, soon to go into USAF service, is being promoted for Canadian use by Northrop. Company is setting the stage by awarding subcontracts in Canada, the most recent of these being an order worth \$800,000 to Dominion Rubber Co. Ltd. for T-38 rubber fuel cells.

Emasculated Bomarc

The RCAF took over the North Bay Bomarc base Feb. 1 from The Boeing Company, the contractor.

Under normal circumstances, the base, with 28 launching pads, would have been operational about March 1. But the RCAF is operating under abnormal circumstances: the Government hasn't yet announced any decision on acquisition of nuclear warheads.

And the Government has confirmed what has been common knowledge for years: that no conventional warheads for the Bomarc exist.

When Defence Minister Harkness was asked in the Commons Feb. 1 what the function of the base would be he replied that he was tired of "childish questions."

All five CF-101B Voodoo squadrons will be operational by mid-April. As in the case of the Bomarc, there hasn't been any decision on whether they should be armed with a nuclear weapon. In service with the USAF, the Voodoos carry the nuclear-tipped Genie rocket.

No. 410 squadron became operational at Uplands Christmas Day; 416 at Bagotville was to become operational in mid-February; 409 at Comox at the end of March; and 414 at North Bay and 425 at Chatham, N.B., in mid-April.

The second Bomarc base, at La Macaza, Que., is to be ready this spring. The two bases are costing Canada \$13.9 million. They are costing the U.S. \$77 million.

Army 'Copters to Europe

The Canadian Army's first operational helicopters were to leave for service with the Canadian Brigade in Germany early this month. Nine Hiller CH-112 helicopters were to be airlifted to Germany in three RCAF

C-130B Hercules transport aircraft. Each Hercules can load three of the small helicopters.

In Germany, the helicopters will be employed for reconnaissance duties with the armoured regiment and for liaison tasks with the brigade headquarters.

The Army crews of the helicopters have recently undergone intensive training in their reconnaissance role at the Canadian Joint Air Training Centre, Rivers, Man.

Colors Presentation

The presentation of Standards to 401 Squadron and 438 Squadron, both auxiliary units, will take place at RCAF Station St. Hubert, Que., May 5. The date will also mark the 25th anniversary of 401 Squadron.

Former serving members of both Montreal squadrons are invited to write the commanding officers of the units giving full service particulars and affiliation. Those sending in



BOMARC BOSS: Wing Commander A. G. Lawrence has been appointed first OC of 446 (SAM) Squadron, the RCAF's 1st surface-to-air missile unit.

names and present addresses will be advised of arrangements. Addresses of the two units are: 401 Sqn. (Aux.), RCAF, 4450 Sherbrooke St. W., Montreal, P.Q.; 438 Sqn. (Aux.), RCAF, 160 St. Joseph Blvd. E., Montreal, P.Q.

5 Air Div. HQ Moves

Headquarters of 5 Air Division in Vancouver will be moved to Victoria effective April 1, divisional commander Air Commodore G. C. Truscott said recently.

He said the move will bring closer liaison between the division and the RCN in their anti-submarine roles.

Air Commodore Truscott said 35 of the division's 42 headquarters staff members will be moved to Victoria. The air-sea rescue co-ordination centre will remain in Vancouver.

Low-Level 3D Maps

CF-104 pilots will use special three-dimensional maps to ensure safe operation of their low-level aircraft.

T. H. Kihl, chief of the aeronautical chart division of the Department of Mines & Technical Surveys, said Feb. 8 that production of the maps started after the Government decided to acquire the CF-104 for the RCAF Air Division in Europe.

He said regular aeronautical charts are not suitable for navigation of the CF-104 because of the low levels — down to 100 feet — at which it will operate.

Charts now being prepared for CF-104 training in Canada show the terrain in three-dimensional manner. Mountains, valleys and other features are depicted in shaded relief and their elevations are given. The maps show physical features on the ground such as roads, railways and airports and obstructions of 100 feet and higher, including those with and without lights, such as prominent electrical transmission lines and lookout towers.

Maps of the areas in Canada where CF-104 pilots will train now are available and the plan is to chart most of Canada in this manner. Pilots will have to memorize the stretch of country over which they plan to fly. At CF-104 speeds, a pilot unaware of an obstruction ahead might not have time to avoid it.

Brain Child Bonus

Flying Officer John P. Sutherland, now serving at the RCAF Requirement Unit, Wright Patterson AFB, Dayton, Ohio, has received the highest award yet made by the Suggestion award board of the Public Service of Canada to a member of the RCAF.

F/O Sutherland was awarded \$2195 for suggesting a modification to the master direction corrector in the CL-28 Argus aircraft.