

THE AIRBORNE SERVICES

Comes in Threes

Within a three week period, the RCAF experienced its first three CF-100 crashes, one of which was a disaster of major proportions in which nine persons were killed, seven of them civilians.

The first accident took place July 21 at North Bay when a trainee pilot from No. 3 All Weather OTU was taking off on his first flight in a CF-100. Reports indicate that he lifted the machine off the runway too soon, for it settled back onto the runway, bounced into the air, then stalled into a swamp some 400 yards off the end of the runway. The aircraft was completely destroyed by fire, but the pilot walked away with minor burns and bruises.

The second accident occurred on July 30 when Flying Officer G. W. Hunter (also a trainee at No. 3 OTU), flying solo, decided that unspecified trouble he was having with his aircraft made it necessary for him to leave. He successfully ejected himself from his CF-100 and parachuted safely to earth. The aircraft crashed and burned at McQuaby Lake, 25 miles southwest of North Bay.

F/O Hunter's use of the ejection seat marked the first time that an airman had saved his life by ejecting from a CF-100, though several successful emergency ejections have of course been made from RCAF Sabres, both in Canada and abroad. It was also the first test of the Martin-Baker Mk. 1 seat in Canada. The Martin-Baker seats are made under license in Canada by Canadian Flight Equipment Limited of Cobourg, Ontario. Sabres are fitted with a North American Aviation-designed seat, also made in Canada, by Thor Canadian Co. Limited of Toronto.

The third, and worst crash of a CF-100, took place on August 11, when an aircraft attached to No. 423 Squadron took off from its base at St. Hubert, P.Q. and minutes later crashed into a residential area at near-by Ville Jacques Cartier, a community situated on the south shore of the St. Lawrence River, directly opposite Montreal. The crash killed the pilot, Flying Officer A. D. Wright, and the

navigator/radar operator, Flying Officer Allan Miles, as well as seven civilians, five of whom were children.

This accident was apparently caused by the malfunctioning of a fuel valve, which caused an engine failure shortly after take-off. Though a CF-100 will safely fly on a single engine, investigations indicate that the pilot inadvertently shut off his remaining engine when, in trying to relight the failed engine, he mistakenly selected the wrong switch in attempting to follow the recommended procedure for transferring to the emergency fuel supply system.

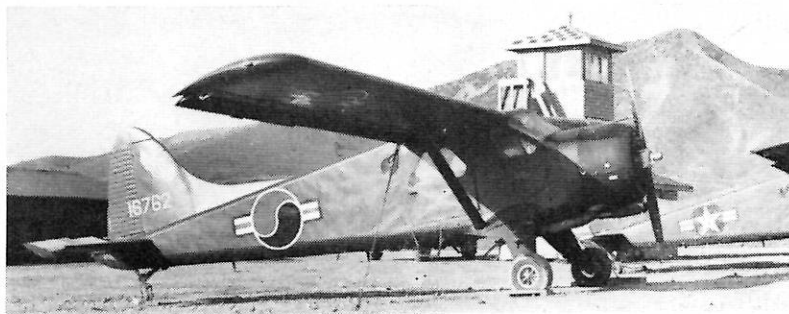
News reports hinting that the RCAF was checking out inexperienced pilots on the CF-100's are not borne out by

flight at RCAF Station North Bay, August 20, at which time the station was being displayed to the press.

Leap Frog Four

On August 24, official farewell ceremonies were held at Uplands Airport for the RCAF's fourth fighter wing to proceed overseas. The arrival of No. 4 Wing in Europe marks the completion several months ahead of schedule of Canada's commitment to supply a 12-squadron air division to NATO.

No. 4 RCAF Fighter Wing, which will make its base at Baden-Soellingen, Germany, comprises 414 Squadron from Bagotville, P.Q., commanded by Squadron Leader J. F. Allen; 422 from Uplands, commanded by Squadron Leader W. J. Buzza; 444 from St. Hubert, commanded by Squadron Leader E. R. Heggtveit.



KOREAN BEAVER: The South Korean Army is one of the newest users of Canadian-made de Havilland Beavers, over 500 of which have now been produced. Twenty-five Beavers were recently turned over to the ROK service by the U.S. Army.

the facts. Of the 36 CF-100 crews turned out by No. 3 OTU in its first six months of operation (just completed), each pilot had an average of 1,500 hours of flying time before being posted to the unit for conversion training. All the pilots had World War II experience. In the case of 445 Squadron, the pilots each have logged between 2,000 and 3,000 flying hours.

Pilots with CF-100 experience are also firm in their opinions that the aircraft is, in spite of its size and two engines, comparatively simple to fly, has no noteworthy vices, and is an airplane in which the converting pilot quickly feels at home.

One pilot, Flying Officer Tony Gunter-Smith, had sufficient faith in his mount to roll it at an altitude of approximately 50 feet, immediately following take-off, on a demonstration

Task Force commander for Leap Frog Four is Wing Commander D. G. Malloy, DFC, former commanding officer of RCAF Station Uplands, who is now Staff Officer Operations for the new Wing. Commander of the station at Baden-Soellingen is Group Captain R. S. Turnbull, DFC, AFC, DFM.

The other three RCAF wings overseas are now based at North Luffenham, England (No. 1); Grostequien, France (No. 2); Zweibrücken, Germany (No. 3). No. 1 is scheduled to move to a base on the continent in 1954.

The pattern established by earlier Leap Frog operations was followed in transferring No. 4 Wing to Germany.

S/L J. D. Dickson Dies

Commanding officer of the RCAF's Comet Flight, Squadron Leader J. D.

Lockheed

Builds Plane No. 25,000 and Jet No. 5,000

Lockheed airplane Number 25,000 rolled off the production lines recently in Lockheed's Burbank, California, plant. Significantly, it was an F-94C Starfire Jet Interceptor, newest member of Lockheed's pioneering jet aircraft family. Later, another Lockheed Starfire became the 5,000th Lockheed jet to be built.

There's a reason for the quantity production of F-94C Starfires. Here's a military jet that does an outstanding job and saves money, too.

Here's How It Does It

Economy is important with the Air Force, and here's how the Starfire helps on the budget:

An economical airplane is one that performs its mission with greatest efficiency and offers maximum availability on the ready line. Maximum time between servicings means *lower maintenance costs*. More important, it means *fewer planes are needed*. The U.S.A.F. provides both types of economy with the Starfire.

2-Man Team Helps

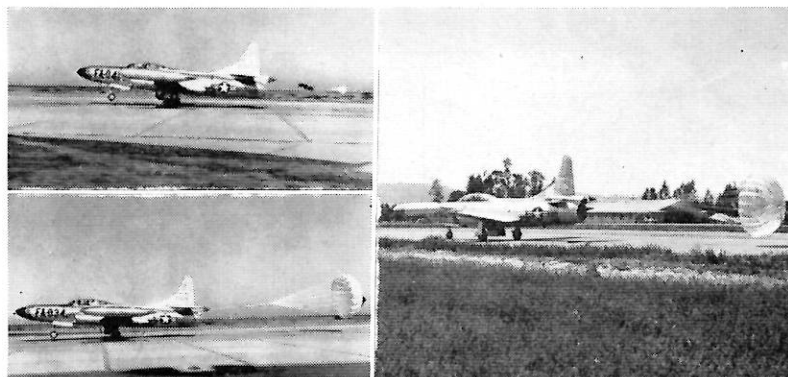
Since the Lockheed Starfire is a 2-place interceptor, it utilizes the cooperative efficiency of a 2-man team to compute the tactical problem and perform all other split-second operations of intercepting an enemy at 600-mph-plus speeds.

This all-weather interceptor is equipped with automatic electronic controls — Hughes Radar System, Westinghouse Automatic Pilot, Sperry Zero Reader—and other advanced devices, making it very nearly an automatic airplane.

A "Pilot's Airplane"

Reports coming in from the field indicate that Lockheed has again produced a "pilot's airplane." Air Force pilots like the Starfire and like to fly it. They find it simple to fly and rock-steady under actual instrument conditions.

Here is the happy combination of 4 important factors in one reliable airplane: (1) Superlative performance — (2) Easy maintenance — (3) Pilot popularity — (4) More defense for your dollar.



AIR BRAKE: These sequence photographs show a Lockheed F-94C being braked to a short stop by a deceleration parachute, a 16-foot diameter ribbon-type chute which is stored in a compartment above the tail pipe. During tests, 44 consecutive landings were made with one F-94C without recourse to the aircraft's hydraulic brakes, except for taxi turns and stopping on the ramp. Such deceleration parachutes are now standard equipment on USAF Starfires.

Dickson, DFC, DFM, AFC, 32, died suddenly in England, July 25, two weeks after being stricken with polio meningitis. At the time of being taken ill, S/L Dickson was in the U.K. as captain of the RCAF's C-5 Vip transport, which was scheduled to return the Governor-General to Canada.

S/L Dickson was born at Hammond River, N.B., in October, 1920, and later attended Rothesay Collegiate, Rothesay, N.B. He enlisted in the RCAF in October, 1940, and received his pilot's wings in July, 1941. During his wartime service, he attained the rank of Flight Lieutenant, completing two tours of operations.

He was awarded the DFM in 1942 for an aerial action in which his bomber was attacked by first an Me 110 and then a Ju. 88, both of these being shot down by the bomber's gunners. The DFC came as a reward for S/L Dickson's repeated and vigorous attempts to locate and bomb his targets despite bad weather. For meritorious service as captain of an aircraft on the Korean Airlift, he received the AFC.

He commanded 412 Squadron's Comet Flight from its inception and was one of the pilots on the first Comet delivery flight, which landed at Ottawa on May 29.

Funeral services were held at RCAF Station North Luffenham, England. Survivors are his widow and two children.

New C/O for No. 1

Group Captain J. D. Sommerville has been named commanding officer of No. 1 Fighter Wing at North Luffenham, England. G/C Sommerville

replaces Group Captain E. B. Hale, who has been posted to AFHQ at Ottawa as Director of Armaments. Group Captain H. M. Kennedy, AFC, formerly commanding officer at RCAF Station Vancouver, succeeds G/C Summerville as commanding officer at RCAF Station St. Hubert.

No. 3 AFS Opens

No. 3 Advanced Flying School officially came into being on August 15 at RCAF Station Gimli, Manitoba. Commanded by Wing Commander Nathaniel Burden, the new school occupies facilities vacated when No. 2 FTS moved to Moose Jaw in June. No. 3 AFS is scheduled to be equipped with T-33AN Silver Stars on which jet conversion and advanced flying instruction will be carried out.

4 OTU to Trenton

No. 4 Transport OTU, formed at Dorval in March of 1952, was shifted to RCAF Station Trenton on September 1. The unit is commanded by Squadron Leader P. L. Michel.

New RCN Squadron (R)

Lieutenant-Commander R. S. Bunyard has been named to command the newly-formed Reserve Naval Air Squadron, VC 920, which is attached to HMCS York at Toronto. The new reserve unit is the first of its type to be established in Canada and a second is planned for Kingston, Ontario. Consideration is also being given to establish similar units in other major Canadian centres, the object being the building up of a Navy Reserve Air Arm.