

The Airborne Services



IN RCAF EYES, THE MOST DESIRABLE though still tantalizingly unattainable creature at the recent Fighter Pilots Reunion at St. Hubert, was this McDonnell F-101B Voodoo. Also on static display with the Voodoo were an F-104 and an F-106. Ex-fighter types said they'd "never stack up to a Spit".

Bomarc Progress

Around year's end, the Bomarc bases at North Bay and La Macaza are expected to be operational. Launching equipment is now being installed. Some 250 RCAF personnel are presently undergoing technical training to handle the Bomarc. This aspect of the program is regarded as no more difficult than the handling of aircraft.

Ottawa authorities say there will be no practice firings of the Bomarc in Canada.

Each Bomarc base will have 28 launching pads. At the start, there will be one missile for each pad. As Bomarc production increases, there will be spares for reloading.

The Bomarc-B is a solid-fuel weapon and there will be hardly any of the reloading problems associated with the earlier Bomarc-A. It will be possible to fire the missiles singly or in salvo, the latter in event of an attempt at a massive bomber breakthrough at any one point.

The bases will each cost some \$12 million. The U.S. will pay for the launching equipment and missiles, a total of about \$90 million.

For the first year, the Canadian Bomarcs will be controlled from SAGE centres at Bangor, Me., and Sault Ste. Marie, Mich. By the end of 1962, the Canadian combat SAGE centre at Trout Lake, near North Bay, Ont., will be ready to take over. This overlapping is not a temporary device but was originally planned for the air defence system in case of one combat centre being knocked out.

The main question—whether the Bomarc will carry a nuclear warhead—has not yet been answered by the Government. It probably won't be until this fall.

Prime Minister Diefenbaker has said the Bomarc can't achieve its full effectiveness without a nuclear warhead. Defence Minister Harkness has said Canadians should not expect their military forces to be equipped with weapons inferior to those of a potential enemy.

It is reliably reported that a nuclear warhead would be required on the Bomarc to detonate in the air the hydrogen bomb carried by a bomber. Otherwise the bomb would explode on the ground when the bomber crashed, causing enormously more radioactive fallout.

In short, it takes a nuclear weapon to fight a nuclear weapon.

Underground HQ

The northern NORAD region headquarters located at RCAF Station, St. Hubert, Que., is due to move to new underground quarters at Trout Lake, Ont., next year. The move will be made when the centre which will house the SAGE system is completed. The site of this underground combat centre is near North Bay, Ont.

The NORAD region which this headquarters controls includes Canada's Maritime provinces, Labrador, Quebec, part of Ontario and the state of Maine.

Forest Fire Duties

The Government has decided that Army personnel and RCAF aircraft may be used in the future for emergency forest fire situations. This was revealed by Forests Minister Fleming in a speech to the National Forest Fire Research Conference. Financial arrangements between the Government and the provinces have yet to be worked out.

Mr. Flemming warned that the

provinces cannot expect entire regiments to be available during June, July and August. The Army runs many training programs during the early summer and a large number of personnel take annual holidays in August. As for the RCAF, fire-fighting equipment is non-existent within the service. The Air Force's contribution will be the transport of men and materials to the scene of the fires.

UN Role of RCAF

In 1960, aircraft of the RCAF's Air Transport Command logged 5.4 million miles in the service of the United Nations. This was the year of the Congo Crisis. As often happens in strife-torn areas of the world, food shortages soon became a vital problem. Canada undertook to relieve the situation and called upon Air Transport Command HQ at RCAF Station, Trenton, Ont.

An immediate ATC operation was undertaken which airlifted 24,000 lbs. of meat and 20,000 lbs. of powdered milk to the Congo. A second operation began in August under the code name "Mallard" to fly troops and equipment into the area for the build-up of the United Nations Emergency Force. At the conclusion of this 20-day airlift, the pace slowed somewhat, and now requires only a weekly scheduled flight from Trenton to the Congo via the RCAF staging point at Pisa, Italy.

Postings & Careers

•Captain Gordon C. Edwards, Director of Naval Aircraft Requirements, has been appointed Commander Third Canadian Escort Squadron, based at Halifax, and commanding officer of HMCS Athabaskan.

•Commander Victor Wilgress succeeds Capt. Edwards as Director of Naval Aircraft Requirements and has been promoted to the rank of captain.

•Lieutenant Commander F. Roger Fink has been promoted to the rank of commander. He is presently serving at Naval Headquarters, Ottawa, on the staff of the Director of Naval Air Requirements. A wartime pilot, Cmdr. Fink entered the RCN in 1949 and was later appointed to 881 Squadron. He later completed helicopter training with the USN and has flown with RCN squadrons since that time. Fink was awarded the George Medal for his part in the 1955 helicopter rescue of 21 seamen.

•Wing Commander E. W. Hurlbut has been named as officer commanding 435 Transport Squadron, RCAF Station, Namao, Alta. He succeeds Wing Commander C. W. Marshall who has been transferred to the staff of the commander, North American Anti-Submarine Defence Force, Atlantic, with headquarters at Norfolk, Virginia.