

The Airborne Services



YUKON'S INTRODUCTION TO RCAF service is proceeding smoothly. No. 15930 is unloaded at Marville, France, following a recent non-stop 3500 mile flight from Trenton, completed in 11 hrs. 5 min. Aircraft was commanded by S/L W. R. Lloyd; 2nd pilot was G/C D. J. Williams, Stn. Trenton CO.

Yukon to Marville

The first trans-Atlantic crossing of Air Transport Command's new CL-44 Yukon was completed August 31. The aircraft, one of 12 ordered for the RCAF, completed the 3,500 mile journey from Trenton, Ontario, to Marville, France, in eleven hours and five minutes. Pilot was Squadron Leader Roly Lloyd.

The aircraft left Trenton with 44 people on board plus 13 tons of personal effects, air force stores and equipment. The Yukon's all-up weight on take-off was 195,000 lb.

•Defence Minister Harkness has announced that his department has decided to forestall the gradual replacement of a squadron of North Star aircraft. These were scheduled to retire as Air Transport Command phased-in the new turboprop Yukons. In view of the present heavy commitments of ATC, however, it appears that the North Stars can still serve a useful and important function.

The North Stars will continue in use with 426 Transport Sqn., while the present Yukon flight within 426 Sqn. will become the reactivated 437 Transport Sqn. flying Yukons. This Yukon unit will be operational by January 1, 1962.

CL-41 for RCAF

The announcement by Defence Minister Harkness that the RCAF is to receive some 190 CL-41 basic jet trainers was received with enthusiasm by Training Command itself. The CL-41 has long been favored by TCHQ, although many different basic trainers have been under consideration.

Powered by a Canadian Pratt & Whitney JT12A-2 single shaft turbo-

jet with nine-stage compressor and two-stage turbine, the CL-41 has a service ceiling of 44,500 feet and maximum speed of 385 knots at sea level.

Although several plans for a straight through all-jet training program have been under consideration by both TCHQ in Winnipeg and AFHQ in Ottawa, nothing has been finalized. There are several possibilities.

RCAF Station Penhold, Alberta, could become the home of the CL-41 and handle all the basic jet training. Moose Jaw, which now has Harvards, could become a T-33 AFS. Portage la Prairie could be the home of FIS both basic and advanced with CL-41's and T-33's, and Portage could also handle all the summer ROTP flying training. Gimli could become the F-86 conversion unit for those pilots going on to CF-104's, and Saskatoon remain the twin-engine AFS.

Bomarc in '62

Progress at the two Bomarc sites of North Bay, Ontario, and La Macaza, P.Q., is proceeding on schedule. The first will be operational in 1962. Each site will have 28 missile shelters, and the defensive circle covered by each base will be greater than 500,000 sq. miles.

The North Bay site, on which work began in May, 1960, is nearing completion. The installation includes launching facilities for the missiles, a support area with standby diesel equipment, squadron operations centre and control room.

New Argus Squadron

A new maritime patrol squadron is being formed at RCAF Station Summerside, P.E.I. Wing Commander S.

S. Mitchell has been named officer commanding 415 Squadron, which will operate with Argus aircraft.

415 Squadron was originally formed at RAF Station, Thorney Island, England, in August, 1941, as the first RCAF torpedo-bomber unit. Flying Hampdens, the squadron conducted bombing and torpedo attacks against ships, submarines and enemy ports. After D-Day, 415 Squadron converted to heavy bombers and supported the allied armies in Europe until the end of the war. 415 Squadron disbanded May 15, 1945, and has not been re-activated until this time.

Hail the Chief

Air Marshal Frank R. Miller, chairman of the Canadian Chiefs of Staff Committee, has been promoted to the rank of air chief marshal. A/C/M Miller now holds a rank equivalent to that of his predecessor, General Foulkes, whom he succeeded in June, 1960.

Postings & Careers

•Two Air Division bases underwent a change of commanding officer in recent weeks. Group Captain R. E. MacBride has replaced Group Captain A. B. Searle as CO of 2 Fighter Wing, Grostenquin, France, and G/C J. J. Jordan succeeds G/C R. W. McNair as CO of 4 Fighter Wing, Baden Soellingen, Germany. G/C Searle, who has been a member of the RCAF since 1937, will become Director of Flight Safety at AFHQ in Ottawa. G/C McNair, who has been CO of 4 Wing since July, 1957, will take up the post of Director of the Combat Centre at Northern NORAD Region Headquarters, St. Hubert, P.Q.

•Group Captain A. G. Kenyon has been appointed assistant chief of staff for programs at Supreme Headquarters Allied Powers in Europe, Paris. He has been serving as CO RCAF Station Centralia, and was previously Air Attache at Prague, Czechoslovakia.

•Group Captain J. A. Stephens has taken over command of RCAF Station Moose Jaw, Sask., from G/C G. P. Dunlop, who has retired from the service.

•Group Captain R. M. Aldwinckle has been appointed to the position of Director of Air Defence Systems Integration at AFHQ. Formerly Director of Instrument and Electrical Engineering, he has been attending a two-year course at the University of Michigan on advanced aeronautical systems.

•Group Captain J. A. D. B. Richer, CO of RCAF Station, Bagotville, since October, 1959, has retired from the RCAF. During the war G/C Richer commanded No. 425 Alouette Squadron of the RCAF's No. 6 Bomber Group.