

THE AIRBORNE SERVICES

New Carrier

Early in 1955, the RCN expects to take delivery of a spanking new aircraft carrier that Canada will be able to call its very own. The carrier, still unnamed, will be about the same size as the HMCS Magnificent while the cost will be approximately \$20,000,000. The new ship's hull and engines were completed shortly after the war but have been mothballed since then.

When the carrier is completed, it will incorporate what Canada considers the choicest of British and American carrier features, including the RN's new steam-powered catapult, and other equipment for handling jet aircraft. This would indicate that the RCN will start converting its air arm to jet propulsion within the next three years.

Difference between the Magnificent and her replacement is that the Maggie was on loan to the RCN from the RN, whereas the new carrier is being purchased outright. The purchase apparently settles for once and for all the arguments as to whether or not the RCN should have a Naval Aviation division.

New Squadron

The planned formation of another jet fighter squadron by the RCAF late this summer has been announced by AFHQ. The squadron will be 427, and will form at RCAF Station St. Hubert, P.Q., near Montreal. The new unit will fly F-86E Sabres.

The squadron bears the designation of the wartime 427 "Lion" Squadron, which flew heavy bombers over Europe during World War II, operating from No. 6 (Canadian) Bomber Group. A commanding officer has yet to be named for 427.

New Posting

Group Captain George H. Newsome, AFC, has been appointed to the NATO Council in Paris, relinquishing his present post with the Canadian Joint Staff in London, England, where he has been since August, 1950.

Home Defence

The RCAF's grand strategy for the defence of Canada from air attack calls for the use of the CF-100 as the main weapon, it was indicated in the recent report on "Canada's Defence Programme", tabled in Commons on June 20 by Defence Minister Brooke Claxton.

According to the report, regular and auxiliary fighter squadrons earmarked for Canadian defences are currently equipped with Vampires and Mustangs. "These will be replaced by CF-100's as they become available. In addition, there are a number of squadrons equipped with F-86E's and designated for the NATO air force in Europe. In the meantime they are available for the defence of this continent." In other words, once the Air Force hits its peak in a couple of years, all RCAF F-86E squadrons will be

posted to Europe.

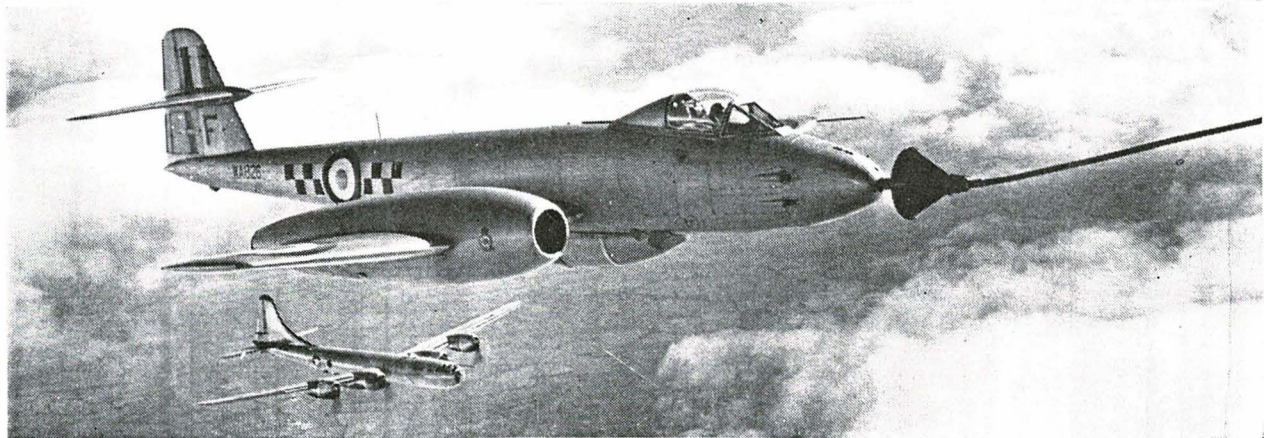
With reference to radar, the report has this to say . . . "Permanent radar installations are being constructed to replace the temporary mobile facilities now in operation. In accordance with joint Canadian-U.S. plans for aerial defence, a number of the stations in Canada which are of primary usefulness in the defence of the U.S. will be manned by USAF personnel, beginning this summer. Installations of primary usefulness to Canada are being manned by RCAF personnel. Both Canadian and U.S. systems are closely integrated to form a single organization for North American aerial defence."

Slemon to Europe

Air Vice-Marshal C. R. Slemon, AOC Training Command, has been temporarily assigned to the staff of Lieutenant General Lauris Norstad, Commander-in-Chief, Allied Air Forces Central Europe, it has been announced by Air Marshal W. A. Curtis, Chief of the Air Staff. The assignment was made at the request of Lt. Gen. Norstad.

A/V/M Slemon will assist AAFCE in planning several war training manoeuvres during the coming months. He is expected to fill highly important command assignments during these exercises. For the present, the duties of AOC Training Command are being carried out by the Command's Chief Staff Officer, Air Commodore W. W. Brown.

It is thought that A/V/M Slemon's assignment to Europe is probably to



FEEDING TIME: This unusual photo shows an RAF Meteor refueling in flight by means of the "probe & drogue" system, as originally conceived by Flight Refuelling Ltd. Though the USAF has of late favored the Boeing "flying boom" system, which is comparatively complex to manufacture and to oper-

ate, it is now showing new interest in the Flight Refuelling probe & drogue, which enabled the B-50 "Lucky Lady" to fly around the world non-stop. In spite of British origin of current flight refuelling practices, RAF has shown comparatively little interest. Aircraft in background is a USAF B-50.



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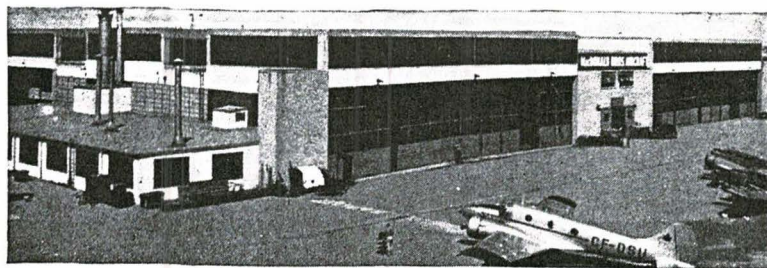
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groom him for taking over the job of Chief of the Air Staff, which unofficial Ottawa sources say is to be soon vacated by Air Marshal W. A. Curtis.

According to Air Marshal Curtis, this allocation of another important position to a Canadian in the Central European sector of the North Atlantic Treaty area illustrates the steadily increasing RCAF contribution to NATO's growing military strength. Already in a key AAFCE slot as Chief of Staff, Logistics and Personnel, is the RCAF's A/V/M John L. Plant.

New Unit

The formation of a new RCAF unit, No. 1 Personnel Reception Centre at RCAF Station Lachine, P.Q., has been announced. The unit has been formed to ensure that the increasing numbers of RCAF personnel headed for Europe have all the details necessary for their trip completed. Transportation arrangements, kitting, medical and dental examinations and passports are some of the many processes which are checked to ensure that the personnel arrive overseas without a hitch.

A feature of the Centre is a series of short lectures on how personnel headed overseas will fit into NATO, and on customs and conditions at the points where they will be stationed.

Change of Command

Squadron Leader Douglas Warren, DFC, has been named commanding officer of 410 Fighter Squadron, replacing S/L L. A. Hall, who has been transferred to Paris on the RCAF Air Division planning team.

No. 410 Squadron is currently based at North Luffenham, England, as part of the RCAF's No. 1 Fighter Wing.

S/L Hall has been in the RCAF since 1940 and went overseas as a fighter pilot in 1941, completing a tour of operations with the RAF's 242 Squadron, which was comprised in the main of Canadians. For some time he instructed at an OTU in Egypt, following which he completed a second operational tour with the RCAF's 417 Squadron, fighting in Sicily and Italy.

After the war, apart from holding various flying positions in Canada, S/L Hall was a member of the Canadian Joint Staff in Washington, D.C. In 1949 he returned to England for a fighter leader's course at the RAF's Central Flying Establishment. On his return to Canada he was named officer commanding 410 Squadron and lead it

overseas.

S/L Warren joined the RCAF in March of 1941 and was graduated as a pilot the following December. He went overseas in January, 1942, to join 165 Squadron as a fighter pilot. In 1944 he was posted to a tactical exercise unit as an instructor, later being transferred to 66 Fighter Bomber Squadron as a flight commander on operations and had been awarded the DFC. Before joining 410, he was at RCAF Station Chatham, N.B.

S/L Warren is the twin brother of Flight Lieutenant Bruce Warren who was killed during April of 1951 when one of the prototypes of the CF-100 crashed in Southern Ontario.

Exercise Castanets

Last month aircraft and personnel of the RCAF's 404 Maritime Squadron returned to their Greenwood, N.S., base after playing a part in "Exercise Castanets", NATO's big air-sea training operation in the North Sea, the English Channel, and the Atlantic. Also taking part in the exercise was the RCN's carrier, HMCS Magnificent. In all, the big training operation involved over 200 naval units and approximately 400 aircraft.

The Canadian unit did remarkably well. Following Castanets, from RAF Station St. Eval came the following announcement: "Lancaster aircraft of Canada's No. 404 Maritime Squadron . . . were credited with three confirmed submarine kills and several probables in the week's operations. The Canadian total, chalked up by 12 teams of aircrew, is the highest recorded by any squadron operating out of St. Eval . . ."

Castanets was intended to provide operational training to air and sea forces of nine NATO nations: Belgium, Canada, Denmark, France, The Netherlands, Norway, the U.K., the U.S., and Portugal. Lasting eight days (beginning June 18), it laid stress on protection of shipping.

The exercise included anti-submarine patrols by aircraft and surface vessels, shipping strikes, ship shadowing, reconnaissance patrols, mine laying, and fighter defence. Aircraft taking part ranged from jet fighters to RAF Coastal Command Sunderlands. Naval vessels included cruisers, destroyers, frigates, minesweepers, minelayers, and aircraft carriers.

No. 404's aircraft made the trip to

the U.K. in two groups. The first flew over during May and engaged in training with the RN and the RAF for the period before Castanets. Early in June the second group of the Squadron's Lancaster 10MR's joined the advance party at the RAF Station at St.

Eval, Cornwall. All ground servicing was carried out by 404's own ground crew, who were flown overseas.

Commanding officer of 404 Squadron and its leader during Castanets is Wing Commander Donald Galloway, MBE.

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