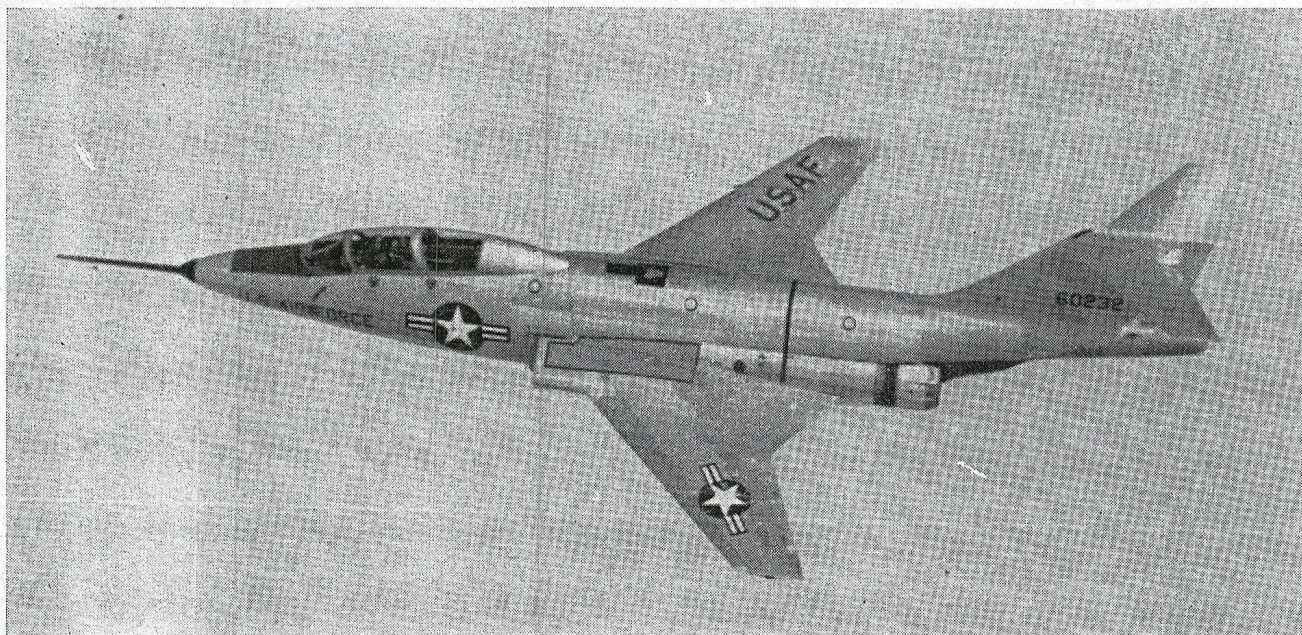


# aviation news digest



FOR THE RCAF. The McDonnell F-101B Voodoo two-place, long range interceptor will soon be entering service with RCAF.

## Voodoo/F-104 Deal Confirmed

Deliveries of McDonnell F-101B Voodoo two-seat interceptors to the RCAF will begin immediately, according to the statement by Prime Minister Diefenbaker in the House of Commons last month. The 66 aircraft coming to Canada will be some of the last of the production run of more than 800 in the F-101 series. They are surplus to USAF requirements, apparently, although the F-101B is still in service with a number of U.S. squadrons.

Delivery of the Voodoos to the RCAF is part of a three-point deal outlined by Mr. Diefenbaker. The aircraft are to be given to the air force in consideration of Canada assuming responsibility for the full cost of the 16 Pine Tree line stations, instead of sharing this 50/50 with the U.S.

The third factor in the Canada-US agreement is the procurement in Canada of \$200 million worth of F-104G's for service with NATO. This cost will be borne on a 75/25 basis by the US and Canadian governments, Canada's share being \$50 million.

The 104 airframes are to be produced by Canadair Ltd., Montreal, following on the production of the CF-104's for the RCAF Air Division, and the J-79 engines are to be built by Orenda Engines Ltd., Malton, Ont. Delivery of the aircraft is scheduled to begin in 1963 and to continue at the rate of 48 aircraft per year. The actual number of aircraft has not been set, since the amount of \$200 involved in the agreement will include the cost of spares and support equipment.

Design history of the Voodoo dates back to 1949. It was developed from

the XF-88A which underwent successful evaluation by the USAF in that year, but owing to a change in defence plans the project was terminated. It was revived in 1951 and ordered into production with modifications as the F-101A. The design has seen considerable development since, and several versions have flown. The single-seat F-101A took the world's air speed record in December, 1957, at a speed of 1,207.6 mph.

The F-101B, a two-seat long range interceptor version of the 101A, first flew in March, 1957, and went into service with the USAF in 1959 armed with Hughes Falcon air to air rockets and Douglas Genie air to air unguided nuclear missiles, the latter carried ex-

ternally. Production of the type by McDonnell ceased in December, 1960.

According to Mr. Diefenbaker's statement, the RCAF's Voodoos will be armed with conventional weapons. The Falcon rockets are carried internally on a rotating door beneath the fuselage. The 66 aircraft will probably be sufficient to equip five squadrons.

The Prime Minister said: "Despite past indications and the widely accepted views of military staffs in the western world, and statements of Russian leaders too, to the effect that the USSR was completely replacing bomber aircraft with missiles, it has not done so and is continuing to maintain a large and effective fleet of bombers".

### Sikorsky S-62 For DOT

The Department of Transport has ordered an amphibious Sikorsky S-62 helicopter equipped for carrying light freight and for search and rescue operations. The aircraft is expected to be operational by late summer, and will serve the British Columbia coast. It will be under the joint direction of the district marine agents at Prince Rupert and Victoria, except when being used by the rescue co-ordination centre at Vancouver. Maintenance will be done at the DOT's hangar at Victoria. A special extra tank is being fitted to the helicopter to give it the required 400 mile range. Powered by a 1,050 GE turbine engine, it will carry a payload of 1,800 lbs. Retractable wheels will give amphibious ability, and an external hoist and sling will facilitate rescue operations and the carrying of external loads.

### New Helicopter Rating?

Introduction of a higher category of license for helicopter pilots — an airline transport pilot-helicopter — was proposed by the licensing division of the International Civil Aviation Organization at a recent meeting in Montreal. This would become a requirement for pilots-in-command of helicopters weighing more than 12,500 lbs. and carrying passengers in commercial air transports, if approved by the ICAO Council.

### Winnipeg Terminal Contract

Commonwealth Construction Co. Ltd., Winnipeg, has been awarded a \$8,933,409 contract for the final stage of the Winnipeg air terminal, which is expected to be in operation by 1964. Building will consist of two blocks, linked by an enclosed bridge spanning the main approach road.