

RCAF Rocket Meet

The RCAF's first annual air-to-air rocket meet was held last month at Cold Lake, Alberta. Used in the contest were 2.75 inch rockets carried by the CF-100 interceptors, fired at "radops", small torpedo-shaped targets towed behind T-33 jet trainers.

Eighteen teams were competing, two from each squadron across Canada. Winner of the McBrien Trophy was Ottawa's 410 Squadron, whose team gathered in 11,191 points out of a possible 12,000. High individual aggregate score was put up by F/L Mo Aller and F/O Lorne Jokinen, who collected 5,628 points out of a possible 6,000. Behind 410 Squadron, came 414 Squadron from North Bay, and third was 425 Squadron, which is based at St. Hubert.

Each team was made up to 16 persons. They are pilots, radar observers, ground radar controllers, armament systems technicians, and maintenance personnel. The competition was designed to test the crews' understanding of the air defence system of interception, and their ability to work together as a team.

Crumlin to Close

RCAF Station London, an air observer school during the World War II, and a NATO training unit aircrew induction centre since 1950, will be closed up. However the Air Force has not set a definite date. It is possible that old Crumlin will close when the German NATO students complete their training here.

Since 1950, London has been the initial training site for airmen of the air forces of Canada's western allies. It has a unique language training unit which has enabled European airmen to learn basic English in a six-week period.

German NATO Trainees

The first group of 36 German student pilots arrived in Canada in mid-September for training with the RCAF. A new group of 36 students arrive every three weeks from West Germany, by next March the entire 360 students will be on their way through the NATO course.

The NATO training plan was to have ended early next year after having produced some 3,800 navigators

and pilots for the U.K. and eight other North Atlantic Treaty countries since its inception in 1950. However it is being continued at the request of West Germany, Denmark, Norway and The Netherlands.

Meanwhile, Canadair Limited has completed and test flown the first dozen of an order for 225 Sabre 6's ordered by the West German republic. The airplanes are being readied for ocean shipment. These aircraft are in addition to the contribution of 75 Sabre 5's made by Canada to Germany under NATO Mutual Aid. So far, 15 former Luftwaffe pilots have come to Canada for refresher courses.

Bomarc for RCAF?

The RCAF is studying the possibility of using U.S.-built guided missiles under the newly-established in-

tegrated North American Air Defence System. USAF Maj.-Gen. Harvey T. Alness, deputy chief of staff for plans and operations of NORAD, told reporters recently that plans have been presented to the Canadian and U.S. governments for setting up bases in North America of the Bomarc IM-99. This is the first unmanned interceptor designed for operational use in the continent's air defence.

RCAF - USAF Interchange

Two Ottawa-based CF-100 interceptor squadrons have recently shared a six-week work-out with American all-weather squadrons at Ernest Harmon AFB, Newfoundland. This is regarded as evidence of growing Canada-U.S. air defence co-operation, following the setting-up of NORAD which saw the RCAF's Air Marshal Roy Slemon transferred to Colorado Springs.

While at Harmon, the Canadian squadrons were engaged in rocket fir-



LOCKHEED JETSTAR: Seen above on the ramp, and below in flight for the first time, the Lockheed JetStar presents a study in speed. The 500-550 mph, 10-passenger utility jet transport is at Edwards AFB for flight tests. Pods on rear fuselage contain Bristol Orpheus engines, with take-off thrust totalling 10,000 lbs. The JetStar's 53-foot wing has a 34-degree sweep back on the leading edge.





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RCAF COMETS COME HOME: Grounded since 1954, the RCAF's now airworthy Comets have returned to RCAF Station Uplands after modifications in the U.K. Flown by 412 Transport Sqn., the Comets will be used for general and personnel transport duties. Right: Hon. Geo. Drew, Canadian High Commissioner in London, is seen shaking hands with F/L D. Broadfoot, OC Comet detachment, before unit's departure from U.K. Behind the two are seen John Cunningham (de Havilland Chief Test Pilot) and P. C. Garratt, vice-pres. & managing director of de Havilland Canada.



ing practice and ground controlled interceptions. Maintenance and servicing was partly handled by American ground-crews. The bulk of this was handled by the squadron's own airmen who were airlifted to Harmon by ATC transport aircraft.

Comets Return

The RCAF de Havilland Comet 1A's, in the U.K. for structural modifications for the last year, returned to their home base at RCAF Station Uplands at September's end. The flight, made on Thursday, Sept. 26, followed a route from Hatfield to the Azores, thence to Chatham, N.B., and on to Uplands.

The aircraft were flown by crews from 412 squadron, to which they are attached. Aircraft commanders were Flight Lieutenant P. M. Lemieux and Flight Lieutenant W. B. Carrs.

The RCAF placed the two Comets in service in mid-1953 and thus became the world's first air force to fly jet transports. Both saw continuous service with 412 Squadron until being withdrawn from flying in January, 1954, following the series of accidents involving Comets in commercial airline service and attributed to failure of the pressure cabin as a result of fatigue.

Some modifications were made to the aircraft at the de Havilland Canada plant, but in August, 1956, they

were flown to the U.K. by de Havilland crews for major airframe modifications. These mainly involved the re-inforcement of the pressure cabin. The modification program, which cost \$400,000 per aircraft, has now been completed and the Comets are certified as fully airworthy.

RCAF air and ground crew have spent the past few months in the U.K. taking intensive training on the maintenance and operation of the aircraft.

The Comets, believed to be the only Comet 1A's (four DH Ghost 50's at 5,000 lb./th. each) in service in the world, are to be used for general transport work, including domestic passenger services, as well as on simulated bomber runs through the air defence system.

Postings & Careers

- Group Captain O. B. Coumans, MBE, CD, principal of Vaughn Road Collegiate in Toronto, is retiring as commanding officer of 15 Technical Training Wing, RCAF Auxiliary.

It was largely through G/C Couman's efforts that reserve training in the RCAF was broadened to include various ground trades, and 15 Technical Training Wing was formed in 1951 under his command. The Wing administers groundcrew training at Station Toronto through its two component units.