

The Airborne Services



TWO RCAF HERCULES AIRLIFTED 900 tons of freight from the U.S. base at Thule, Greenland (above), to Alert, N.W.T., in ten days in March. To set this RCAF record for the semi-annual Operation Boxtop, five aircrew teams worked round the clock. The two aircraft were both from 435 Squadron.

101 Units Operational

The RCAF's five CF-101B squadrons became operational at the end of April. It thus took only ten months for RCAF Air Defence Command to switch to the CF-101 from the CF-100.

New CAS

Air Marshal C. R. (Jake) Dunlap, 54, righthand man to Gen. Lauris Norstad, Supreme Allied Commander in Europe, will take over leadership of the 51,000-man RCAF Sept. 15.

The wartime bomber pilot from Sydney Mines, N.S., will succeed Air Marshal Hugh Campbell, 53, as Chief of Air Staff. For the last four years A/M Dunlap has been deputy chief of staff for operations at Supreme Headquarters, Allied Powers in Europe, a post once held by Air Marshal Campbell.

A/M Campbell, a native of Salisbury, N.B., has been CAS since Sept. 1, 1957. He has seen the RCAF through some of its most trying but at the same time most successful peacetime years. Major events during his term as CAS have included the cancellation of the Arrow, re-equipment of ADC with the Voodoo, and a decision to re-equip the Air Division with the CF-104.

A/M Dunlap joined the RCAF in 1928 and won his pilot wings the following year. He went overseas in 1942 to take command of the RCAF station at Leeming, Yorkshire, part of No. 6 Canadian Bomber Group. He commanded a bomber wing in North Africa in 1943 and 1944 and later flew 35 combat operations while commanding another wing based in Britain. He was chief of Northwest Air Command and later chief of ADC

briefly. He was commandant of the National Defence College and was vice CAS before going to Paris.

104 Training Starts

RCAF pilots have commenced training on the first CF-104 Starfighters to arrive at RCAF Station Cold Lake Alberta. Pilots from the newly formed No. 6 Strike Reconnaissance OTU have commenced familiarization flights on the new supersonic aircraft.

The strike reconnaissance role using high speed aircraft will entail a new type of training for RCAF pilots in Canada and as a result the vast 4400 square mile bombing & gunnery range at Cold Lake was chosen for the training site.

Strike reconnaissance training at Cold Lake will entail a considerable amount of low flying. However, this will be carried out mainly over uninhabited areas of the prairie provinces, well north of most populated areas.

CF-104 Weather-Delayed

Defence Production Minister O'Hurley said March 23 that the CF-104 program has been delayed by weather too bad for flight testing.

He was asked for an explanation in the Commons after Defence Minister Harkness said March 20 that the first CF-104's wouldn't reach the RCAF Air Division in Europe until "around March 1963." Last September, Mr. Harkness said the first CF-104's would arrive in Europe in November 1962.

Mr. O'Hurley said production of the aircraft is on schedule. Eighty planes were to have come off the assembly line at Canadair by the end

of March and the actual number was 84. The program "to date" was well within the original cost estimate of \$420 million, excluding \$11.3 million for an additional eight trainers ordered from Lockheed. Engine costs were below what was anticipated.

Weather for flight tests has been "very bad for the last several months." However, 76 CF-104's now were to be test flown.

At March 23, the RCAF had four Canadair-produced CF-104's at its OTU at Cold Lake, Alta. One CF-104 cracked up at Duluth en route to Cold Lake and was returned to Canadair for repairs. The RCAF said the plane suffered "moderate damage" to the fuselage and undercarriage.

Arctic Airlifts

Operation "Boxtop" was completed in record-breaking ten days by two RCAF Hercules aircraft in March. The two C-130B's of 435 Squadron airlifted well over 900 tons of food, fuel, and equipment on 58 round-trips from USAF base Thule, on the east coast of Greenland, to Alert, N.W.T., between March 15 to 24. The semi-annual airlift keeps weather-reporting station Alert operational.

Commanded by Squadron Leader H. R. Cram, planes and personnel of Boxtop left their southern home March 14. The next day, soldiers of Western (Army) Command and ground-support airmen of the 'Chinthe' squadron loaded a Hercules for the first of 58 flights made on a round-the-clock basis.

Five complete aircrews kept the shuttle moving day and night to set the record-breaking ten days to completion.

•Two RCAF planes airlifted well over one million pounds of supplies to four Arctic weather-reporting bases in April. Seventy-nine personnel worked round the clock for five days to deliver the goods.

Operation "Resupply," the airlift of equipment and fuel to Isachsen, Mould Bay, Eureka and Alert, started April 9 and ended April 14. To airlift the supplies, mainly fuel, two 435 Squadron C-130B Hercules from RCAF Station Namao, Alta., flew over 100 hours during 36 round trips from RCAF Detachment Resolute Bay, N.W.T. to the isolated bases.

Like Boxtop, Resupply was commanded by S/L Cram.

Postings & Careers

•Group Captain Walter M. Murray, CD, has retired after 30 years service with the RCAF. A supply officer most of his career in the Air Force, G/C Murray has latterly been at AMC headquarters, Rockcliffe, Ont., on a special logistics project. He was previously commanding officer at 30 Air Materiel Base, Langar, England.