

# THE AIRBORNE SERVICES

## All-Canadian Line

Defence Production Minister C. D. Howe told the Commons recently that the \$170,000,000 Mid-Canada Line along the 55th Parallel will be manned and operated by a Canadian civilian contractor.

This announcement was made following the stormy criticism that broke with the announcement of the awarding of the operating contract for the DEW Line to an American firm, the Federal Electric Co. Mr. Howe also said that he had reason to expect that 80 per cent of the persons employed on the DEW Line will be Canadians. The DEW Line, which extends from Greenland to Alaska, is being built entirely by the U.S. and the manning of it has been entrusted to Federal Electric for a three-year period.

Negotiations for the manning and operation of the Mid-Canada Line are now in progress with Canadian civilian contractors. This line is being erected under the direct supervision of the RCAF.

Civilian manning of the two lines will get the Canadian Government around the touchy problem of stationing more U.S. servicemen in this country. Offi-

cials have said that Canada hasn't sufficient service technicians to take on manning of either line. The two chains will require about 1,200 men each.

## Wake of the Jet 214

A jet aircraft could prove more fatal than the traditional black cat if it should fly across your path, according to the recent finding of the U.S. investigating team which came to Toronto to probe the Feb. 14 crash of a de Havilland Otter in which four men were killed.

The theory that the extreme turbulence from a passing jet fighter could cause another lighter airplane to crash was evolved after the investigators learned that at the time of the mid-air break-up of the Otter, a Malton-based CF-100 was carrying out high-speed trials nearby.

A de Havilland Canada official said, "This seems to have got to the meat of the matter." Then he quoted similar cases in the United States where the aircraft were six miles apart.

This theory is bolstered by the report that an Ontario Provincial Air Service plane, on a photographic trip, was shaken up by the jet stream of a USAF

aircraft last fall and a protest was made to the CAA.

Beech Aircraft Corp. has issued a bulletin on the subject to the effect that . . . "light aircraft crossing the wake and jet blast of a jet propelled aircraft will be subject to severe turbulence, the intensity of which depends upon the distance from the source, the size and number of engines, and the power setting of the engines".

Test pilots and other experts agreed: "It could happen; but it's improbable."

## Fire at Dorval

Wind-fanned flames swept through an RCAF hangar at Montreal Airport, Dorval, P.Q., on Monday, March 19, destroying two transport aircraft and adjacent office building for an estimated total of \$3,000,000 damage.

The two transports, a 426 Squadron North Star and a 436 Squadron C-119 Packet, were completely destroyed, but airmen managed to tow five other aircraft to safety as the flames shot 100 feet into the air.

Firemen from Montreal, Dorval, Lachine, and Pointe Claire joined the airport brigade in preventing the flames from reaching the other RCAF buildings although TCA's main hangar, where maintenance work is done on Super Constellations, was damaged on one side and the roof.

There was little difficulty reported in getting airplanes from hangars other than that destroyed. In all, a total of 20 commercial machines were moved to safety. One KLM airliner was ordered to take off ahead of schedule as a precautionary measure.

Only a 50-foot chimney and a cement heating unit remained of the \$700,000 hangar which was built in 1943. TCA reported no loss of life and said no major interruption to the work of the transport unit is anticipated.

## The Lion's Share

The RCAF received a total of \$682,400,000 as its share of the 1955-56 defence budget, according to a White Paper tabled in the Commons by Finance Minister Walter Harris. Overall the cost of defence was increased by a total of \$72,000,000 to a total of \$1,760,400,000 during the year, representing about 40% of all government spending during the fiscal year ending March 31, 1956.

The increases to all services were as follows. The amount budgeted for the



**SPRINGBOK SABRE:** Shown above is the first Canadair-built Sabre to wear the colors of the South African Air Force. The Sabre, number 1,459 from Canadair's production line, was given the SAAF identification A350. Pictured inspecting the SAAF roundel, with its characteristic spingbok, are, L to R, Captain Stan Brace, SAAF resident representative at Canadair; Peter H. Redpath, Canadair's vice president in charge of sales, and A. J. Lilly, manager of aircraft sales for Canadair.