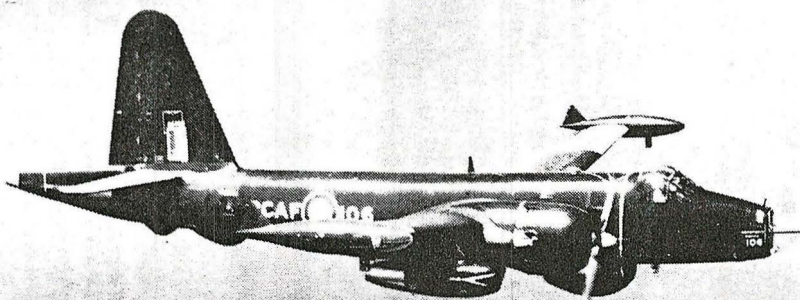


The Airborne Services



AUXILIARY JET POWER has now been fitted to the Lockheed P2V-7 Neptunes of the RCAF's Maritime Air Command. First installations of the underwing jet pods were by Fairey of Canada, others by RCAF crews. Two Westinghouse J-34's (at 3250 lbs. th. each) can boost Neptune's speed to over 300 m.p.h.

McElroy Visits Canada

Defence Minister Pearkes and U.S. Defence Secretary Neil McElroy agreed during their one-day Ottawa conference Aug. 11 that more control radars will have to be built in Canada.

They said more radars are needed to avert complete enemy jamming. No estimate of the number of new radars required (they will be in addition to the seven announced earlier this year) or cost was given but a likely figure is about \$100 million.

This problem would have been solved if the mid-Canada line which went into operation in 1957 had been built as control radar instead simply as an electronic warning fence, according to an ex-RCAF staff officer.

When the Canadian Press described the mid-Canada line as a "\$230 million goof," the retired RCAF radar chief, Group Capt. Charles Limbrick, said the CP article was "absolutely right" and that the line was a "colossal blunder and waste of money."

Letting go his keg of dynamite, Group Capt. Limbrick said he strenuously opposed construction of the line but "the scientists rammed it down our throats."

"I was completely and utterly against this abortion of a mid-Canada line and nearly lost my job over it," he said.

Group Capt. Limbrick, who retired in 1956 as RCAF director of radio warfare, said he had proposed construction of eight big control radars which would have covered the width of Canada at far less cost than the mid-Canada line.

He said the mid-Canada line cost

\$250 million though the original estimate was less than \$100 million. He said \$100 million could have been saved by construction of his proposed eight heavy radars and the necessity of building more radars now would have been avoided.

The Pinetree network, which controls the operations of jet interceptors and anti-aircraft missiles, extends from the east coast to the region of Winnipeg and from the west coast to Dawson Creek, B.C., where it hooks up with the mid-Canada line.

It is this Pinetree prairie gap which defence planners want to plug.

McElroy made it clear during his Ottawa visit that the U.S. is not urging Canada to accept more Bomarc bases in Canada beyond the two already planned for North Bay, Ont., and Mont Laurier, Que. He briefed Pearkes on the planned location of the 16 American Bomarc stations, mainly in the northern U.S. The number of U.S. Bomarc sites had to be reduced drastically after Congress slashed funds for the anti-aircraft missile system.

McElroy told reporters Bomarc squadrons are placed so they could reach out as far as possible to defend the populated areas of Canada. Engagement of any bombers would take place over the "wooded areas" of Canada.

The defence secretary stressed, however, that interceptors and not missiles are the first line of defence against manned bombers. The Canadian Government scrapped the Arrow interceptor on the grounds that by the time it was in operation in 1962 the main threat to North America would be long-range missiles.

McElroy said the bomber threat would last for an "indefinite period" and that five years from now the missile threat would be greater than today.

No mention was made by Pearkes or McElroy of any plan to acquire a new interceptor for the RCAF to replace the CF-100 which, RCAF officers say, hasn't got enough altitude capability to climb to the flying height of new Soviet bombers.

Thus this concept of Canadian air defence policy emerges more clearly: the RCAF will handle the ground duties and the U.S. Air Force the flying.

Pearkes himself heralded this change in February when he told the Commons: "We can rely on the U.S. for interceptors and provide additional facilities for them to operate, if necessary, over our country."

CF-100 Seat Mod

Safe ejection at almost ground level has become possible for pilots and navigators of RCAF CF-100 interceptors. A new modification to the Martin-Baker fully automatic ejection seat, which is presently being carried out by all CF-100 units in Canada, has speeded up the ejection sequence so that bale-out from "almost" ground level can be done in safety. The RCAF has not indicated at exactly what height a crew member can "pull the blind."

The model presently in use in the CF-100 permits safe ejections as low as 125 feet. With the new mechanism installed, the average-weight crewman is pushed up the rails at 83 fps; it is estimated that at its lowest safe ejection height, and a minimum speed of 90 kts. the man would reach the ground within 4.7 seconds.

Said an RCAF spokesman at Air Defence Command headquarters, St. Hubert, Que.: "It is anticipated that the new version will be installed in all CF-100's on squadron strength by the end of the year."

"Nukes" for F-104G

Defence Department officials revealed in Ottawa recently that the RCAF's new F-104G replacement for Air Division will be fitted for arming with nuclear weapons. The disclosure came as the Hon. Howard Green, Minister of External Affairs, announced that Canada and the U.S.