

THE AIRBORNE SERVICES

Maritime Expansion

RCAF Maritime Air Command has announced that the stations at Summerside, P.E.I., and Greenwood, N.S., will undergo an improvement and expansion of facilities program totalling \$15 million. The work at Summerside will cost about \$8 million, while improvements at Greenwood will amount to \$7 million.

Outlined in the list of improvements for Summerside were such things as: an underground communications system; high intensity approach and runway lighting; a \$3 million maintenance hangar for the new CL-28 Argus reconnaissance aircraft soon to come into service; armament storage facilities; bulk fuel handling facilities, and two other hangars.

To be built at Greenwood are new hangars costing \$3.4 million; taxiways and aprons; a new explosives magazine, and a new bulk fuel storage and distribution system. A new control tower will be built at Greenwood to replace the present one which was built in wartime.

RCAF Vampires Sold

The Crown Assets Corporation has sold 26 surplus Vampire jet fighters to an American firm, the Formetal Company, of West Bend, Wisconsin. Merle Zuehlke, president of Formetal declined to state exactly how much was paid for the twin-boom fighters of yester-year, but admitted that it was in the neighborhood of \$1 million. Included in the deal was a quantity of spare parts and extra engines.

The Formetal Company specializes

in the refitting and conversion of military aircraft for civilian use. Recently the company purchased six TBM Grumman Avengers which had been retired from RCN use at Shearwater. These aircraft were converted for use in crop-planting and spraying work in the U.S.

The Vampire jets which have been purchased by the Formetal Company, will be extensively modified prior to being re-sold in the civilian market. It is anticipated that some of them will be sold as business executive aircraft, being a follow-up to the F-51 Mustangs that some American businessmen are using. Other Vampires will be re-built for high-level photo survey work. It is felt that the higher costs in fuel consumption will be more than balanced by the cheaper maintenance of the Goblin II engines. Some of the Vamps will undergo major changes to the fuselage, having it elongated to permit installation of a second cockpit.

Belgian CF-100's

The first squadron of CF-100 Mark 5 aircraft has gone into service with the Belgian Air Force. The time lapse between the completion of contractual arrangements and the operational employment of these aircraft was less than six months.

The CF-100's, in NATO-style camouflage paint and complete with Belgian insignia, had been ferried across the Atlantic by RCAF crews. On the last leg of their journey, from the Canadian wing at Marville, France, to the Belgian base at Beauvechain, the pilots and navigators of the BAF,

who had trained on CF-100's at Cold Lake, took over the interceptors.

Launching the Sparrow

A team of RCAF and Avro Aircraft personnel, with two modified Mk. 5 CF-100's, has arrived at the U.S. Naval Air Missile Test Centre, Point Mugu, Calif., where it will carry out test firings of the Sparrow 2 air-to-air guided missile. The facilities of the U.S. Navy base, and a number of Sparrow 2 missiles, have been made available to the Canadian team, which is expected to remain there for six months or more.

The test firings will enable the Canadian personnel to familiarize themselves with the missile, previously announced as the intended weapon for the Avro Arrow, and will also serve to test fire control and auxiliary equipment. The RCAF will commence its own test firing program of Sparrow 2 missiles at its Cold Lake, Alberta, weapons range at a later date.

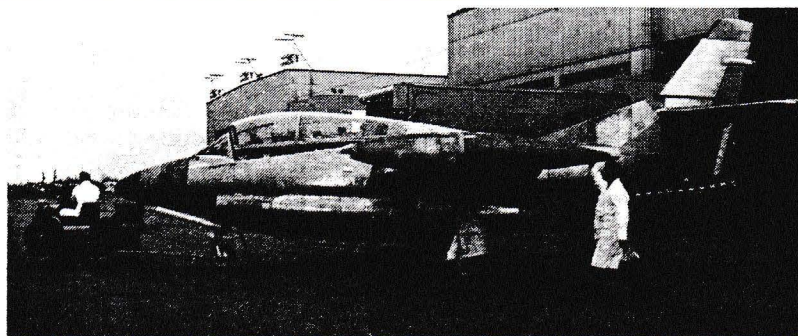
Meanwhile, in Canada, preliminary tooling up for production of the missile has finally begun. Government officials say that the necessary licenses have been obtained to manufacture the Sparrow 2 missile in Canada. Five firms will have a share in the missile's manufacture: Canadair Ltd., The de Havilland Aircraft of Canada Ltd., Avro Aircraft Ltd., Canadian Westinghouse Co. Ltd., and Computing Devices of Canada Ltd.

It is estimated that three or four years will be required to get the Sparrow 2 in operational use with the RCAF. This would make it 11 years from the time plans were laid in 1950 for an air-to-air missile for the Canadian Air Force.

SAAB-35A Draken

The new Saab-35A Draken single-seat supersonic jet fighter will go into service with the Royal Swedish Air Force in about a year. A more advanced version of the Draken, with a combat speed close to Mach 2, and armed with air-to-air rockets and guided missiles, will come into service in the early 1960's.

It has also been stated that the Draken will be fitted with new fire control equipment permitting the use of collision-course tactics. This new equipment represents an important step forward in combat efficiency, as it is no longer necessary to have a speed



NORTH AMERICAN T2J: Above is the first T2J all-purpose jet trainer to roll off the North American Aviation's Columbus Division production line. On the same day, the company announced a Navy contract nearing completion for \$37.5 million. The T2J will have a top speed of 500 mph, with a landing speed of 67 knots. It is powered with a Westinghouse J-34, rated at 3,400 lbs. thrust.