

THE AIRBORNE SERVICES

Canadian Bomarc?

Defence Minister G. R. Pearkes, VC, has dropped a hint that Bomarc anti-aircraft missiles might be manufactured in Canada. In July, the minister said before the Commons estimates committee:

"There are no plans for the construction of Bomarc missiles in this country at the present time. If a decision is reached to install Bomarc then we would necessarily have to investigate the possibility of constructing them in this country, and ascertain whether the quantity which we will require would justify the setting up of the machinery to build Bomarc here in Canada."

Questioned as to whether they had been offered to Canada, Mr. Pearkes replied: "I do not think any direct offer . . . has been made. There have been consultations on the official level as to the advisability of installing certain Bomarc stations in Canada [and these] will be discussed later this year when government policy is worked out in connection with the continuation of the CF-105. But the Bomarc will not replace the manned interceptor; it is supplementary to the manned interceptor."

Before the committee, Mr. Pearkes said he is convinced that Canada will need a manned interceptor for the foreseeable future and reiterated that the

government will decide this year whether to order full production of the CF-105.

The minister also had a good word for the CF-100 when he said: "I do not consider the CF-100 obsolete. In a few years' time it may become obsolete, but at the present time it is my information that the CF-100 is capable of meeting and engaging the majority of the bombers which Russia might have available to attack this country. I think the CF-100 will be a serviceable weapon for several years yet."

Mr. Pearkes added that his department again is considering addition of new weapons to the CF-100. He did not specify the weapons but presumably they would be air-to-air missiles.

The minister also said his department is trying to interest the United States in purchase of the CF-105 but that he was not very optimistic about success. "We are putting forward to them in strong terms the desirability of the United States purchasing these aircraft," he said.

RCAF-USAF Exercise

Aircraft on a joint RCAF-USAF exercise, the second in a series to test the operating procedures of the Canadian and U.S. air defence forces, was held last month. The operations were flown out of RCAF Station North Bay, and Lakehead Airport at Fort William.

These were the same bases used last May when the first of this type of operation was held. USAF B-57 jet bombers and T-33 trainers were used as last time, but the latest operation was on a larger scale.

During the exercise, 12 T-33's were located at Lakehead with about 50 USAF personnel. A further 5 B-57's (American-built versions of the Canberra) and 12 T-33's, with about 80 groundcrew personnel were based at North Bay. None of the aircraft was armed.

Object of the exercise was to have the aircraft fly penetrations from the north through Canada and into the States, afterwards returning to the Canadian bases. These penetrations are designed to provide training for the crews and aircraft controllers of both American and Canadian segments of the air defence system. Co-ordinating the Canadian contribution was the RCAF's Air Defence Command headquarters at St. Hubert, Quebec.

Training Command Shrinks

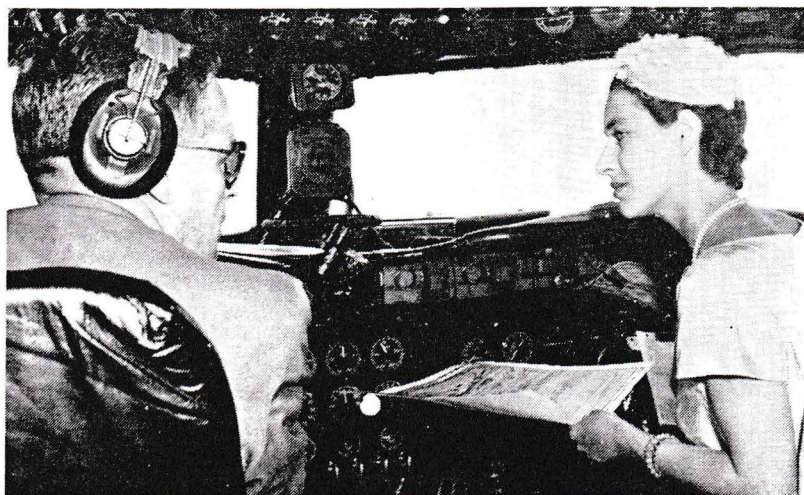
When the proposed changes in the RCAF organization have been made between now and next year, Training Command will have been reduced by approximately 2,750 personnel. With the end of Canada's NATO training commitment, several training stations in the west have been scheduled for shut down. Air Transport Command is to move from Montreal to Trenton; Training Command Headquarters from Trenton to Winnipeg. According to Minister of National Defence Pearkes, these moves will reduce overhead costs substantially.

Build-up of RCAF aircrew has been completed and the pilot and observer output per year reduced to 240 and 170 respectively to satisfy attrition.

Since 1950, 5,360 aircrew from NATO countries have been trained by the RCAF. The last group of trainees will graduate in December, while the training of 360 German pilots will be completed early next year.

Mr. Pearkes said the air force is considering introduction of all-jet training and noted that Canadair is building a primary jet trainer. Training command now uses 52 Chipmunks, 260 Harvards and 280 T-33's for pilot training and a total of 65 Expeditors, Dakotas and Mitchells for observers.

Referring to RCAF search and rescue activities, the minister said it is



ROYAL CO-PILOT: Enroute to Quebec City aboard the RCAF's VIP C-5, Princess Margaret went forward to the co-pilot's seat for a view of the St. Lawrence Seaway which Queen Elizabeth is to open next year. Wing Commander W. K. Carr, captain of the aircraft, detoured to allow the Princess a better view from the air and is seen here answering her questions.