

The Airborne Services



FIRST RCAF HERCULES to roll off the Lockheed (Georgia) production line is shown here. The Air Force, which has ordered four of the 60 ton transports, expects to put the first one in service by the end of this year. Hercules has four Allison T-56 turboprops, each rated at 4050 chp for t/o.

More Pinetree Radar

As part of a previously announced joint Canada-U.S. plan to augment the Canadian Pinetree radar line, siting has been completed on five heavy radar units to be built in western Canada. Construction plans, at time of writing, are not yet complete.

Locations of the five gap - filler sites are at Dana, Alta.; Yorkton, Sask.; Penhold, Alta.; Gypsumville, Man.; and Alsask, Sask. Two earlier announced gap-filler sites are planned for eastern Canada. They are at Chibougamau, P.Q.; and Moosonee, Ont.

These seven heavy radars are expected to materially strengthen the Pinetree Line and to provide greater efficiency. When completed, each of the new radar stations will be manned by approximately 250 RCAF and civilian personnel.

RCAF In the Congo

The RCAF is supplying the entire top command staff of the ten-country United Nations airlift to the Congo. In charge is Group Captain William K. Carr, who is CO of 412 Transport Squadron, at Ottawa. Headquarters for the airlift command staff is Leopoldville.

Four North Stars which had been dispatched near the outset of difficulties in the Central African country, were returned to Canada to form the nucleus of a special transport unit to

transport some 500 Canadian military and administrative personnel to the Congo. It was anticipated that another four North Stars would be added for the airlift.

Meanwhile, a special group of RCAF pilots were given a cram-course in Caribou handling at the de Havilland Canada plant in Toronto. Two of the four Caribou purchased by the government for use in the Congo were delivered at once; the second two are nearly completed and will be turned over to the RCAF at the earliest.

At the present time, the RCAF expects that some 75 Canadian pilots will be involved in the Congo airlift.

Liberal Defence Program

In the House of Commons Aug. 5th, the Liberals advocated that the Government accept the CL-44/F-101 swap and that the Bomarc be cancelled.

The Liberals said the role of the RCAF in air defence should be limited to recognition and identification, with a reduction in the number of squadrons to four or five.

In defending the Bomarc, Mr. Pearkes had to reverse his field completely from the time 18 months ago when he was defending the cancellation of the Arrow.

In February 1959, Mr. Pearkes said the missile threat would be the dominant one by mid-1960. In August,

1960, Mr. Pearkes said the Russians have a "limited number" of operational missiles but more than 1000 bombers capable of attacking North America.

In February 1959, Mr. Pearkes criticized the Arrow for limited range. In August 1960, he said the Arrow would have been a "superb interceptor" but that it was cancelled "owing to the heavy expense."

The Liberals also urged a non-nuclear defence policy and cancellation of the CF-104 in favor of a ground-support aircraft to cover the Canadian infantry brigade in Europe.

Mr. Pearkes said neither the Bomarc nor interceptors would be fully effective without nuclear warheads and that the CF-104 had been found the plane most suitable for the strike-reconnaissance role.

Mr. Pearkes said the CF-100 will be phased out by 1962 and that a decision on a replacement is expected to be made "very shortly."

A/V/M Kerr to 4th ATAF

Air Vice Marshal J. G. Kerr, currently Air Member for Personnel at AFHQ, has been appointed to duties at the headquarters of the 4th Allied Tactical Air Force in Ramstein, Germany.

He will be succeeded as Air Member for Personnel by Air Vice Marshal W. A. Orr, who relinquishes his position as commander of the RCAF Staff College in Toronto.

Folded Wings Flight

A USN pilot took off in a Chance Vought F8U Crusader, climbed to 5000 feet, remained airborne for 24 minutes, then came back to base and landed. Unusual feature of the flight was that the wing tips were folded carrier - deck fashion. Normal wing span for the Crusader is 35 ft. 8 in. However, 6 ft. 7 in of each wing tip can be folded to a vertical position for greater ease of handling and storage aboard a carrier. It is customary to lower the wing tips before flight.

It is believed to be the first time on record that any aircraft, much less a jet fighter, has taken off, flown and landed safely with the wings in this condition.

Said the Navy pilot who was flying from the Naval Air Facility at Naples,