

THE AIRBORNE SERVICES

The Defence Budget

The RCAF will receive a total of \$872,000,000 as its share of the defence budget which was passed by Commons during the session just concluded. This includes \$97,000,000 to cover costs of NATO aircrew training and transfers of equipment to Mutual Aid. The RCAF share is equal to about half of the total of \$1,775,000,000 that has been budgeted for defence this year.

The Navy's allotment is up slightly at \$325,000,000, while the Army's share is down a little at \$477,000,000.

The Defence Research Board, which spent a total of \$65,900,000 last year, will get \$79,000,000. Most of this increase is slated for the development of the CF-105 and the Sparrow air-to-air guided missile. An estimated \$10,000,000 to \$11,000,000 will be spent on guided missiles this year, according to Minister of National Defence Ralph Campney.

Between \$2,000,000 and \$3,000,000 of this will be required to clean up the Velvet Glove project. This Canadian designed missile has cost the Government some \$24,000,000 since the program started in 1950. Mr. Campney added that about \$2,000,000 will be spent to obtain some missiles from the U. S. and the remainder will be for tooling up for Sparrow production by Canadair Ltd. and Canadian Westinghouse Ltd. A. V. Roe Canada Ltd. will integrate the work of two companies.

Flying Pay Raised

Flight pay for aircrew personnel in the RCAF has been substantially increased, retroactive to July 1. The new rates are graduated from \$75 to \$150 per month, depending on the individual's duties and rank. The former rate was only \$30 per month.

The new increases apply to aircrew personnel in the Auxiliary as well as the Regular RCAF, and also to aircrew personnel in the RCN and the Canadian Army.

Provided the officers maintain a minimum of 100 hours flying time annually (this includes 20 hours on instruments and 15 hours night flying) a pilot officer will receive \$75; flying officer \$125; flight lieutenant \$135; squadron leaders and wing command-

ers \$150; and group captains and above, if filling flying appointments, \$135. All aircrew, regardless of rank, who are filling staff positions will receive \$100 per month flying pay if they maintain the minimum quota of 100 hours per year. Flight engineers receive \$75.

In the Auxiliary the breakdown is similar with a pilot officer receiving \$75; a flying officer \$100; flight lieutenant \$110; and squadron leaders and above, \$125. Aircrew personnel on staff duties will receive \$90 per month.

The pay increases make the RCAF rates comparable with those of the RAF and USAF, and it is expected that they will make it easier for the RCAF to obtain personnel capable of measuring up to the heavy responsibilities of flying modern aircraft.

Flight pay is, of course, additional to regular pay and allowances, and as a result of the increase the starting pay of an unmarried pilot officer will be increased from \$295 to \$340 per month. A flying officer will receive \$459 per month as compared to the former \$364.

A/V/M Plant Retires

The retirement of Air Vice Marshal John L. Plant, CBE, AFC, effective September 1, has been announced by Air Force Headquarters. A/V/M Plant's last post with the RCAF was that of AOC of Air Materiel Command. He has been succeeded in this post, which he took over in July, 1955, by Air Commodore Robert C. Ripley, who becomes an Air Vice Marshal on assuming command.

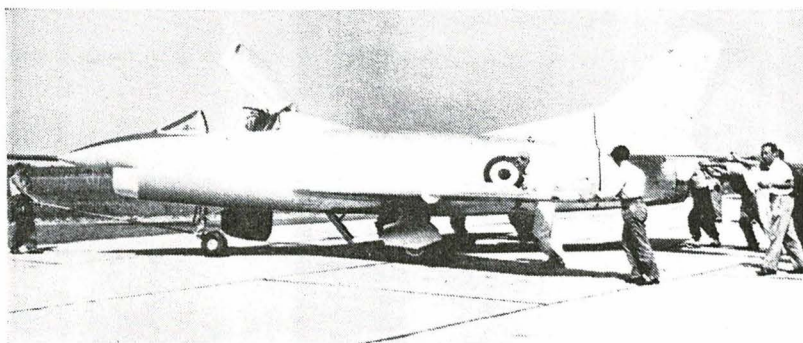
A/V/M Plant's retirement, which follows 25 years of service with the Regular Force, ten of which were in the rank of Air Vice Marshal and Air Marshal (acting), was made at his personal request. Since his retirement, he has joined Collins Radio Co. of Canada Ltd.

In explaining his somewhat premature retirement, A/V/M Plant noted that . . . "In order to ensure for the RCAF a solid rank and age structure, a system of regular retirement of senior officers is essential, if necessary before they reach the age limit or maximum pensionable service . . . This policy has been in effect for some time and must continue for some years, otherwise the RCAF will face a period of stagnation with respect to promotion, followed by an unduly high rate of retirement of key personnel due to the fact that sizable group of senior officers will reach retirement age within a relatively short period.

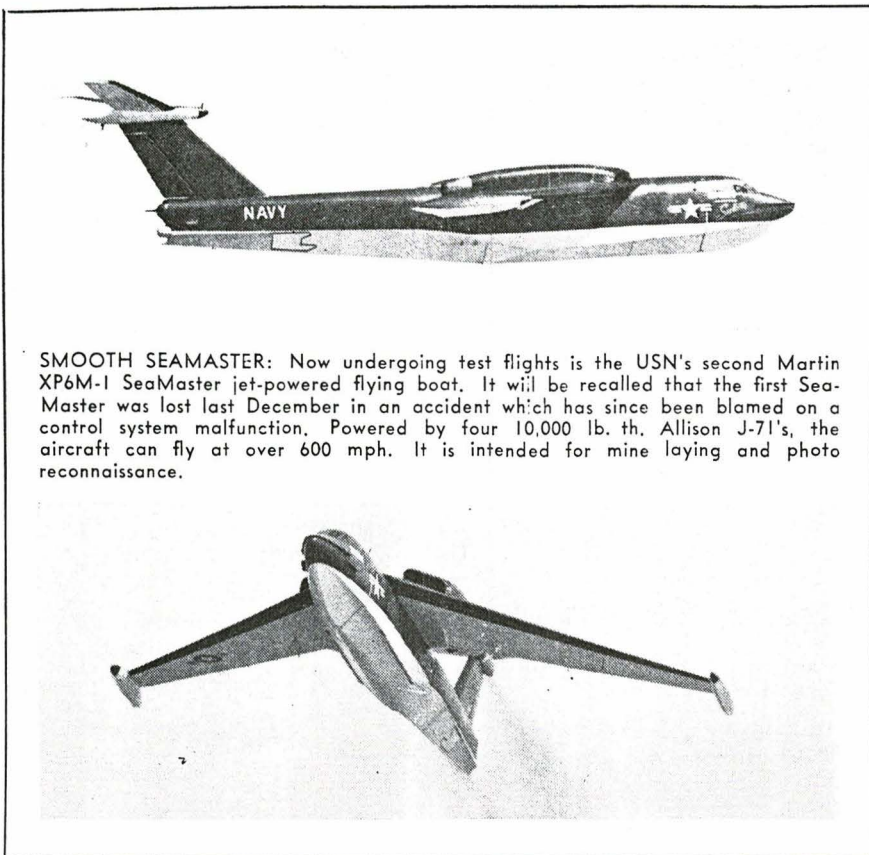
"I have completed more than 25 years service with the RCAF and at least ten of these have been in the rank of Air Vice Marshal. For me to serve a further eight to ten years would be in violation of the policy which I was instrumental in establishing while . . . Air Member for Personnel."

In retiring voluntarily at this time, A/V/M Plant had to accept a 20% reduction in his earned pension.

It will be recalled that in 1955 following a widely-quoted speech in which he suggested the disbandment of the Army, A/V/M Plant was "demoted" from his post of Air Member for Technical Services to AOC of Air Materiel Command. Until the time of this speech, he had been considered



LIGHTWEIGHT CONTENDER: The Fiat G.91 lightweight jet fighter made its first flight in Italy, August 9. The G.91 was chosen by NATO to assess whether or not the much-publicized lightweight formula corresponds to any actual operational need. Three prototypes and 27 pre-production airplanes have been ordered for this purpose. Power is by a Bristol Orpheus rated at 4,850 lb./st./th. for take-off.



SMOOTH SEAMASTER: Now undergoing test flights is the USN's second Martin XP6M-1 SeaMaster jet-powered flying boat. It will be recalled that the first SeaMaster was lost last December in an accident which has since been blamed on a control system malfunction. Powered by four 10,000 lb. th. Allison J-71's, the aircraft can fly at over 600 mph. It is intended for mine laying and photo reconnaissance.

a likely successor to Air Marshal C. R. Slemon as Chief of the Air Staff. Weighing especially heavy in his favor in this regard was his brilliant record at the headquarters of NATO's Allied Air Forces Central Europe, where he served latterly as Chief of Staff, with the rank of Air Marshal.

Change in Roles

Beginning this month the former RCAF pilot weapons school at MacDonald, Man., has been re-designated as an Advanced Flying School for T-33 training.

Opened during World War II as a flying training station, MacDonald was reactivated in 1951 as a pilot weapons school. This course will now be given at the Operational Training Unit level at the two fighter OTU bases at Cold Lake, Alta., and Chatham, N.B.

RCAF Station MacDonald is under the command of Group Captain J. D. Somerville.

Jan. 1 for Mid-Canada

Canada's \$170,000,000 Mid-Canada Line will go into operation on New Year's Day, Defence Production Minister C. D. Howe told Commons recently. Mr. Howe said that the 3,000-mile system, which runs roughly along the 55th Parallel, was scheduled to go into service on January 1, 1957,

and he saw no reason why this target date wouldn't be met.

The early warning stations will be maintained entirely by civilian personnel under a contract agreement with the Bell Telephone Co. of Canada Ltd. although the over-all administration and operation will be handled and supervised by the RCAF.

This was the first official mention of the target date for beginning operation of the Line. Officials have said previously that it is intended to bring both northern warning lines into service at the same time. This would mean that the \$400,000,000 Dew Line in the Canadian Arctic will also go into operation on January 1, 1957.

Mid-Canada Training

A unit of the Mid-Canada Line has been built for training purposes in the Ottawa Valley. This information was released by the Department of National Defence following the announcement by Minister of Defence Production C. D. Howe that the Mid-Canada Line would be in operation by January 1, 1957.

The unit, described unofficially as an exact duplicate of a major centre, has completed for some months and has been used by the RCAF and the Bell Telephone Co. of Canada as an en-

vironmental training classroom for candidates slated for line operations.

436 Completes Move

No. 436 Squadron of the RCAF's Air Transport Command has completed its moving operation from its former base at Dorval to Toronto's Downsview Airport.

The move necessitated the transfer of some 150 airmen and their families, and was originally scheduled to have been completed in June. However, the Squadron's aircraft—C-119's—were on duty at various points across the country during the peak load summer months and it was decided to postpone the move until such times as hangar space was required for the whole squadron.

The move originally became necessary when one of ATC's hangars at Montreal Airport was destroyed by fire earlier this year, placing hangar space at a premium.

USAF Mid-Canada Aid

Six USAF H-21 helicopters were employed on the Mid-Canada line during a three month peak load period this summer. The aircraft, from Donaldson AFB in South Carolina, operated out of The Pas, Man.

The RCAF says the helicopters were employed to maintain the tight schedule required to have the line in operation on time.

Postings and Careers

- Group Captain Kenneth C. Cameron has been appointed commanding officer of RCAF Station Clinton, succeeding Group Captain Harold C. Ashdown, who has been appointed director of radio warfare at AFHQ.

- The command of RCAF Station Moose Jaw, has been taken over by Group Captain G. Dunlop, former director of air training at AFHQ. G/C Dunlop succeeds Group Captain G. H. Elms who has been selected to attend the National Defence College.

- Group Captain D. J. Williams, DSO, DFC, CD, has succeeded Group Captain J. D. Somerville, DSO, DFC, CD, as commanding officer of the RCAF's No. 1 Fighter Wing, Marville, France. G/C Somerville becomes commanding officer of RCAF Station MacDonald replacing Group Captain J. J. Jordan, AFC, CD, who is to attend National Defence College.