

The Airborne Services



GRUMMAN A2F-1 INTRUDER is being built for the USN as a carrier-based low-level attack bomber with "remarkable" range capabilities. The Intruder is subsonic, and is powered by two Pratt & Whitney J-52's of 8000 lbs. th. each. The crew of two comprises a pilot and a radar operator.

Defence White Paper

If the RCAF was hoping to get an inkling of any Government plans for re-equipment of the CF-100 squadrons from the white paper on defence, it got a rude shock. NORAD and the nine RCAF squadrons in NORAD were not even mentioned.

The small white paper, only 17 pages, was submitted to the Commons defence committee May 13. It contained this sentence:

"The development costs associated with (new) weapons systems are so great that they are by and large beyond the reach of the Canadian defence budget."

The paper added: "It has been clearly prudent to proceed with caution in the selection of new equipments and the undertaking of heavy commitments for equipment during this period."

"The CF-105 and its armament, had it been continued into production, would have involved additional expenditures in the order of \$1 billion."

The paper said 1960-61 expenditures on the Bomarc-Sage-radar program are estimated at \$21,422,000, of which \$8 million is for Bomarc, \$7,850,000 for Sage and \$5,572,000 for radars.

The United States will provide the Bomarc launchers and missiles and the SAGE and radar equipment at a cost of \$250 million. Canada will prepare the sites at a cost of about \$125 million, including \$15 million for the Bomarc

bases near North Bay and Mont Laurier.

Other points in the paper:

- The CF-104 will enter service in 1961. Estimated expenditures on this program in 1960-61: \$75 million.

- Delivery of the Argus will be completed this year. Total cost: \$226,675,000. Continued development of the Argus bases at Greenwood and Summerside will cost \$7.5 million this year.

- Transfer of ATC to Trenton and introduction of the CC-106 will cost \$3 million. Total cost of the CC-106 program is \$120 million.

- Four C-130B transports to be delivered in 1960-61 at total cost of \$14 million.

- Delivery of CSR-110 search and rescue aircraft to be completed in 1960-61 at cost of \$13,391,000.

- Delivery of CC-109 to be completed in 1960-61 at total cost of \$23,590,000.

- Delivery of 27 Otters to be completed in 1960-61 at total cost of \$3,956,000.

- Final deliveries of the CS2F Tracker are scheduled for October.

- The Honest John rocket for the Army will not be procured in the 1960-61 fiscal year.

One communication line—a microwave expansion of existing facilities—is being prepared by Alberta government telephones and Canadian National Telegraphs between the Alaska and U.S. borders, along the Alaska

highway. Facilities will be rented to the U.S. military authorities.

On the east coast, Canadian Overseas Telecommunication Corp. is putting up \$11 million and the U.S. about \$8.5 million for a 1200-mile coaxial cable from Cape Dyer on the east coast of Baffin Island to Corner Brook, Nfld. The U.S. will cover the cost of a cable from the radar at Thule to Cape Dyer. From Corner Brook, the Thule signal will go to NORAD by regular communication channels to be rented by the U.S. military.

More Fighter Pilots

Sir Dermot Boyle, former RAF Chief of the Air Staff, was a guest speaker at the RCAF Association's annual convention which was this year held in Toronto. Sir Dermot largely discounts the possibility of an all-out nuclear war.

"There is no doubt about the destructiveness of nuclear weapons. Each side can write off the other and for this reason there will not be another major war."

He pointed out that a missile cannot be recalled, patrolled or challenged. It takes the brain of a man to operate most effectively at the decisive point. He also said that manned aircraft are necessary to give mobility in small wars.

"It is men who will continue to make air power efficient," said Sir Dermot.

Wins USAF DFC

An RCAF exchange officer serving with the USAF 55th Weather Reconnaissance Squadron was recently awarded the U.S. Distinguished Flying Cross for "exemplary performance in the face of extreme danger" while saving a crippled weather plane over the Arctic ice pack last summer.

Flight Lieutenant Douglas G. Scott was presented with the award at a special ceremony at McClellan Air Force Base, Sacramento, California.

F/L Scott was the pilot of a WB-50 Superfortress aircraft carrying out a weather reconnaissance flight 900 miles north of Fairbanks, Alaska, when part of one propeller broke away tearing a 26-inch hole in the fuselage, and severing some of the electrical, hydraulic and control cables. Broken hydraulic lines allowed the bomb bay