

THE AIRBORNE SERVICES

Mid-Canada Line

The Department of National Defence has announced that the western section of the \$200,000,000 Mid-Canada Line went into operation on schedule New Year's Day. The western portion of the 3,000 mile line extends from James Bay to the Peace River district of Alberta. The eastern section from James Bay to the Labrador coast will go into operation about the end of February, six to eight weeks behind the Jan. 1 target date.

An RCAF spokesman said transportation difficulties and bad weather have caused the delay in the eastern sector. Much of the equipment was airlifted into the sub-Arctic and helicopters have been used extensively to move personnel and materials into remote sites, especially in the James Bay-Labrador sector.

Completion of the Mid-Canada Line will give North America two of its early warning fences. The Pinetree Line in southern Canada, in operation for three years, controls the operations of the fighter aircraft which would intercept southbound enemy bombers. The third fence, the \$400,000,000 Dew Line, which extends from Greenland through the Canadian Arctic to the Aleutian Islands, is scheduled to go into operation July 1 this year. The Dew Line is being financed by the U.S., the Mid-Canada Line by Canada.

The Mid-Canada Line which follows along the 55th Parallel, comprises nearly 100 stations, most of them manned by only two men. The larger central stations will require 20 to 50 men and when in full operation the entire line will be operated by about 800 Canadian civilians under RCAF control.

German Brass Visits

Three training officers of the new West German Air Force came to Canada this month to visit RCAF training stations and discuss training arrangements preparatory to the arrival of German aircrew trainees later in the year.

The three visiting officers were Colonel Poetter, Director of Training for the German Air Force; Colonel Hoffman, Deputy for Technical Training; and Lieut. Colonel Wehnelt, commanding officer of the German Air

Force station which will fly the first Mark 5 Sabres given to Germany by Canada.

In company with Colonel F. C. Schlichting, the German air attache in Ottawa, they visited Training Command Headquarters at Trenton, followed by visits to Stations London and Centralia, the home of the RCAF's Primary Flying Training School. Then they headed west to 14 Training Group Headquarters at Winnipeg, and visits to flying training establishments at Moose Jaw, Sask., and Portage la Prairie, Man. To complete the tour, they were flown to Chatham, N.B., to look over the Operational Training Unit where the German student-pilots will be converted to Sabre 5 aircraft. Purpose of the visit was to familiarize the German officers with the types of flying training which will be given to the 360 German Air Force personnel to be trained in Canada.

UNEF Airlift

The RCAF's 435 Transport Squadron, flying airlift support for the U.N. Emergency Force between Naples, Italy, and Abu Suweir, Egypt, continues its round-the-clock operations. The importance of these operations can be assessed from the fact that when flights were cut off for two days last month due to weather conditions over the Mediterranean, food rations for the 3,000 man U.N. force dropped to less than one day's supply.

The C-119 Packet flights of the RCAF, which bring in both cargo and troops, operate from the U.N. staging area at Capodochino Air Field, Naples, through to the advanced base at Abu Suweir along a narrow Egyptian air corridor. USN and USAF Douglas C-124 Globemasters and Lockheed Super Constellations carry supplies and personnel to Naples for pick-up by the RCAF.

The end of the line, which is Abu Suweir, lies in the edge of the desert



VIEW OF VESUVIUS: A C-119 of the RCAF's 435 Sqn. flies past the summit of Mount Vesuvius en route to Egypt with load of troops for the U.N. Emergency Force. From Capodochino Airport, near Naples, Italy, 435 flies air transport service for the UNEF to Abu Suweir air base, Egypt. Shown below, the Packets refuel prior to the return flight to Naples. Only four of the original 12 aircraft are remaining in Italy, the other eight are being returned to Canada.

