

# THE AIRBORNE SERVICES

## CAS on Manned Aircraft

Air Marshal Hugh Campbell, Chief of the Air Staff, was a speaker at the eighth annual national convention of the RCAF Association held recently in Edmonton. In connection with inter-continental ballistic missiles, A/M Campbell said:

"I believe that manned aircraft, armed with nuclear bombs and nuclear guided bombs, will remain a component of the threat for years to come."

In explanation he added that: "I do not think that surface-to-air missiles and manned interceptors have yet reached the point where they should be considered competitive. They will become complementary. Each has its unique properties. The surface-to-air missile has quick reaction and a high rate of fire. The manned interceptor has long range and flexibility through the discrimination and judgment exercised by the crew."

A/M Campbell further stated that no small nation can maintain all the elements of an effective deterrent against aggression on its own, and that this was the reason for NATO and similar pacts.

## Getting the Army Airborne

Before the Commons estimates committee on June 23, Defence Minister

George Pearkes said "considerable progress" is being made toward an airborne Army.

The CC-106 and the Cosmopolitan were designed for movement of troops, he said. The de Havilland Caribou was making "good progress," he said, and would fly "in the near future." No decision had yet been reached on whether the Caribou would be manned and operated by RCAF or Army personnel.

## USAF Over Canada

Russian Premier Nikita Khrushchev didn't get very far in his attempt to frighten Canadians concerning flights of nuclear-armed SAC bombers over Canada.

He wrote to Prime Minister Diefenbaker on May 30 and made much of the SAC flights over Canada, saying that they pose a "grave danger" for Canada.

Mr. Diefenbaker made a statement about it in the Commons—a repetition, really, of one made last November by Defence Minister Pearkes—parliament shrugged its shoulders and that was that. If one is to judge from the attitude of MP's, Canadians fully recognize the need for SAC to be prepared, even when this alertness involves flights over Canada.

The Prime Minister said June 3 that there is no blanket authority for nuclear-armed SAC flights. The U.S. bombers carry nuclear weapons over Canada only with prior permission from Canada; each flight is dealt with separately by specific application by the USAF; the weapons are inactivated in order to avoid the possibility of accidents.

Khrushchev referred to NORAD in his letter and tried to leave the impression that the RCAF and USAF are now one—that SAC can therefore transport nuclear weapons across Canada at any time or place it feels like. NORAD, of course, involves only defence forces and has no connection with SAC.

•Incidentally, some RCAF officers are burned up at the Government for its poor public relations job on NORAD. They say NORAD is simplicity itself but that Government spokesmen, by not first becoming fully acquainted with the subject before discussing it publicly, have confused the issue to the point of absurdity. There is no doubt there has been a series of conflicting government statements on NORAD.

Actually, NORAD was set up simply to work out a defensive plan for North America against air attack. That's all there is to it. The plan has been drawn up and approved by the Canadian and U.S. governments though it will of course require changes and refinements as new weapons and other equipment come into service. No issue of Canadian sovereignty is involved. Air Vice Marshal Larry Wray still commands the CF-100 squadrons as AOC of the RCAF's Air Defence Command.

## Transports for Auxiliaries

As of October 1, the six remaining RCAF Reserve fighter squadrons in Canada will trade in their Sabre 5 aircraft for new equipment which will fit them for their military and civil defence dual role. The six squadrons, two each in Vancouver, Toronto and Montreal, will be re-equipped with twin-engine Expeditor aircraft. Initially, each squadron will receive six of the light transport aircraft to begin conversion training to the new role.

At the same time, the Reserve squadrons across Canada will undergo a re-organization of both personnel and responsibility. The Regular Force component of each squadron, the Auxiliary Support Unit, will be reduced to four officers and about 20 ground crew.



NORAD VISITORS: Seen during their recent visit to Avro Aircraft Ltd., are Gen. Earle Partridge, USAF, commander in chief, NORAD, and A/M C. R. Slemmon, RCAF, deputy commander NORAD. The two were welcomed by Avro President & General Manager John L. Plant. The visitors toured the Arrow production facilities and the nearby Orenda plant.