

Bonaventure Delayed

The HMCS Bonaventure will not be commissioned until early in 1957 due to recent labor difficulties, the RCN has announced. Originally scheduled to be commissioned this fall, the RCN's new light fleet carrier is only now being readied for preliminary trials at the shipyard of Harland & Wolff Ltd., Belfast, Northern Ireland.

The Navy says that the postponement of the commissioning date of the ship has been accepted in order to ensure that the highest possible standards of workmanship are maintained throughout the final fitting out and pre-commissioning trials period.

CF-100's to Europe

The first of four CF-100 all-weather interceptor squadrons scheduled for NATO duty in Europe, 445 Squadron, Uplands, will be posted overseas in November. Its destination is the Air Division's 1 Fighter Wing, at Marville, France, where it will replace one of the three Sabre squadrons now based there. As the Sabre squadrons are replaced by CF-100 units, they will be disbanded and later reformed as CF-100 squadrons in Canada.

The flight of the Uplands squadron, and the three that will follow during 1957, will be known as "Operation Nimble Bat". One squadron is scheduled to be based at each of the four operational bases within the Air Division. As each arrives it will replace a Sabre squadron.

About half of the groundcrew of each CF-100 squadron will make the overseas move with their unit, flying in North Star transports. The remainder of the required groundcrew will be drawn from the Air Division personnel.

As each CF-100 squadron leaves its Canadian base it will be replaced by another CF-100 squadron, bearing the designation of the Sabre squadron disbanded in Europe. This will allow the shift to be made without any decrease in number of the nine CF-100 squadrons now on air defence duty in Canada. Plans to form an additional three CF-100 squadrons for Canada, bringing the total of home-based squadrons to twelve, were announced earlier this year.

For a period of several months before each of the CF-100 squadrons is sched-

uled to leave Canada, the new squadron will commence forming. The personnel, aircraft and equipment of this new squadron will be built up and carry out normal squadron training. This squadron will then come into official being with full complement, and with a considerable period of squadron training behind it, on the departure of its companion unit for overseas.

German Pilots

The possibility of training German pilots in Canada is under consideration by the Government, according to a recent statement by Defence Minister Ralph Campney.

The USAF is already training German aircrew, and it is understood NATO wants Canada to train German pilots under its NATO aircrew training program in Canada.

Jet Trainers

The RCAF has been taking second looks at the Percival Jet Provost and the Fouga CM-170R Magister jet trainers, both of which were recent

visitors to Canada.

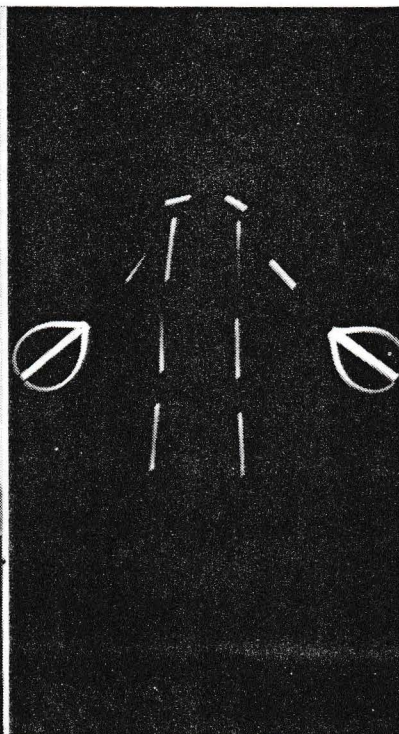
The Air Force has also taken its first look at the Temco TT-1 primary jet trainer, developed by Temco Aircraft Corp. An RCAF evaluation team recently spent five days at the Dallas, Texas, firm's plant. During that time the Canadian pilots made 13 flight in the TT-1. Additional details about this airplane appeared in the September issue of *Aircraft* in an article entitled "Introduction to Jet Flight".

Cross Canada Record

Two Sabre 6's from the RCAF's No. 1 Overseas Ferry Unit, St. Hubert, P.Q., set a new speed record for trans-Canada flight on August 30, by flying from Sea Island at Vancouver to HMCS Shearwater, near Halifax, in 5 hrs. 30 sec. elapsed time. A second section of two Sabres made the flight in slightly longer time.

The flight was organized to test the efficiency of rapid deployment of jet fighters. In case of emergency, re-deployment of fighters might be necessary and the RCAF wished to test in a small way the problems involved in moving such forces.

The first section flying twenty minutes ahead took five hours and



LIGHTLY DOES IT: Lt.-Cdr. Stuart Soward of the RCN models the illuminated suit he devised for use by "batmen" guiding carrier aircraft making night landings on HMCS Magnificent. Picture at right shows what naval pilot sees when approaching carrier at night. Suit makes use of lucite rods fastened to coveralls. Rods are lit by small bulbs. Lucite rods were also used to fashion paddle-shaped bats, these being lit by flashlights which comprise their handles. Lt.-Cdr. Soward was awarded \$200 in recognition of his inventiveness.



TRANS-CANADA RECORD: Four members of the RCAF's I Overseas Ferry Unit flew Vancouver-Halifax recently in just over 5 hrs., a new record. They appear at left, L to R: Flying Officer R. J. (Chick) Childerhose; Flying Officer "Bernie" McComiskey; Flight Lieutenant Ralph Annis; and Flying Officer Bruce Merklinger. The photo at top shows the two leading Sabres just after take-off from Sea Island Airport, Vancouver. This section completed journey in 5 hrs. 30 sec., the second section made it in 5 hrs. 12 mins. First section made one refueling stop, second section, two. Previous record for the distance was 6 hrs. 133 mins., made in an RCN T-33.

thirty seconds and the second section, refueling twice, took five hours and twelve minutes elapsed time. A forecast jet stream proved to be not "entirely favorable", averaging only fifty knots.

The flight distance was 2,740 statute miles using only one refueling stop at Gimli. Using two stops, at Gimli and St. Hubert, P.Q., the distance was 2,767 statute miles.

First section pilots were Flight Lieutenant Ralph Annis, leader of the group, and Flying Officer J. Childerhose. The second section pilots were Flying Officer B. J. McComiskey, Granby, P.Q., and Flying Officer Bruce Merklinger of Oakville, Ont.

The flight beat the existing record of 6 hrs. 13 mins. established by an RCN T-33 in January of this year.

RCN on Mid-Canada

Six Sikorsky HO4S-3 helicopters of the RCN anti-submarine helicopter squadron, HS-50, will assist the RCAF this fall in maintaining an airlift of personnel and equipment to the Mid-Canada Line in the Labrador area.

Due to the urgency in completing the line by January 1, the naval aircraft

have been withdrawn from fall and winter sea exercises in the Bermuda area. The helicopters were removed from the aircraft carrier Magnificent to Shearwater for conversion servicing where their sonar equipment was exchanged for cargo handling apparatus.

Approximately 50 officers and men are serving with the naval helicopters which are operating out of Knob Lake. They were airlifted, along with the spares and equipment, from Shearwater to Knob Lake by the RCAF during September, and the helicopters were ferried in shortly after.

Centralia Primary FTS

Beginning this month the flying training role of RCAF Station, Centralia, Ont., will be completely revamped. A new RCAF training unit, to be known as a Primary Flying Training School, equipped with Chipmunk light trainers, will begin operations during October.

The new school will centralize Chipmunk primary pilot training in the regular RCAF, replacing the Harvard-equipped Flying Training School that has been based at Centralia.

All RCAF student pilots and NATO

students undergoing pilot training in Canada will attend the new Centralia school before proceeding to one of the three Flying Training Schools at Moose Jaw, Sask., Penhold, Alta. and Claresholm, Alta., where they will advance to Harvard trainers.

In addition to serving as PFTS Centralia is the site of the RCAF's Pre-Flight School, which will remain there. This school is attended by aircrew trainees and provides academic instruction and service indoctrination prior to actual flying training.

RCAF Comets

The RCAF's Comet 1A's now in the U.K. for modifications, are expected back in service by mid-summer of 1957, according to Defence Minister Ralph Campney. The cost of the modifications, which are being carried out by The de Havilland Aircraft Co. Ltd., is estimated at \$400,000 each. The first of the jet airliners left Toronto for the U.K. on May 25, and the second late in July.

Reserve Sabres Delayed

Plans to equip the RCAF reserve squadrons with Sabre aircraft during September and October have been washed-out pending the return of Sabre aircraft now in service in Europe. Several of the reserve units had been notified to expect both Sabre and T-33 aircraft by October. However, although the T-33's have been delivered in many cases, the Sabres are not expected until "close to the end of the year" according to Group Captain Ernest Alexander, officer commanding No. 19 Wing (Reserve), Vancouver.

NATO Posting

Air Commodore Victor S. J. Millard, former Chief of Materiel AFHQ, has been assigned to Headquarters Allied Air Forces Central Europe (AIRCENT) as Assistant Chief of Staff, Logistics.

AIRCENT is the largest of NATO's three air commands and has an operational strength of upwards of 2,000 jet aircraft. About two-thirds of the billion dollar airfield construction program now underway in Europe has been allocated to the Central Europe area as the responsibility of AIRCENT logistics.

Postings and Careers

•Air Commodore Thomas Charles Dickens, CB, CBE, of the RAF, and former Assistant Chief of Staff at SHAPE has been appointed head of