

# THE AIRBORNE SERVICES

## Flying Pay Boost

The Department of National Defence is "approaching the point of action" in regard to flying-pay increases for aircrew of the RCAF, according to Defence Minister Ralph Campney. Mr. Campney pointed out recently that a study of comparable figures in the USAF and RAF had been underway for some time and that his department has practically completed a submission for the treasury board. The RCAF extra flying-pay has remained at \$30 a month since the end of World War II.

## 75 Sabres to Bonn

Canada has presented West Germany with 75 Sabre jet fighters worth \$35,700,000 including spare parts, as part of Canada's contribution to Mutual

Aid and to permit an early build-up of the West German forces. The arrangements for the transfer of the aircraft, "over a period of time" were made through the NATO standing group which is exactly the same procedure that has been used in the past for the release of other Mutual Aid contributions. In 1952-53, some 370 F-86's were transferred as Mutual Aid to the U.K. jointly by Canada and the U.S. Another 214 aircraft were allotted to Greece and Turkey in 1954, each getting half this total. The announcement brought considerable comment from the floor of the House due to the tie-up in dealings with Israel.

## Reserve Sabres

RCAF auxiliary fighter squadrons at Montreal, Vancouver and Toronto are

to be re-equipped with Sabre 5's early this fall, beginning in September. Squadron pilots have already started taking a conversion course at No. 1 Fighter OTU, Chatham, N.B., and it is expected that it will take till November to put all the RCAF's auxiliary fighter pilots through this course.

Ground crews will train at No. 2 Technical Training School, Camp Borden, Ont.

Group Captain E. A. Alexander, officer commanding No. 19 Wing (Auxiliary), Vancouver, said each of the units in Vancouver will be re-equipped with eight Mark 5 Sabre aircraft, four T-33 jet trainers and two Harvard trainers.

## CF-100 Crashes

The RCAF accident rate for the CF-100 is now about one-third better than last year, according to figures released by Defence Minister Ralph Campney. During 1954-55 there were 14,982 hours flown and 14 crashes, nine of which were total write-offs. In 1955-56 there had been a total of 43,142 hours flown in CF-100 aircraft by the end of June with 20 accidents.

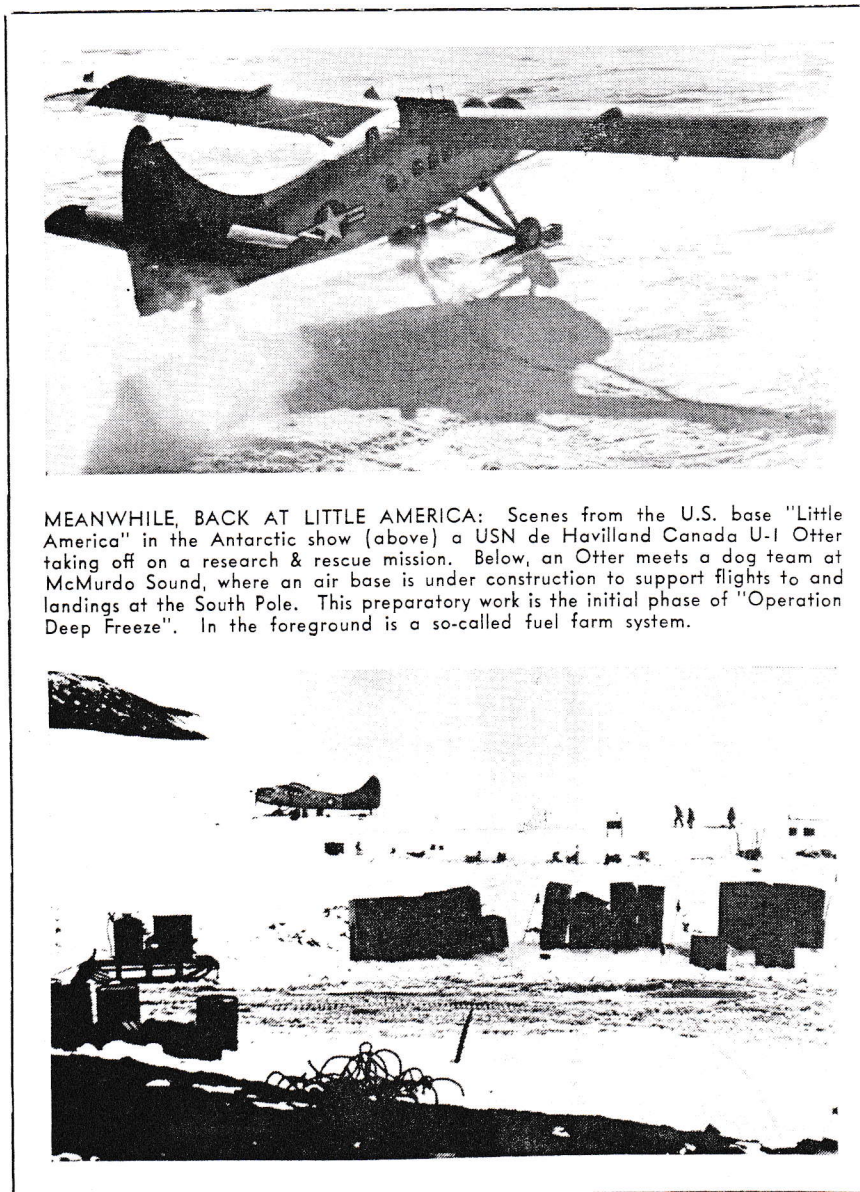
Write-offs totalled nine in 1954-55 as compared to 13 in 1955-56. At the same time, Mr. Campney pointed out that the accident rate for T-33 jet aircraft has fallen about 25 per cent in the last year.

## CL-28 Provisioning

Supply and technical specialists of the RCAF's Air Materiel Command and Maritime Air Command met with representatives of Canadair's Spare Parts Sales for a major week-long conference in June. The meeting was called to select a range of spare parts for the CL-28 aircraft now on order. Previous meetings, from one to two days in duration, have been held over the past eight months.

## Courier Success

A Fleet Courier was successfully used by the 1st Canadian Infantry Div. to lay communication lines from the air in a recent experiment at Camp Gagetown, N.B. The experiment was carried out over rugged and heavily wooded country where, in slightly over three minutes, four miles of line was dropped accurately between two locations. Officers from the Royal Canadian Corps of Signals said that it



MEANWHILE, BACK AT LITTLE AMERICA: Scenes from the U.S. base "Little America" in the Antarctic show (above) a USN de Havilland Canada U-1 Otter taking off on a research & rescue mission. Below, an Otter meets a dog team at McMurdo Sound, where an air base is under construction to support flights to and landings at the South Pole. This preparatory work is the initial phase of "Operation Deep Freeze". In the foreground is a so-called fuel farm system.