

THE AIRBORNE SERVICES

CF-100 Re-Equipment

There was good news last month for Avro Aircraft Ltd. when the Defence Department let it be known that a substantial contract (estimated at \$150,000,000) was to be awarded for the manufacture of Mark 5 CF-100 interceptors. The Mark 5, with a wingspan six feet longer than the Mark 4, is said to have a 600 mph top speed and a ceiling of 55,000 feet.

The program, to be spread over two or three years, will enable the RCAF to re-equip its nine regular home defence squadrons and, it is assumed, to send the most modern CF-100s to Europe to re-equip four squadrons of the NATO air division.

Transcontinental T-33

An RCAF T-33 Silver Star jet trainer last month flew the 2,710 miles from Vancouver to Halifax in five hours, 52 minutes. The flight was punctuated by a 25-minute refuelling stop at Fort William. Most of the flying was at 40,000 feet; the ground was in sight for only about 200 miles over the prairies.

Crew members, both instructors at RCAF Training Command headquarters at Trenton, were Squadron Leader Lou Hill of Kitchener and Flight Lieutenant Alex Bowman of Trenton and Glasgow, Scotland.

Said Hill afterward: "The flight could have been made an hour faster with favorable tailwinds."

Cold-Weather Nike

Cold-weather tests of the U.S. Army's Nike anti-aircraft missile have been resumed at Churchill, Man., by the Royal Canadian Artillery Guided Missiles Trials Troop. In charge of Operation Frost Jet, which is to continue through March, is Colonel Donald G. Ketcheson of Ottawa. The RCA troop is commanded by Major H. H. Winter of Cobourg, Ont.

The test schedule includes taking into and out of action the heavy equipment involved; preparation of launching tests and machinery, and tests to determine the time and degree of accuracy with which critical procedures and adjustments can be carried out on radar equipment.

Resumption of the tests has provoked

speculation by some Ottawa newsmen that the Canadian Army will adopt the Nike for its Anti-Aircraft Command. The Army has not commented on the speculation.

More on "The Glove"

An informed appraisal by the Montreal Star of the status of Canada's Velvet Glove air-to-air guided missile says: "Whether the missile is ever used as Canadian jet fighter equipment is of secondary importance; it provided experience in a dozen related scientific fields—experience essential to Canadian scientists if this country is going to stay in the missile business."

It says the missile is "good" because, after five years of research and development, its performance fits original specifications; it is "not good" because the original specifications are no longer adequate.

Jet Aids Tested

Tests are under way at the RCAF's Institute of Aviation Medicine in Toronto on a new type of automatic ejection seat and new types of high-altitude and anti-gravity suits for aircrew.

Sabre and T-33 pilots must now eject manually, then manually free themselves from their seat and open their parachute. The new ejector is designed

to do all this automatically. Initial tests will be made in a T-33 aircraft at Uplands and at Cold Lake, Alta.

The high-altitude suit comprises a high-pressure vest and pressure helmet. Altitude limits of the suit have not been revealed.

The anti-gravity suit is a development of the Canadian-designed original. It is said to be particularly useful for summer and warm-weather flying.

Beginning in March, the IAM will tabulate body measurements of about 2,000 RCAF aircrew. By determining average measurements, the Air Force will be able to assist aircraft designers in planning cockpit layouts.

Move to Saskatoon

The RCAF is shifting its advanced instrument flying training program from Centralia to Saskatoon, where it will become a responsibility of 1 Advanced Flying School. Another new Saskatoon responsibility will be the qualifying of instrument check pilots on T-33 aircraft.

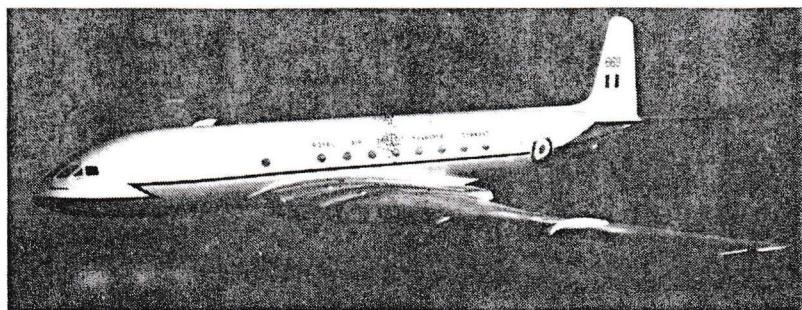
RCAF Station Saskatoon provides advanced flying training now for pilots destined for transport, maritime and other multi-engine operations.

F-100s to Europe

Canada's 1 Air Division in Europe will soon have to relinquish its claim to possessing the highest-performance fighter aircraft in NATO. The U.S. Air Force this month began re-equip-



LOOKING FOR ANGLES: Shown L to R are Lt.-Cdr. S. C. Wood, Lt.-Cdr. G. H. F. Poole-Warren (seated), Lt.-Cdr. W. J. Walton, and Lt. D. R. MacInnis, who are among RCN personnel standing by Canada's new aircraft carrier, the "Bonaventure", at Belfast, Northern Ireland. The four are discussing an aircraft ranging problem with a model of the carrier's angled flight deck. The ship is due to commission late this year. It will be equipped with McDonnell F2H-3 Banshee jet fighters.



IN THE SERVICE: Shown in its new military color scheme is the first of the Comet 2's which are soon to go into service with RAF Transport Command. The Comets will be attached to 216 Squadron and it is expected that this unit will be completely equipped with the de Havilland jet transports by mid-1957. The Comet 2 is powered by four Rolls-Royce Avon 117 turbojets rated at 7,300 lb. th.

ping its Europe-based Sabre squadrons with the F-100 Super Sabre.

First unit to receive the improved aircraft was designated as the 45th Tactical Squadron, based in French Morocco.

Para-Borne Radio

A 1,200-pound radio station that can be dropped by parachute is being tested under Arctic conditions in the area of Churchill, Man., by a 31-member Canadian Army signals detachment commanded by Major Frank Riddell of Ottawa.

The station is described as a self-contained sending and receiving unit which has a framework of aluminum tubing and canvas covering for its operators. Included in the droppable package are tables and chairs for the operators.

Navigator Praised

An RCAF officer's idea for a new type of navigation protractor and plotter for anti-submarine warfare has won

him a letter of commendation from Air Marshal C. R. Slemon, Chief of the Air Staff. The officer is Flight Lieutenant Edward A. DeLong, 27, of Toronto and St. Thomas, who is stationed at Maritime Air Command headquarters, Halifax.

The device is secret, but the RCAF says it will save considerable time in anti-submarine navigation and will improve the accuracy of sub-sounding sonobuoy recording.

Helicopter Hours

During its first full year of operations, the RCAF's first helicopter unit, 108 Communications Flight, logged some 6,000 flying hours. The unit, which has been performing yeoman transport service on the Mid-Canada radar line, was recently transferred from Bagotville, Que., to Rockcliffe.

Its Sikorsky S-55s and Piasecki H-21s have been hauling generators, radio masts and equipment and construction supplies from lakehead landing strips

to faraway radar sites among the Arctic hills. Barrels of diesel oil have been carried in slings three at a time; each sling load weighs 1,325 lbs.

Postings & Careers

The appointment of Lieutenant Commander John H. Beeman, 32, of Fort William, Ont., and Montreal, as Helicopter Liaison Officer on the staff of the Naval Member, Canadian Joint Staff, Washington, is announced by Naval Headquarters. Lieut. Cmdr. Beeman formerly was commanding officer of Helicopter Squadron 21 at HMCS Shearwater, Dartmouth, N.S.

New commanding officer of Helicopter Squadron 21 is Lieutenant Commander Rodney V. Bays, 31, of Portage la Prairie, Man. He was formerly the unit's senior pilot.

New senior pilot is Lieutenant Commander Edward A. Fallen, 35, of Fort William, Ont., and Montreal. Previously, he was officer in charge of the helicopter detachment aboard HMCS Labrador, the RCN's Arctic patrol vessel.

•Commander A. B. Creery, 32, of Victoria and Halifax, is appointed commander (air) aboard HMCS Magnificent. Cmdr. Creery has been staff officer to Commodore E. P. Tisdall, senior Canadian officer afloat (Atlantic) in the Magnificent.

•Commander Victor J. Wilgress, 35, of Ottawa, ex-commander (air) aboard Magnificent, will attend a Royal Naval Staff College course.

Little Norway Sold

Little Norway, a 315-acre tract in the Gravenhurst area of Ontario, has been sold as a site for a year-round resort hotel. During the war, hundreds of Norwegian airmen received elementary flying training in Cornells at the base.

Airborne Display

Canadian-developed techniques for dropping heavy equipment by parachute were demonstrated recently to the U.S. Army at Fort Bragg, N.C. The demonstration team was from the Canadian Joint Air Training Centre at Rivers, Man.

Included were a loaded Jeep; personnel with equipment, and monorail drops of equipment on toboggans, all embodying improved methods of safe deployment from C-119 Flying Boxcar aircraft. It is considered likely that the techniques eventually will be sub-



ROTARY WING ROTATION: At left is Lieutenant-Commander John H. Beeman, who has been appointed Helicopter Liaison Officer on the staff of the Naval Member of the Canadian Joint Staff in Washington. Lt.-Cmdr. Beeman is succeeded as CO of the RCN's Helicopter Squadron 21 by Lt. Cmdr. Rodney V. Bays (centre), who in turn is succeeded as Senior Pilot of HS-21 by Lt. Cmdr. Edward A. Fallen (R), formerly Senior Pilot of HMCS Labrador's helicopter detachment.