

## PLANE PATTER

by Ernie Hampill



There's evidently a bit of confusion as to the equipment position of RCAF Air Defence Command squadrons in the wake of recent controversy on the Boeing Bomarc program.

United States decisions to cut back on the number of Bomarc installations, coupled with some unfortunate experience in testing out the "B" version of the ground-to-air, area defense, anti air-breathing vehicle guided missile (to give the weapon its full classification), has focussed attention on what might be described as our shrinking ability to make serious contribution to the defense of North America in the event of attack by a modern bomber force.

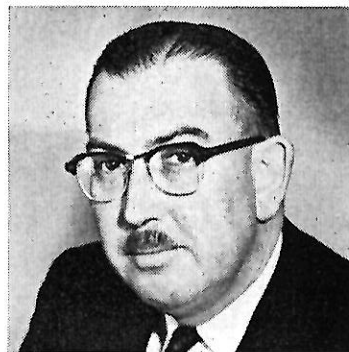
There seems to be a widely held belief that the government looked upon the Boeing Bomarc as a replacement for manned interceptors in our defense network. That cancellation of the Bomarc program in its entirety should be the signal to scramble into a program for replacement of present Avro CF-100s with a modern interceptor. Such is not the case.

We have no desire to raise here the spectre of the Avro CF-105 Arrow. It should be pointed out, however, that the Canadian order for Bomarc was placed in the late summer of 1958, a full six months before the Arrow program was cancelled. It was stressed at that time that the Bomarc was not proposed as a "replacement" for manned interceptors. Arguments as to the overall effectiveness of the system aside, it was conceived and has been developed by its manufacturer as a weapon which will supplement the mission of manned interceptors once the air battle over North America has been joined.

The fact is that success or failure of the Bomarc program is not and never has been the key to a Canadian decision as to replacement of the CF-100. The requirement for a replacement aircraft for the CF-100, either as equipment operated by RCAF squadrons or through the provision of air cover from the U. S. or Canadian bases by USAF Air Defence Command squadrons, has existed from the day the Arrow program was cancelled.

It is important that this situation be clearly spelled out once again by defense department spokesmen. Defense Minister George Pearkes, VC, was quite definite on the relationship between the Bomarc and manned interceptor (the team of weapons concept) at the time the order for the Boeing weapon was announced. Now would be a convenient time to re-affirm this appraisal of the situation (there have most certainly been no developments to alter the position) and to perhaps indicate what steps the government is taking to ensure continued effectiveness of our essential manned interceptor shield.

## people



Appointment of **Henry J. Weekes** as marketing manager of Parmenter and Bulloch Mfg. Co. Ltd., Gananoque, Ont., is announced. He obtained his B.Sc. degree from Harvard University in 1936, and has wide experience in sales, engineering and administrative positions.



Appointment of **M. C. Potts** (above) as executive vice-president of Dowty Equipment of Canada Ltd., Ajax, Ont., is announced. He served with the Royal Air Force during the War, and afterwards graduated in engineering at Nottingham University. As a director of Dowty Mining Ltd., he has travelled extensively in Canada and the U.S. in recent years.



**Laurentian Air Services**, Ottawa, Ont., named **John Bogie** (above) as executive vice-president and director. He flew with the company as a pilot from 1951 to 1955, and recently returned from a stint of corporation flying with the M. J. Boylen mining firm.

New general sales manager for Chicago Rawhide Mfg. Co. of Canada Ltd., Brantford, Ont., is **E. F. (Ed) Whalen**.

(Continued on page 72)