

THE AIRBORNE SERVICES

Foreign Fighters ?

A substantially increased interceptor establishment is required in Canada's northland, Canadian and U.S. authorities have agreed, if muscle is to be added to the developing radar skeleton. But who is to supply and maintain those additional squadrons? That is the delicate question.

Increasingly strong representations are being made to Ottawa by the U.S. State and Defence Departments for permission to station strong U.S. Air Force units in this country—wings of F-89 Scorpions and F-94 Starfires, at such bases as North Bay, Bagotville, Cold Lake, Goose Bay (where one U.S. fighter unit is stationed presently for "training"), and

After his departure there was widespread speculation about an alternative scheme—for the creation of a powerful NATO air command based in northern Canada. This scheme, according to its advocates, might in some way temper criticism that Canada's sovereignty was being infringed. No one could object, it was said, if the much-needed reinforcements were Turks, Frenchmen, Britons, Germans, Portuguese, Danes, Belgians, Dutchmen and Norwegians, as well as Americans.

Most of the NATO squadrons (excepting those of the U.S.) would, presumably, be Canadian-trained and Canadian-equipped and would operate on a rotation basis.



RCN'S NEW GUPPY: Latest version of the versatile Avenger to go into service with the Naval Aviation branch of the RCN is the Avenger 3W2 "Guppy", a flying radar station which the Navy says carries detection gear more powerful than most current shore installations. Though the Guppy does not represent a new concept in airborne early warning, its more powerful radar has enabled new techniques to be devised and has added considerably to the importance of the aircraft's tactical and strategic functions. Fairey of Canada is responsible for the modification program.

at new bases which would be carved out of the barren lands with U.S. money.

The chief U.S. complaint (though it has never been officially voiced in public) is that the RCAF's air defence plans are too modest, and too tardy of execution. Such fantastically costly radar belts as the DEW line (\$300,000,000 to \$700,000,000), the mid-Canada line and the southerly Pinetree line, it is argued, may not be of much value if the interceptors are lacking.

U.S. State Secretary Dulles, on a recent Ottawa visit, is said to have presented the case most emphatically.

That, at last reports, was where the situation lay: in the realm of speculation.

Two CF-100 Units

The RCAF has officially acknowledged the existence of two CF-100 squadrons—419 "Moose" Squadron, based at North Bay, and 428 "Ghost" Squadron, based at Uplands, outside Ottawa. Both were formed in the summer of 1954.

The unit designations perpetuate two famous heavy bomber squadrons which operated with the RCAF's wartime 6 Bomber Group from Middleton St. George, in Yorkshire.

Officer commanding 419 Squadron

is Wing Commander E. G. Ireland, DFC, 33, of Trenton, who joined the RCAF in May, 1941, became an instructor, and was posted overseas at the end of 1943. He flew a tour of operations with a fighter squadron in the 2nd Tactical Air Force and returned to Canada in 1945.

W/C Ireland served on instructional duties at Camp Borden and Centralia and, more recently, was officer commanding the fighter operational training unit at Chatham, N.B. He was appointed to command 419 Squadron last January.

Commanding 428 Squadron is Squadron Leader Edward W. Smith, DSO, 35, of Metis Beach, Que., who joined the RCAF in 1940 and spent more than four years overseas with RCAF and RAF heavy bomber squadrons. During his second tour of operations he was awarded the Distinguished Service Order and the French Croix de Guerre.

S/L Smith returned to Canada in 1945 to join the Central Experimental and Proving Establishment at Rockcliffe, where he flew the RCAF's first "Ice Wagon," a Privateer (the single-tail version of the Liberator). His log books record more than 6,500 flying hours on some 60 types. After serving at Air Force Headquarters from 1950 to 1951 he was appointed officer commanding the regular force support unit for 442 Auxiliary Fighter Squadron at Vancouver.

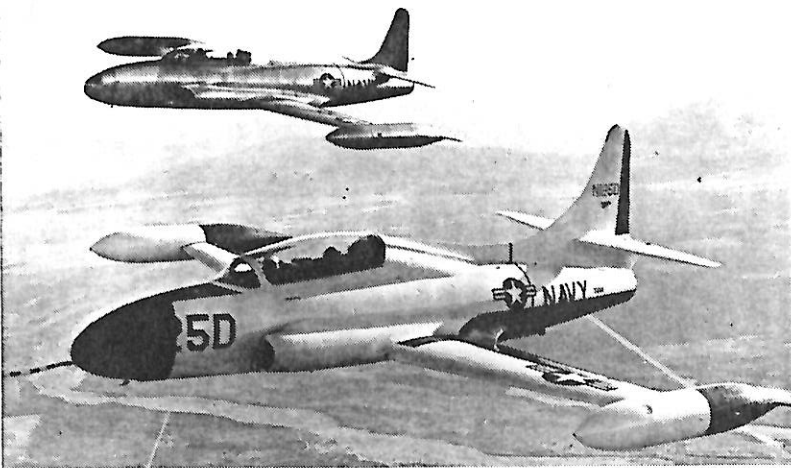
Cloaks & Daggers

The unauthorized issuance of classified information by "usually reliable sources" constitutes an inexcusable threat to Canadian security, according to an article in the RCAF official publication, "The Roundel."

Squadron Leader B. Dale (his first name is restricted) of the Directorate of Air Force Security warns that such disclosures are far more dangerous than the activities of paid spies.

"From the point of view of a potential enemy," he writes, "it matters little whether vital information has been obtained from a paid agent or a 'usually reliable source.' In point of fact, the latter source is usually preferred because it usually is reliable and, of course, costs nothing."

The officer (whose occupation must surely be one of the most frustrating in the Service) has words of advice



SEAGOING JET TRAINER: The new Lockheed T2V-1 jet trainer (foreground) is a development of the T-33 (background) and will be the first two-place jet trainer to be used by the USN for carrier pilot training. The new airplane incorporates boundary layer control, making possible a speed range of from 97 mph to over 600 mph. Another interesting feature is the elevated rear seat, which is six inches higher than the front seat. Production models will be powered by the 6,100 lb. th. Allison J-33-A-22, but the 7,250 lb. th. P & W J-48 may alternatively be installed.

for news media:

"There is no evidence to support the assertion that the majority of the general public is interested in the details of the performance, capabilities and characteristics of various types of complicated weapons or equipment.

"We do, however, very definitely know that such technical and semi-technical data are of the greatest interest to those who are working against the public interests."

(President Eisenhower has complained recently that many U.S. technical secrets are made available to the enemy in trade publications. The U.S. State Department proposes to ban the export of such publications.)

Gnat-urally!

The Royal Canadian Navy is giving serious study to design details of a carrier-based version of the Folland Gnat lightweight jet fighter for possible duty aboard HMCS Bonaventure. No immediate decision is expected, however, since the Bonaventure is still many months from completion.

After Commander H. James Hunter, the RCN's Deputy Director of Naval Aviation, test-flew a prototype Midge some months ago there was widespread speculation in British journals that a Canadian order would follow for the higher-powered Gnat.

Says the RCN, in effect, "it ain't necessarily so." All new aircraft with

naval aviation application are studied.

Production models of the Gnat (powered by Bristol's 3,850-lbs.-thrust Orpheus turbojet) are expected to be ready for public demonstration at the next Farnborough air show.

Fourth Anniversary

Canada's powerful air contribution to NATO took part last month in ceremonies at Trier, Germany, marking the fourth anniversary of Allied Air Forces Central Europe.

In three spearhead formations, 108 Sabre V's of the First Canadian Air Division roared overhead in salute as 180 officers and men of the RCAF marched in review on the ground. In the flypast, in addition to Canada's Sabre V's, were U.S. F-84 Thunderstreaks and Sabres and French F-80 Shooting Stars and Ouragans.

Taking the salute were Air Chief Marshal Sir Basil Embry, C-in-C AAFCE; General Robert M. Lee, commanding general of the 4th Allied Tactical Air Force; General Houhaud, commander of the First French Air Division, and AVM Hugh Campbell, AOC, 1 Air Division.

Ordeal for Science

Nine RCAF aircrew officers, each slimmer by an average of 11 pounds, came out of the Alberta bush several weeks ago after having lived 10 days with bare emergency rations and equipment. Temperatures during their ordeal dropped as low as 33 below.

The purpose of the exercise was to test certain types of survival gear under winter bush conditions, and to see how representative aircrew would fare with only what they would have following a bail-out or crash-landing.

Reported the Air Force: "Some of the group suffered needless discomfort during the initial stages, but by the end of their bush stay were subsisting more comfortably as a result of having learned to get the most from their equipment."

The tests were conducted by the Climatic Detachment of the Central Experimental & Proving Establishment. The site was a small lake about 175 miles northeast of Edmonton. "Survivors" were flown in and carried out by an Otter skiplane. The payload on the return flight, it was observed, was considerably less than it had been 10 days before.

Radar "Islands"

Several so-called Texas Towers, 6,000-ton steel platforms supported by piles driven into the ocean bottom, are to be installed off Canada's east coast as part of a new U.S. radar chain.

The U.S. plans to build a string of these bases extending 1,500 miles along the coast from Norfolk to Newfoundland. A start is being made this month on the first, 150 miles offshore in the Cape Cod area.

Each platform will house three radar installations and accommodate 50 to 70 U.S. Air Force personnel. It will include sick bays, recreational facilities, maintenance shops and a heliport.

The deck will be 87 feet above the water level—well above the highest waves.

Wanted: B-25 Successor

The RCAF is in the market for a new light bomber to succeed the twin-engine North American B-25 Mitchell, current mainstay of the Edmonton-based Tactical Air Command. Defense Department shoppers are surveying possible successors in the U.S., Britain and France but as yet have made no final choice. For some time they looked with favor on Britain's Canberra.

Some 100 Mitchells were purchased by Canada from U.S. surplus stocks after the outbreak of war in Korea. Others were withdrawn from Can-