

The Airborne Services



A SILHOUETTE in the moonlight is presented by this RCAF T-33AN Silver Star as it flies high over the shoreline of Lake Ontario near RCAF Station, Trenton, Ontario, heading west on a night flight. National Defence Photo.

The Partridge View

When the Government cancelled the Arrow it rejected the advice of North American Air Defence Command — the best military advice it could get.

This becomes clear from a reading of testimony by Gen. Earle Partridge, retiring NORAD commander, before the U.S. House of Representatives defence appropriations committee. The chief of NORAD, a joint Canada-U.S. command, said at one point in his statement:

"We have now and we must continue to have an interceptor force capable of intercepting anything which flies in our direction through the air . . .

"At the present time the Soviets can attack us only with bombers. We do not think they have any operational intercontinental missiles . . .

"Our national intelligence estimates are that they will improve the quality of those bombers, and that in a few years they will have a supersonic rather than a subsonic bomber force. This means that we must not only maintain the defences against bomber attack which we have today, but we must also improve those defences so we can counteract a supersonic attacking force."

Gen. Partridge, who will retire from the U.S. Air Force July 31, said: "We are not overdoing the manned bomber defences. We should continue to keep them in being, should continue to po-

lice our air space, and we must improve our system with added surface-to-air missiles, short and medium range, and with long-range fighters."

Ireland & Back Non-Stop

An RCAF Argus maritime patrol aircraft based at Greenwood, N.S., last month flew the Atlantic to the coast of Ireland and returned non-stop without refuelling. The 18 hour 48 minute trip took the 15-man crew from their Maritime base to the coast of Ireland and back to Gander, Nfld., where the captain landed rather than Greenwood due to weather conditions at the latter point.

The Argus flew to Ireland at 9000 feet, returned to Gander at 4000. Average airspeed was 195 miles; distance covered was 4500 statute miles.

Jet Power for RCAF Neptunes

A retrofit program is currently underway which will result in greatly improved combat performance for the RCAF's Lockheed P2V-7 Neptunes. The program involves the installation of two Westinghouse J-34WE36 jet engines on each aircraft. The engines are mounted in pylon-hung jet pods located at about the mid-span position of each wing.

The first two installations were carried out by Fairey Aviation Co. of Canada Ltd., Eastern Passage, N.S., and all the rest are being undertaken by the staffs of the user units, with

the assistance of a detachment of 6 RD personnel.

The J-34's are rated at 3250 lb. th. each and are intended for use primarily during an attack when the additional power boosts the top speed of the Neptune to over 300 mph and makes possible a greater nimbleness in low level maneuvers.

As originally developed by Lockheed for the USN, the P2V-7 was the first of the Neptune series to be fitted with the J-34 jet assist powerplants. However, when ordered by the RCAF in 1954 for Maritime Air Command service, it was decided for unspecified reasons not to have the booster engines fitted. Otherwise, the RCAF's Neptunes are essentially the same as the USN's P2V-7's.

It is assumed that the incorporation of the jet pods, and their healthy appetite for fuel reduced the range duration capability of the Neptune to a greater degree than the RCAF thought it could afford at the time the aircraft were obtained. But with the very long range Argus aircraft now coming into squadron service, the Neptunes are being assigned to inshore duties, and range and duration are no longer such critical factors.

Last MR Lanc Retired

The last Maritime operational Lancaster was retired in May from submarine hunting operations on the west coast.

The MR Lancasters came into service with Maritime Air Command in postwar years. They saw service on both coasts checking shipping, conducting patrol duties in NATO support and participating in combined air-sea exercises. With advances in scientific methods of submarine detection, the Lancaster became the victim of progress and was replaced by the Neptunes which are themselves being replaced by Argus aircraft.

This doesn't mean, however, that the Lancaster has been retired from the RCAF. Several are still being operated by 408 Photo Squadron.

North Star Burns

Two of 26 Canadian soldiers were injured when they jumped from a burning RCAF North Star transport at Athens Airport, Greece. The aircraft was on its way from Egypt to Montreal with a load of returning

UNEF soldiers when it blew a tire on landing at Athens. The big transport swung off the runway and caught fire.

RCAF officers at Air Transport Command headquarters pointed out that it was the first accident in 2½ years of flying United Nations troops and supplies. The aircraft had left El Arish in the Egyptian Gaza Strip and was making a scheduled landing at Athens before continuing on to Italy and Canada.

North Bay Gets SAGE

The electronic brain which will control the operations of Canada's two Bomarc anti-aircraft missile stations will be installed at North Bay, Ont.

Presence of the electronic robot known as SAGE at North Bay together with one Bomarc unit scheduled to be installed there and the two CF-100 squadrons already there would make the city a prime target in event of Russian air attack on North America. The other Bomarc station will be in the vicinity of Mont Laurier, Que.

Why wasn't the SAGE unit located at some isolated and secret site? The answer is: to save money. There are already RCAF quarters at North Bay. This will save the Government a few hundreds of thousands of dollars but will make the Bomarc extremely vulnerable. The Bomarc cannot function without SAGE. If the SAGE unit is knocked out, both Bomarc stations will automatically go out of action.

MacBrien Trophy 1959

No. 433 Porcupine Squadron from RCAF Station, North Bay, won the MacBrien Trophy at the third annual Air Defence Command meet at the Cold Lake, Alberta, air base. The trophy is emblematic of aerial weapons supremacy in ADC. 416 Lynx Sqdn. from St. Hubert, P.Q., placed second, while 414 Black Knight Sqdn. from North Bay was third.

North Bay aircrews took the four top spots in competition for the Vincent Trophy awarded to the highest scoring team of pilot and observer. 433

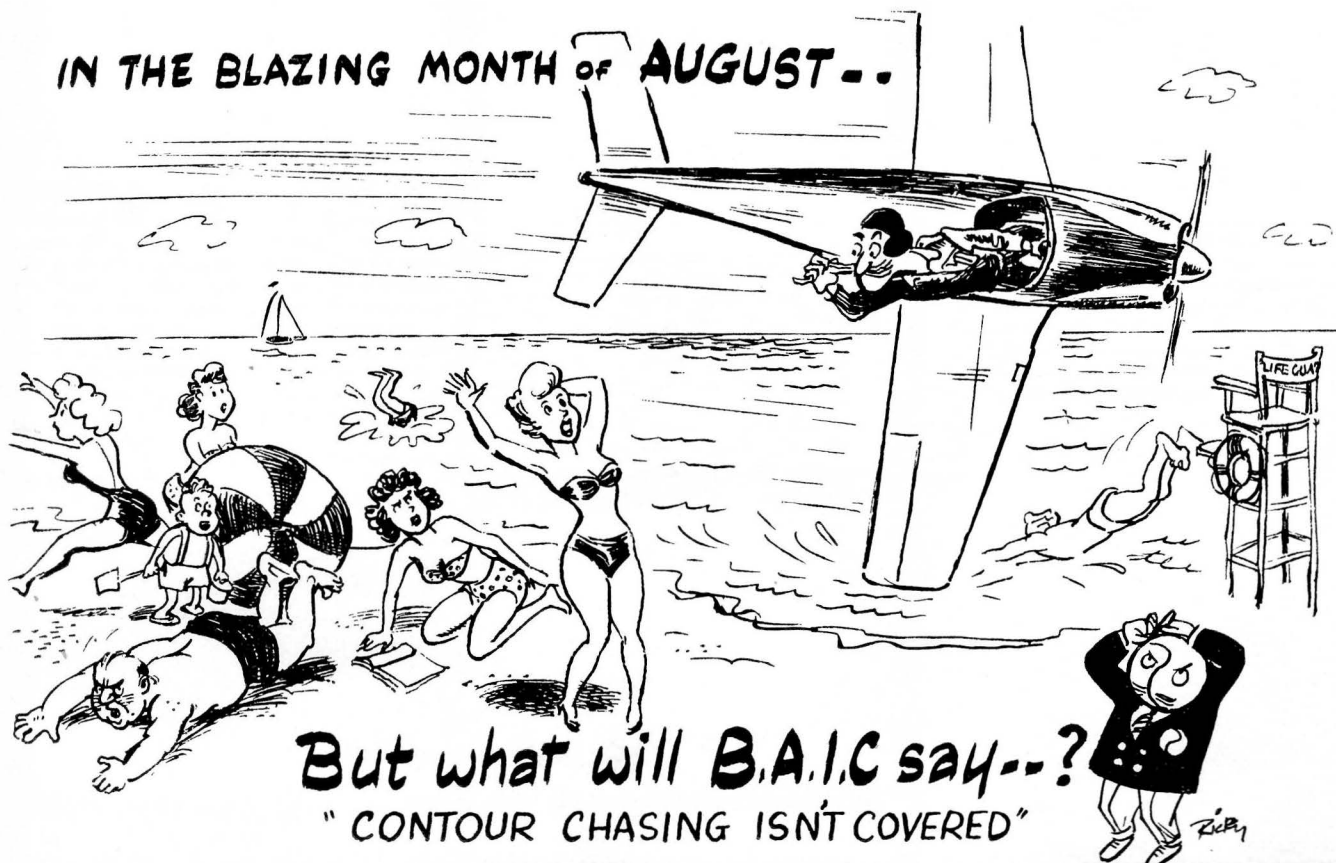
Sqdn.'s Flight Lieutenant E. E. Hermanson and Flying Officer B. Foote were first with a 97.94%.

For the Tyndall Trophy, radar controller Flying Officer Douglas Law of Darlingford, Man., completed three successive perfect interceptions and ended the rocket meet with an average of 98.4.

Postings & Careers

• Air Commodore James B. Harvey, AFC, CD, has been appointed Deputy Air Officer Commanding (Administration) at ADC Headquarters, St. Hubert, P.Q. Currently serving at Training Command Headquarters, Trenton, he will take up his new duties in September.

• Wing Commander E. J. Smith has been named Canadian military representative at the new SACLANT antisubmarine warfare research centre at La Spezia, Italy. W/C Smith left Canada last month for his new post, and will remain overseas about two years.



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