

THE AIRBORNE SERVICES

Happy Ending

Squadron Leader A. R. MacKenzie, DFC, who has been "missing in action" since December 5, 1952, as a result of air operations in Korea, is alive and well, and soon to be released by the Chinese Communists, who have been holding him incommunicado for more than 18 months.

S/L MacKenzie, commanding officer of 441 Squadron at the time of his posting to Korea, went missing while temporarily attached to the USAF's 51st Interceptor Wing. His aircraft, a Sabre, was last seen at 2:20 pm, spinning down after having apparently been hit by gunfire from a MiG-15. No parachute was seen to open and the actual crash, or crash landing, was likewise unseen. S/L MacKenzie's flight was flying at 20,000 feet near the Yalu River (the boundary between North Korea and Manchuria), so it would appear that he either parachuted into, or crash-landed safely in Chinese territory and was interned as a prisoner of war.

During the large-scale prisoner exchanges in Korea, negotiators questioned Chinese representatives about S/L MacKenzie, but they denied any knowledge of him. However, reports brought back by other prisoners indicated that there was a Canadian Air Force officer being held by the Communists. During the recent Geneva conference, Canadian diplomatic officials questioned the Chinese delegation about S/L MacKenzie's whereabouts. The Chinese admitted he was being held and agreed to arrange his release.

CF-100's for Auxiliaries

The RCAF plans to begin the equipping of existing auxiliary squadrons with CF-100's in 1955, Defence Minister Brooke Claxton told Commons recently. However, Mr. Claxton said, one auxiliary squadron would be experimentally equipped with CF-100's this summer. It was thought that this would help to work out some of the extremely complicated problems that would arise from having this complex

aircraft operated by a non-permanent unit.

In addition, in order to have the auxiliary squadrons work with the CF-100, it would probably be necessary to have about half the strength of each unit made up of Regular Force personnel.

Earlier, Mr. Claxton told Members that: "I expect all the regular squadrons to be equipped with CF-100's will be organized and in existence, and at least partly equipped with CF-100's, by the end of this year."

GCA for Shearwater

An order for British precision approach airfield radar equipment for HMCS Shearwater has been placed with Standard Telephones & Cables Limited, London, England, it has been announced by the Royal Canadian Navy. Shearwater is, of course, the Navy's air base at Dartmouth, N.S. The GCA equipment is being installed by Standard's engineers.

Postings & Careers

Recent top level changes announced by AFHQ include the appointment of a senior RCAF officer to the highest post ever held by a Canadian airman in an international force.

The officer, Air Vice Marshal Frank Miller, CBE, CD, who has been Vice Chief of the Air Staff since 1951, has been named Chief of Staff to the Air Deputy of the Supreme Commander, Supreme Headquarters Allied Powers Europe (SHAPE). This means that in the hierarchy of the NATO air forces, A/V/M Miller is second only to the Air Deputy, General Lauris Norstad, USAF. While he is serving in this NATO post, A/V/M Miller will hold the acting rank of Air Marshal.

At RCAF headquarters, A/V/M Miller will be succeeded as Vice Chief of the Air Staff by Air Vice Marshal C. R. Dunlap, CBE, commandant of the National Defence College, Kingston, Ontario, for the past three years. A/V/M Dunlap takes up his new duties at Ottawa in August, while A/V/M Miller will move to his European post about the same time.

During the past few weeks, it has also been announced that:

- Air Vice Marshal Arthur L. James, CBE, CD, a member of the RCAF since July, 1924, and currently AOC of Air Defence Command, will retire on September 1 (see "Names in the News," this issue).



RULER OF THE DEEP: First Lockheed P2V-7 Neptune, a pre-production model, is shown above. Production models will be almost identical, except they will have Hamilton Standard three-bladed propellers and two auxiliary Westinghouse J-34 turbojets mounted in pods, as shown in three-view below (this is the first three-view released on the P2V-7). Main powerplants are Wright R3350-32W turbo compound engines. RCAF has ordered a number of P2V-7's, but it is understood they will not be fitted with the jet engines. Neptunes will go to RCAF's Maritime Command.

