

# THE AIRBORNE SERVICES

## UNEF C-119's Return

A reorganization of Canada's contribution of aerial transport support to the United Nations Emergency Force in the Middle East will bring approximately 150 RCAF personnel and four C-119 aircraft back to Canada by February.

The personnel and aircraft based at Capodichino military air base at Naples, Italy, will be phased back into numbers 435 and 436 Transport Squadrons, located at Namao, Alberta, and Downsview, Ontario, respectively.

In November 1956, Canada committed a squadron of twelve C-119 aircraft from the transport squadrons based at Namao and Downsview to UNEF. A large scale airlift of urgently required troops and material from Capodichino to Abu Sweir, Egypt, was completed in January 1957, after which eight of the aircraft returned to Canada. To replace these, two communications flights, Nos. 114, equipped with C-119's, and 115, equipped with Dakota and Otter medium transport aircraft, were set up at Capodichino and El Arish, in the Gaza area.

## Sardinia Opened

The official opening ceremonies for the new NATO firing range at Decimomannu, on the island of Sardinia, were held in early December. Italian officials turned over the field to Canada's Ambassador to Italy, Pierre

Dupuy, and Air Vice Marshal H. B. Godwin, AOC No. 1 Air Division, RCAF.

Scheduled to be used by the air forces of Italy, Canada, and later West Germany, the range has been in operation since late June 1957. The first Canadian squadron to use the base was 439 Fighter Squadron from 1 Wing, Marville, France. Since then, eight other squadrons from RCAF bases in France and Germany have rotated at the base. The first CF-100 squadron to use the range was 445 Squadron, commanded by Wing Commander E. G. Ireland.

## RFTP Ends

The Refresher Flying Training Program, which has provided light aircraft flight training to veteran RCAF pilots since 1950, is to be discontinued the end of March 1958. The plan was started in 1950 to provide ground and flight training on light aircraft to selected former RCAF pilots, to enable them to maintain a degree of proficiency for service in an emergency as staff pilots or instructors.

Training has been given by civilian flying clubs across Canada, on Chipmunk aircraft provided by the RCAF, but operated under civil registration. Costs of the scheme have been borne by the Air Force. In announcing the forthcoming cessation of the scheme, AFHQ paid tribute to the way in which RCFCAs and the individual fly-

ing clubs involved, have handled the training program.

AFHQ stated that while the training scheme has served a valuable purpose in the past, changing defence trends have resulted in a lessening of its priority in defence plans.

## New AOC for AMC

Air Commodore Clare L. Annis, OBE, CD, has been promoted to the rank of Air Vice Marshal, and is taking over as Air Officer Commanding, Air Materiel Command, with headquarters at Rockcliffe, Ontario, January 6.

A native of Scarborough, Ont., the new A/V/M Annis joined the RCAF in 1938. During World War II, he was captain of the first aircraft to attack a German U-Boat in North American waters. He also served in the famed RCAF No. 6 Heavy Bomber Group in Yorkshire, England. Since 1955 he has served as Chief of Telecommunications at AFHQ, Ottawa.

## U.S. Bases in Canada

General Thomas D. White, chief of staff of the USAF, has indicated that the U.S. would like to have additional tanker bases in northern Canada for the refuelling of SAC bombers. Discussing the needs of Strategic Air Command, he said that the movement northward of the tanker bases would permit heavier loads. This would enable bombers to get to some targets deeper in enemy territory.

It is understood that runways at Frobisher Bay, now used as a commercial airlines stop-over on transpolar routes, and Fort Churchill, will be extended to accommodate the tankers. The USAF base at Stephenville, Nfld. and the RCAF base at Goose Bay, Labrador, are now used occasionally as tanker bases.

## Improved CF-100 Ejection

An improved type of Martin-Baker ejection seat is being installed in all CF-100's now in use with the RCAF. One of the big differences in this seat over the one presently in service, is that the minimum ejection altitude has been reduced to fifty feet. This has been accomplished by boosting the seat charge from 60 to 83 feet per second.

The ejection sequence has been speeded up and a secondary firing



**BOMARC ROLL-OUT:** The first production BOMARC IM-99 area defence missile to be completed by Boeing Airplane Company is shown as it rolled from the assembly line in Seattle, December 30. The roll-out and delivery to the USAF marked the beginning of a production program designed to supply the BOMARC missiles and associated weapon system equipment to bases around the country.

mechanism installed under the seat. This is to circumvent the instance where the aircrew member is unable to get his arms over his head to actuate the face shield trigger.

Timing of the seat drogue chute has been reduced to one-half second after the seat clears the aircraft. Two of these drogue chutes are deployed, further ensuring that the seat will disengage from the pilot or navigator. The automatic parachute opening is timed for 15,000 feet, instead of the former 12,000 feet.

## Argus To Namao

The first CL-28 Argus to be delivered to the RCAF is presently undergoing cold weather trials at Namao, near Edmonton. Conducting the trials are pilots, engineers and technicians of the RCAF's Central Experimental & Proving Establishment. Project test pilots for the trials are Flight Lieutenants G. R. Ayres and H. J. Robertson.

## Postings and Careers

• Air Commodore Valance H. Patriarche has been selected to attend the next course at the Imperial Defence



PROMOTION: A/C Clare L. Annis, OBE, CD, has been promoted to the rank of Air Vice Marshal, and took over as Air Officer Commanding, Air Materiel Command, with headquarters at Rockliffe, Ontario, January 6.

College in London, England starting this month. Air Commodore Charles Greenway, who is attending the present course at the College, will succeed him as chief of training at AFHQ.

• Captain William M. Landymore, has been appointed to command Can-

ada's new aircraft carrier the Bonaventure. He succeeds Captain Harold V. Groos, who has been posted to Esquimalt, B.C., as commanding officer of HMCS Naden.

• Wing Commander Philip Wilkinson, AFC, has retired from the RCAF after 29 years of service. W/C Wilkinson joined the Service in 1928 as a mechanic. He took aircrew training as an observer in 1934 and after the outbreak of World War II, was trained as an air gunner and proceeded overseas. Returned to Canada in 1941, he became an instructor in air gunnery. In 1942 he was trained as a pilot, and on graduation went on to bomber-reconnaissance work.

In the early post-war years, W/C Wilkinson served as officer commanding a composite squadron at Sea Island, Vancouver. In 1948 he was transferred to Northwest (now Tactical) Air Command where he commanded a long range aerial navigation unit and later became commandant at Edmonton. In August 1956, he was appointed director of training aids at AFHQ, a post that he now relinquishes.

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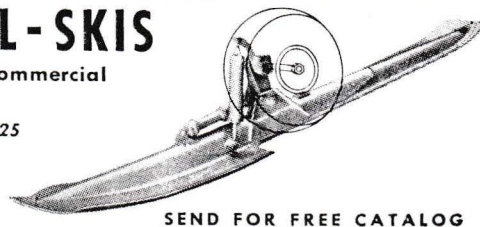


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