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1s. 6d.

ROYAL AIR FORCE

Flying

REVIEW

FOKKER D.VII

*Offenberg—
the lonely ace*

BY "NIMBLE BAT"—TO
EUROPE: Canadian CF-100s
have arrived in France as
part of the NATO forces.
See special feature
inside.

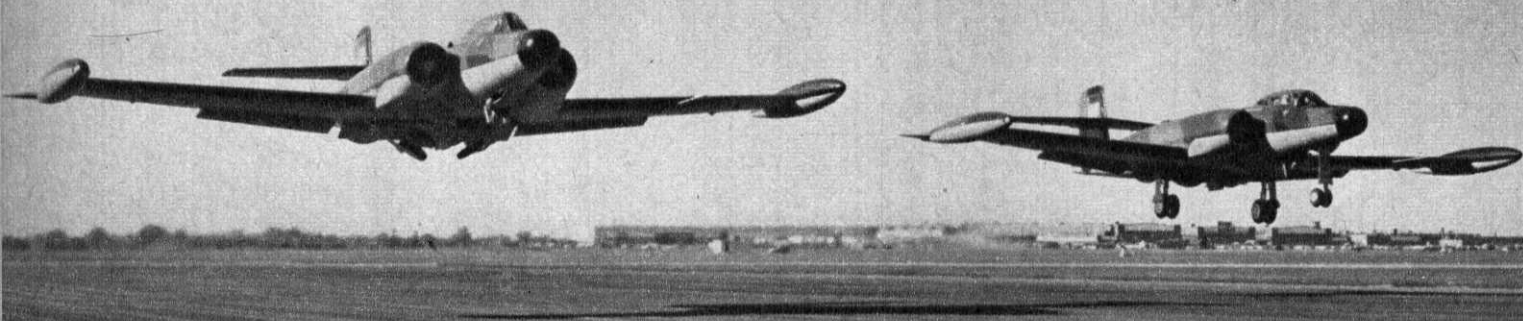


JUST BACK FROM EGYPT
TWO BRITISH PILOTS REPORT

"We Trained Nasser's Air Force"

AND — Seahawk Cutaway • IL-14 Colour Plate • Lancaster Jump!

By 'NIMBLE BAT'— to EUROPE



NOVEMBER 4 was an important day for the NATO air forces on the European Continent. Virtually unnoticed owing to the concentration of world attention on events in Hungary and the Middle East, on that day nineteen powerful long-range all-weather fighters screamed in to land at Marville on the Franco-Belgian border — the Wolverines, No. 445 Squadron RCAF, had completed the first "Operation Nimble Bat" and NATO had received the first of its sorely-needed modern multi-seat interceptors.

It is sobering to think that, until that day, NATO forces did not possess one squadron of fighters based on the European Continent possessing sufficient fuel tankage to mount effective standing patrols under all weather conditions. What machine could more effectively fulfil this role than one designed specifically to patrol the endless miles of uninhabited terrain in Northern Canada.

Unfamiliar in their new camouflage top coats and pale blue under surfaces (which our fashion editor informs us will be *the* style for the coming season), the seventeen-ton CF-100 Mk. 4 fighters equipping No. 445 Squadron, led by Wing Commander E. G. Ireland of Toronto, had flown with almost clockwork precision from the RCAF base of Uplands, near Ottawa, in three hops; the first leg being the 870 miles from Uplands to Goose Bay, then the 1,450 miles from Goose Bay to Keflavik in Iceland and, finally, the 1,460 miles to Marville. Between Goose Bay and Iceland No. 445 Squadron maintained formations of four, but the weather deteriorated after leaving Iceland and the CF-100s cleared the storm tops at altitudes above 45,000 feet flying in pairs.

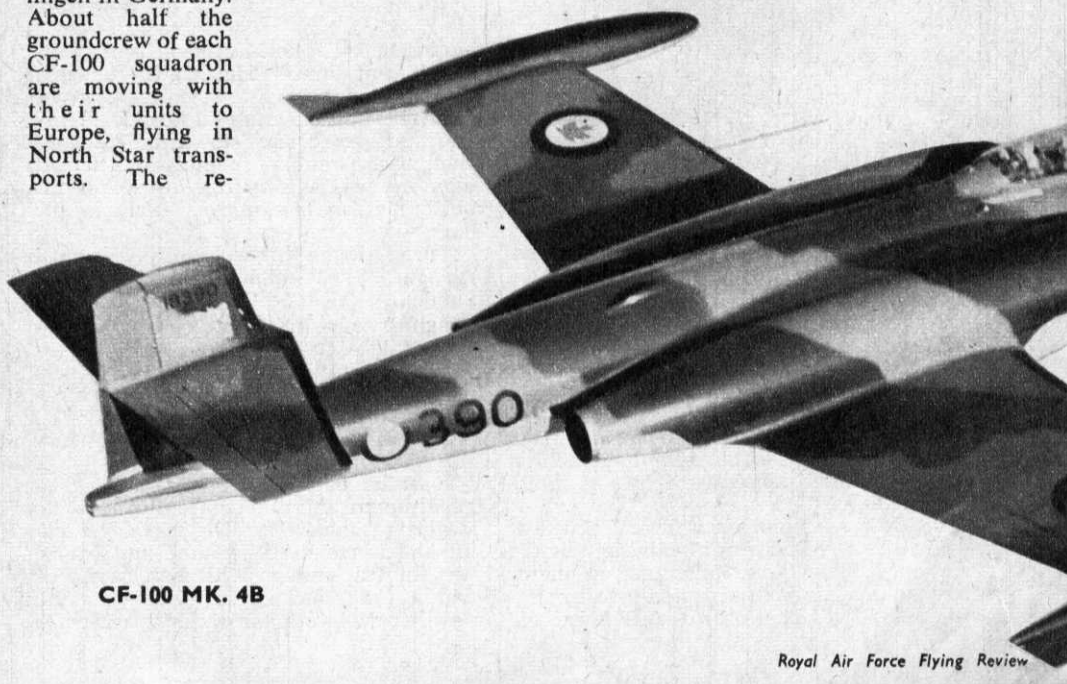
Twenty CF-100s had taken off from

Uplands, but the operation was marred by the loss of one aircraft over Scotland through control failure. Both members of the crew baled out and landed safely. Apart from this accident the first "Nimble Bat" was carried through with remarkable precision.

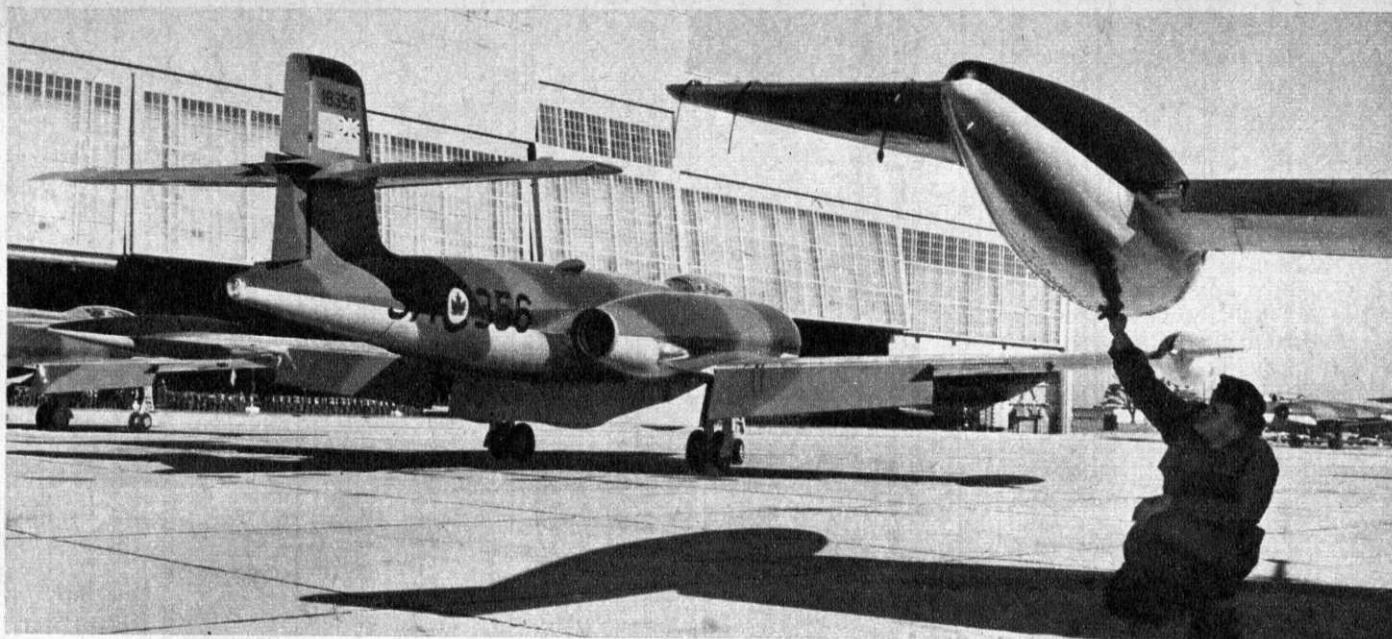
The Wolverines are the first of four CF-100 all-weather squadrons to fly the Atlantic for NATO duty with the RCAF's Air Division in Europe where it is replacing one of the three Sabre interceptor squadrons currently based at Marville. The other three squadrons will follow at intervals during this year. A single CF-100 squadron will be based at each of the RCAF's four operational stations in Europe: at Marville and Grostenquin in France, and Zweibrücken and Baden-Söllingen in Germany. About half the groundcrew of each CF-100 squadron are moving with their units to Europe, flying in North Star transports. The re-

mainder of the groundcrew required are being drawn from RCAF personnel already based in Europe.

The "Nimble Bat" operations are part of a carefully-phased programme. As each of the four CF-100 squadrons leaves its home base for Europe it is being replaced by another CF-100 unit bearing the designation of the Sabre squadron disbanded in Europe with the arrival of the all-weather squadron. This is enabling the transfer to be made without any decrease in the number of CF-100 squadrons now on air defence duty in Canada. Nine CF-100 squadrons are currently operational in Canada and the total of home-based units will gradually be raised to 12. For several months before each of the remaining European-bound



CF-100 MK. 4B



New Canadian tail insignia on 445 Squadron CF-100

CF-100 squadrons leave Canada, the new squadrons which will replace them will be forming, the personnel, aircraft and equipment being built up, and coming into official being with full complement as their predecessors leave for Europe.

The contours of the CF-100 form no new shape in European skies, and the whine of its Orenda turbojets is no new sound. Three CF-100s flew to Britain in 1955 to check out RAF personnel in air defence techniques, and evoked considerable admiration from the crowds at the Le Bourget and Farnborough air displays before returning to Canada. Squadron Leader Jan Zurkowski's falling leaves and spins in the weighty and complex

CF-100 over Farnborough were part of a breathtaking aerobatic repertoire which formed one of the highlights of the 1955 SBAC Flying Display and dispelled any remaining doubts of the capabilities of this fine Canadian product.

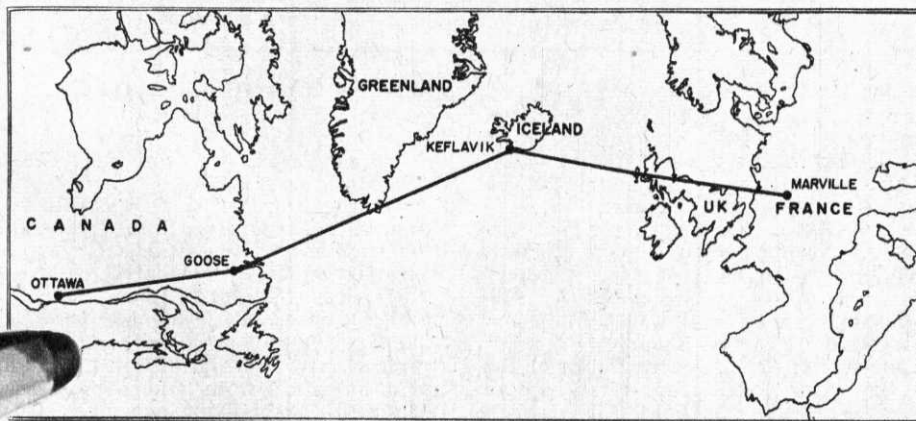
The CF-100 is not, of course, the last word in all-weather interceptor design. Its conception dates back a decade, but over the past 10 years this fighter has been progressively developed and, although No. 445 Squadron's mounts are not the very latest production model, being Mk. 4Bs, their formidable packs of 2.75-in. air-to-air missiles should prove more than adequate to deal with any Russian bomber that might be available for several

years. The CF-100 Mk. 4B normally carries 48 rockets in a belly pack and this can be supplemented by wingtip containers carrying a further 60 missiles. Power is provided by two 7,500 lb. s.t. Orenda 11 turbojets which provide a sea level maximum speed of the order of 660 m.p.h. Empty weight is 24,408 pounds and normal loaded weight is slightly more than 37,000 pounds. It is likely that CF-100 squadrons arriving in Europe later this year will be equipped with the Mk. 5 version which has increased wing and tailplane spans and reduced loaded weight.

No. 445 was the first CF-100 squadron in the RCAF: it was formed at North Bay in 1953. Now it holds the additional honour of being the first to go on duty in Europe.

The RCAF Air Division Headquarters at Metz, France, outlined the role of the CF-100s in Europe with the following comments: "NATO's air forces have been built up as part of her military defence organisation. They are committed to retaliatory action only. Implicit in this commitment is concession to the potential enemy of advantages arising from initial or surprise attack. Survival would depend upon the initial shock being countered or absorbed while ability to strike back is preserved. Considering that a single aircraft can carry a weapon capable of inflicting damage undreamed of in World War II, the role of fighter interceptors has assumed a new urgency. The CF-100 will fill a need for a long-range all-weather fighter capability hitherto insufficient in NATO's Fourth Allied Tactical Air Force. So important was this requirement considered that, to meet it, NATO was willing to sacrifice some of its prized RCAF Sabre jet squadrons and to have them replaced by the all-weather interceptor."

The CF-100 is certainly a valuable contribution to Western Europe's all-weather air defence and we hope that the day will not be too far distant when these Canadian fighters are joined on the Continent by the RAF's Javelins and the Armée de l'Air's Vautours.



445's route to France

COLOUR NOTES

The CF-100 Mk.4B fighters based in Europe each carry about one hundred pounds of high gloss cellulose paint. Upper surfaces are camouflaged in dark green, dark sea grey and medium sea grey; under surfaces, pale blue. The Canadian ensign (originally adopted by RCAF Sabre squadrons based in Europe, in order to provide a distinctively Canadian fin marking) appears on the fin and standard RCAF roundels are on both sides of the fuselage, and upper and lower wing surfaces. The last three figures of the serial number, prefixed by the letters "SA," appear in black on the fuselage sides. Squadron insignia is on both sides of the fuselage nose below the cockpit windscreen.