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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.

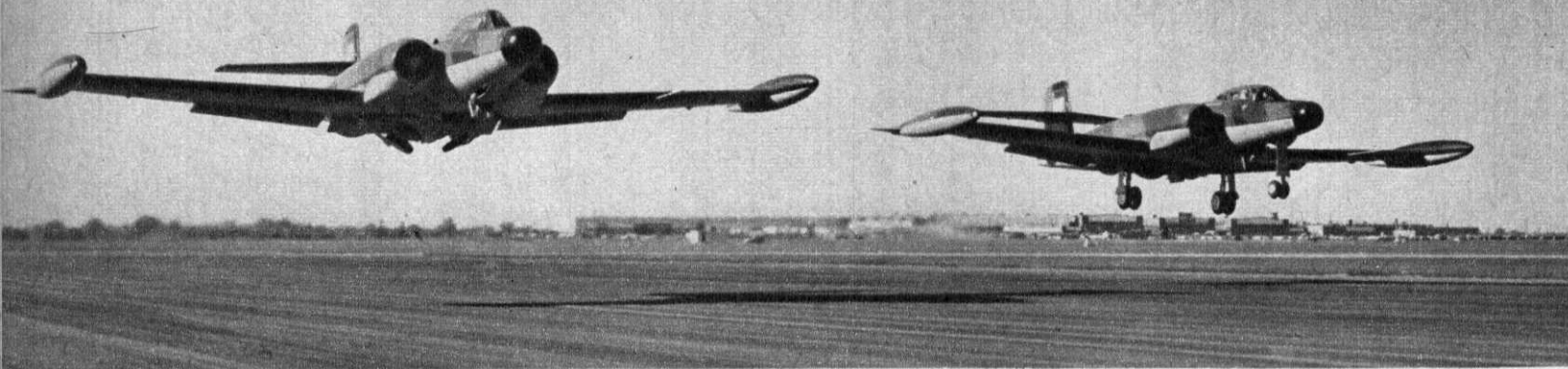


JUST BACK FROM EGYPT
TWO BRITISH PILOTS REPORT

"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 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.

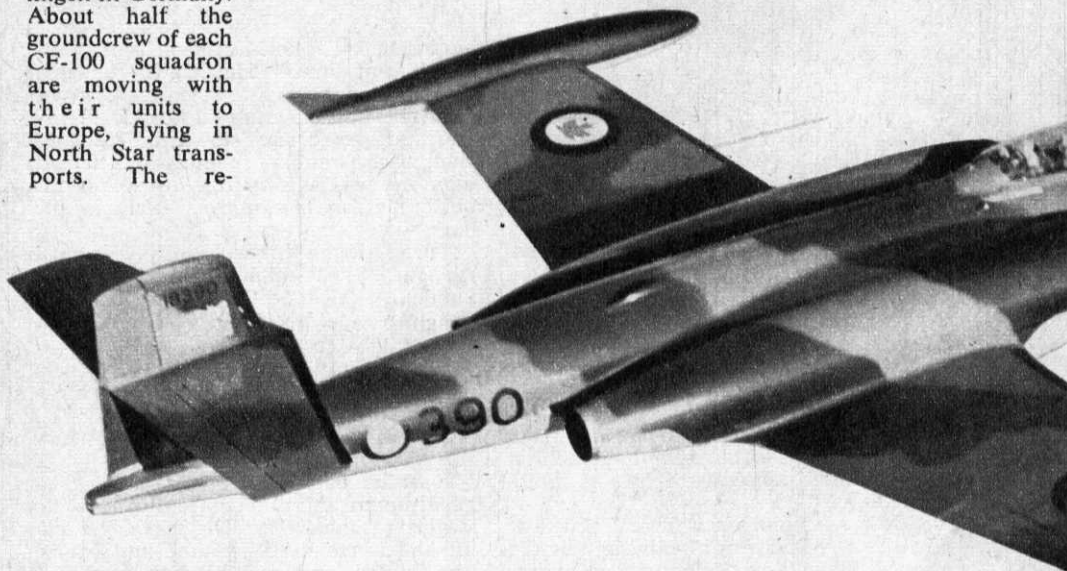
Twenty CF-100s had taken off from

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

