

C219559

SECRET

PERMANENT JOINT BOARD ON DEFENCE

JOURNAL OF

DISCUSSIONS AND DECISIONS

at the

MEETING OF THE BOARD, MONTREAL, NOVEMBER 19-20, 1946.

1. The Permanent Joint Board on Defence met in Montreal on Tuesday, November 19, 1946, at 11.00 a.m. at the Windsor Hotel. The following members participated:

Canadian Section

United States Section

Gen. the Hon. A.G.L. McNaughton
Commodore H.G. De Wolf
Major General Churchill Mann
Colonel J.E.C. Pangman
Air Vice Marshal W.A. Curtis
Group Captain S.W. Coleman
Mr. R.M. Macdonnell

The Hon. F.H. LaGuardia
Major General Guy V. Henry
Rear Admiral J. Cary Jones
Colonel Charles H. Deerwester
Mr. J. Graham Parsons

In Attendance (for Loran discussion)

Group Captain M.M. Hendrick
Wing Commander G.M. Fawcett
Flight Lieutenant K.R. Greenaway
Commodore J.R. Foster

Colonel O.C. Maier
Lieut. Colonel G.M. Higginson
Major P.E. Hopkins

2. General Henry presented a memorandum dealing with Loran coverage of the North American Arctic, which is attached as an Appendix to the Journal. As a tentative proposal, the United States believes that a long-range programme should be adopted for the emplacement of six stations, three of which would be in Canada, two in Greenland, and one in Alaska. The United States Section wish to learn in due course whether the Canadian Government would approve the programme and, if so, whether Canada would wish to install and operate the stations, or have the United States do so, or carry out the programme as a co-operative measure. In particular, it was desired to know whether the Canadian Government would approve the installation of a station at Port Brabant near Aklavik and another at Cambridge Bay on Victoria Island during the summer of 1947. Technical officers from both the United States and Canadian Services were present for the discussions which followed and explained the proposed programme in some detail for members of the Board.

It was the view of the Board that LF Loran has proven itself as an aid to navigation which it is essential to establish in the North for defence purposes. It also appears clear that Loran is of great value to civil aviation operations, although this is outside the scope of the Board's activity. It was agreed that the Canadian Air Member would submit to the appropriate Canadian authorities the tentative programme put forward by the United States Section, and if the principle of the proposal were approved he would endeavour to ascertain as soon as possible which of the three alternative methods of operation was preferred by the Canadian authorities.