



SCENE OF SATURDAY'S SUMMERSIDE AIR SHOW

RCAF Station Summerside is the scene of the thrilling Air Force Day show Saturday. The station gates opening to the island at 12.30 p.m. Island time

Vital Roles Give Station Full History

As RCAF Station Summerside prepares to join Saturday in the Canada-side observation of Air Force Day, it looks back on a history dating from its opening in January 1941 as No. 9 Service Flying Training School.

Soon afterward, in July, 1942, the original school was moved and Summerside became the home of the No 1 General Reconnaissance School. This school prepared pilots and navigators for anti-submarine duties.

The station was placed on a care and maintenance basis from early in 1946 until late in 1947. The fall of 1950 heralded the beginning of Summerside's most interesting undertaking in its nine years as an integral part of the RCAF's Air Training Program.

Representatives of several NATO countries, Belgium, France, Italy, and Norway, commenced navigation training at Summerside. The training of navigators, both Canadian and NATO continued at Summerside until October 1953, at which time No. 1 Air Navigation School moved to Winnipeg, and control of Station Summerside changed from Training Command to Maritime Air Command with Halifax headquarters.

November 1953 saw the arrival of the RCAF's No 2 (Maritime) Operational Training Unit at Summerside. The OTU is responsible for the training of aircrew that serve in the RCAF's maritime squadrons. These squadrons are responsible in cooperation with the royal Canadian and United States navies, for the defence of vital shipping lanes on both the Atlantic and Pacific.

ARGUS IS CANADA'S BIGGEST

Great New Sub-Killer Feature Of Air Show

As R.C.A.F. Station, Summerside prepares for observation of Air Force Day on Saturday, with the public invited to a series of demonstrations and exhibits from 1 p.m. standard time forward, particular attention is turning to the role of the new Argus in R.C.A.F. Maritime Air Command operations.

The new sub-killing plane, as it comes into service, is not only the biggest aircraft ever built in Canada and acquired by the R.C.A.F., but ranks also as the largest and best-fitted anti-submarine aircraft in the world with respect to modern electronic and other equipment.

A land-based, versatile aircraft capable of very long range patrol and anti-submarine warfare (ASW) operations, the Argus will play an important part in the fulfilment of the R.C.A.F.'s commitments to Canadian air defence, and to NATO, under the Supreme Allied Commander Atlantic-SACLANT. It is intended primarily for deep ocean coverage, and can cover those areas which, because of inadequate aircraft capabilities, were beyond

air-cover range during much of the Second World War.

NEPTUNES REMAIN

The R.C.A.F.'s Maritime Air Command has been flying a converted version of the Avro Lancaster, a wartime bomber, and the Lockheed P2V-7 Neptune. With the coming of the Argus into maritime patrol squadrons, the Lancasters will be gradually retired. The Neptune as a medium-range patrol and ASW aircraft, will remain within the Command, to fulfil its particular portion of the overall maritime operation.

The four-engine Argus is an aircraft capable of flying more than 1,000 miles from its base, remaining there for a considerable period of time on patrol before returning to base. If necessary it can divert to an alternate airfield within a radius of 500 miles from base with normal fuel reserves. It has a combat range of approximately 4,000 miles.

Like the P2V-7, the Argus is equipped with electronic and other ASW gear to track down submarines. It carries torpedoes, depth bombs and other weapons

Honest Dollar For Canadians

OTTAWA (CP)—An appeal to the government to give Canadians an "honest dollar" by returning to the gold standard was sounded in the Senate Tuesday night.

Ontario) also said in the Senate throne speech debate that the way to beat inflation is to reduce the "intolerable burden of expensive land values" and to create more international trade through abolition of tariff barriers.

"I am for the honest dollar, one which purchases as much today as it did yesterday and will tomorrow," he said.



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EYES, EARS OF AIR FORCE

Corps Of Volunteers Bolsters Air Defence

Scattered across the vast reaches of Canada are thousands of volunteers, most of them civilians, who keep a constant sky watch that plays an important part in the North American air defence system. They are members of the RCAF's Ground Observer Corps under the direction of Air Defence Command Headquarters, St. Hubert, P.Q.

Attention has been turned to these activities as RCAF Station Summerside, prepares to observe Air Force Day on Saturday.

Formed in 1951, the corps is responsible for the detection, identification and the recording of aircraft movements over Canadian soil. As Canada's boundaries are extensive, the job is a big one.

The primary purpose of the corps, "eyes and ears" of the Air Force, is to act as a supplementary early warning system in the defence of Canada, particularly against bomber attack.

IN RESCUES secondary, yet important function is the corps participation in search and rescue operations. Reports from alert members aid in tracking missing aircraft, and assisting aircraft in distress.

The manner in which an aircraft is "tracked" of an aircraft established by the corps is fast and effective. As soon as an observer spots a plane, he notes type, height and position, the direction of flight and the direction of flight. The observer then transmits an "aircraft flash" message to the regional Filter Centre. There the information is relayed to a "pip" on an operations console. As subsequent flashes come in from other observers, the track or direction of the aircraft is established.

From the Filter Centre the information is relayed to the Ground Control Interception Unit where it is translated into action. It is then sent to a higher level Air Defence Control Centre.

The senior controller at ADCC directs civil defence, army anti-aircraft, his own radar units, the bomber corps and other ADCC units. He also co-operates with the Combat Operations Centre which in turn advises the American. At any time, interceptor

jet fighters can be alerted within minutes.

CIVILIAN DUTIES

The Ground Observer Corps Filter Centres are manned by civilian volunteers and a few RCAF personnel. To operate any one centre 24 hours a day, about 300 or more civilians are required. The volunteers are divided into permanent teams, each with its own particular time for duty.

Most of the Filter Centres have the same characteristics. They all require an operations room with an overhanging balcony, an operations table for plotting the information received from the observers, and a lecture room for training new personnel.

Civilian observers in the scattered regions of Canada—particularly in the Far North—cover a wide range of occupations. In the Northern Division of the corps local observers include missionaries, local RCMP officers, Hudson's Bay Company factors, and scattered Eskimos and Indians. Messages from these remote areas are flashed by radio to Filter Centres farther south.

However, whether housewife, Eskimo, schoolboy or fire ranger, the routine is the same; the observer must report on aircraft and establish whether it is a jet, single or multi-engine, civilian or military, bomber or cargo.

MORE THAN 50,000 The importance of these details is evident not only in air defence plans, but also in search and rescue operations. When a plane encounters trouble and is forced down by weather conditions or engine failure, it is likely its route or track has already been recorded by members of the corps. Last reports sent in by observers automatically send search and rescue parties into that area.

Now numbering more than 50,000, members of the corps continue to play an important part in the air defence of Canada. Their object is to provide those additional "eyes and ears" to supplement the electronic warning system of the RCAF.

MUST VISIT GRAVE

WALLA WALLA, Wash. (AP)—Challon Robertson, 22, driver of a car involved in an accident in which Debbie Waggoner, 3, was killed, was sentenced Tuesday to visit the child's grave daily for the next 30 days. The alternative is 30 days in jail.

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12.30 - 4.30—Static Display
2.10 - 2.15—Lt. Governor Inspects
2.15 - 2.20—Commanding Officers Address
2.20 - 2.25—Introduction Of Guests, Etc.
2.25-2.30—Official Opening By Lt. Governor
2.30 - 2.45—Parade Mobile Equipment
2.45 - 2.55—Fire Fighting Demonstration
2.55 - 3.00—R. C. A. F. Band March Past
3.00 - 3.45—Air Display
3.45—Air Display

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