BETTER EQUIPPED

R.C.A.F. Year-End Roundup

As 1956 ended the RCAF reviewed a year marked by intense activity and by satisfying progress towards a larger and better equipped air force.

Improved aircraft and equipment came into service in operational quantity during the year, adding to the service's operational efficiency. Work continued on the Mid-Canada Early Warning Line, being built along the 55th parallel, and the year's end saw it brought to a state of near completion.

Work also continued on two new outstanding aircraft destined for RCAF future service, the CF-105 supersonic interceptor being developed by Avro Aircraft and the CP-107, the maritime version of the Bristol Britannia, being built by Canadair.

Personnel strength rose slightly during the year, to an estimated total of 50,600 for the last day of 1956.

ADC GETS NEW PLANES

Air Defence Command, responsible for home air defence and which controls the Canadian-based interceptor squadrons, the early warning stations and the Ground Observer Corps, took over large numbers of the Mark 5 CF-100 all-weather jet interceptor dur ing the year. Its elements stood ready on a 24-hour-a-day basis throughout the year, ready to detect and attack any aggressor air fleet, and carried out continuous operational training aimed at improving its already high operational capability.

Planned increases to ADC's operational strength were announced during 1956. In June Defence Minister Ralph Campney announced plans to form three additional CF-100 squadrons, to take their places with the nine existing home-based squadrons of this type.

The Gound Observer Corps continued to carry out its vital task as an integral part of the air defense system. Organized to detect and report low-flying aircraft and to supplement information provided by the early-warning stations, the Corps at the end of 1956 had more than 80,000 civilian volunteer members manning approximately 5,000 observation posts throughout Canada.

There were important changes during the year to the Auxiliary squadrons controlled by ADC No. 402 Squadron, Winnipeg, and 403 Squadron, Calgary, both previously fighter units, were converted to light transport squadrons and equipped with Expeditor twin-engine transports. In their new role they are controlled by Training Command.

Six other Auxiliary squadrons, located at Montreal, Toronto and Vancouver, retained their fighter roles and were provided with Sabre jets. These squadrons remained under ADC.

BUSY YEAR OVERSEAS

Overseas, the 6,000 members of Canada's Air Division continued to maintain and improve their high standards of the previous year. Simulated combat exercises were carried out throughout 1956 among the four fighter wings and with NATO neighbors to keep in top operational readiness.

A milestone in Air Division history came in November when the Air Division welcomed its first CF-100 squadron. This squadron, 445, flew from its Canadian base at Uplands, Ottawa, to No. 1 Fighter Wing, Marville, France, where it replaced a Sabre squadron. Three more CF-100 squadrons are to follow, each to replace a Sabre squadron on Air Division on NATO duty.

It was announced during the year that the Air Division was switching its air-to-air practice firing operations from a French Air Force range in Morocco to a new NATO range in Sardinia, in the Mediterranean.

TRAINING CONTINUES

The year was a busy one for the RCAF's Training Command. Both aircrew and groundcrew training continued at a high level, including the training of aircrew from 10 other NATO nations. By the end of the year the NATO aircrew training programme had handled more than 4,400 aircrew from abroad since the scheme began in late 1950. This is carried out as one of Canada's contributions to NATO.

Initial flying training, done on Chipmunk aircraft, was centralized during 1956, and this resulted in formation of a new unit, the Primary Flying Training School, at RCAF Station Centralia, Ont. Another Training Command station, at Macdonald, Man., changed its role during the year. Formerly a pilot weapons training centre, Macdonald took over the role of an advanced flying training school.

Squadrons of Maritime Air Command took part in two large exercises New Broom V and New Broom VI and carried out intensive operational training, perfecting their skills in various phases of anti-submarine warfare and convoy protection. Flying Neptunes and Lancasters, Maritime Air Command controls forces on both coasts.

ATC LOGS FULL YEAR

One of its busiest years on record was logged by Air Transport Command, which carried approximately 45,000 passengers and airlifted more than 20,000,000 pounds of cargo.

No. 426 Transport Squadron, in addition to its regular thrice-weekly Trans-Atlantic flights in logistic support of the Air Division in Europe, and its numerous scheduled domestic flights, continued its airlift in support of the Canadian Indo-China Truce Commission.

Throughout the year the helicopters of 108 Communications Flight, Rockcliffe, Ottawa, flew in support of the Mid Canada Line construction. The eastern portion of the line extends over terrain so rugged that without helicopter support its building would have been unfeasible. Fixed-wing aircraft of ATC also logged many hours of flying in connection with the Line's construction.

Late in the year an ATC North Star flew from Canada to Vienna, carrying medical supplies for the people of Hungary.

MOBILITY DEMONSTRATED

The most striking evidence of ATC's readiness and globe-girdling mobility, however, came shortly after before the year's end when the Command was ordered to transport Army troops across Canada and into the Mediterranean and to shift one of its transport squadrons to Naples to provide air support as part of the UN Emergency Force.

In Operation Ready Lift 435-C 19 Squadron moved from its Namao Alta. base to a new base of operations at Capodichino outside Naples to operate between there and the Middle East. The squadron moved out of its Namao base to Downsview Toronto where it was augmented by aircraft and personnel from its sister unit,436 Squadron, and from there shifted to Naples. Bearing the UN insignia in gleaming fresh paint, the first of the squadron's aircraft took off from Downsview with supporting groundcrew personnel, aircraft spares and ground handling equipment, slightly more than 48 hours after receiving notice to alert themselves for the move from Namao outside Edmonton. North Stars of 426 Squadron supported the trans-Atlantic portion of the move.

Before and during the 435 overseas shift, ATC transport planes carried out Operation Rapid Step. In less than three days nearly 900 Army personnel were flown from Calgary to Halifax aboard C-119's of 435 and 436 Squadrons, and North Stars of 426 Squadron began airlifting hundreds of Army troops into the Mediterranean from Canada.

RCAF IN MORNING STAR

Tactical Air Command was in charge of RCAF participation in Exercise Morning Star during July and August, at Camp Gagetown, N.B. T-33 jets from the Canadian Joint Air Training Centre at Rivers, Man., and Sabres of the day fighter Operational Training Unit, Chatham, N.B., flew tactical support missions during the big joint Army - Air Force training exercise. More than 500 Army troops were flown from western and eastern Canada to Camp Gagetown by ATC transport aircraft, and 408 Photo Squadron from Rockcliffe, Ottawa, also an ATC unit, took and processed more than 35,000 photographs of "enemy" installations.

Air Materiel Command continued busy throughout the year with its vital and complex task of providing logistic support for the RCAF. This responsibility included maintenance, servicing, supply, inspection, storage, and salvage in addition to testing and acceptance of aircraft and associated equipment.

The RCAF's search and rescue organization also put in a busy year. More than 6,000 hours were flown on aerial searches and rescue missions, ranging across Canada and into the Far Arctic. Rescue Centres from Torbay, Newfoundland, to Vancouver, received nearly 800 requests for assistance during the year, many of which developed into full-scale search operations, involving several aircraft.

NEW SAFETY DEVICES

Advances were made in the field of aircraft safety. The RCAF received the first of a new type of Ground Controlled Approach equipment,, used to guide aircraft in for landings during bad weather. GCA has been standard equipment at many RCAF fields for some years, but the new equipment is designed for smaller points, where traffie is relatively light.

Also acquired during the year was "SARAH" (Search and Rescue and Homing) equipment, a radio device incorporating a compact radio-beacon and voice transmitter. Soon to become standard equipment for various types of RCAF flying operations, "SARAH" is expected to prove of invaluable aid in locating crews of missing aircraft.

PIUSVILLE

Mr. Gerald Gallant, student at St. Dunstan's College, Charlottetown, is spending the Christmas holidays with his parents, Mr. and Mrs. John F. Gallant, Piusville.

Messrs. Bobbie Gallant and Ephriem Blanchard, Toronto, Ontario, are spending the Christmas holidays at the home of Bobbie's parents, Mr. and Mrs. Nelson L. Gallant, Piusville.

Mr. and Mrs. Robert Brennan and family Dock Road, were recent guests at the home of Mr. and Mrs. Warburton Murray.

Mr. and Mrs. James Rooney, Mill River, were visitors at the home of Mr. and Mrs. Norbert Corcoran on Christmas day.

Mrs. John T. Gallant left for Toronto recently, where she spent the Christmas holidays with members of her family.

Those who went to Charlottetown in the interest of getting the Electricity through this district were Messers. Warbuton Murray, Herman Corcoran and Aubin Gallant

Mrs. William Gallant, employed in Alberton, spent Christmas at her home in Piusville.

St. Anthony's Parish Church was filled to capacity on Christmas Eve when mid-night Mass was celebrated by the pastor, Reverend Father Pitre. The alter was beautifully decorated with flowers.

RCAF REVIEWS BUSY YEAR

Stepped-up activity at home and abroad marked 1956 as a busy year for the RCAF. The largest of Canada'd armed forces with some 50,600 men and women, the Air Force found itself shouldering increased responsibilities on the domestic and world scenes. How and where the RCAF served is the subject of this photographic montage.

1) **On the Mid Canada Line.** Throughout the year, helicopters of 108 communications Flight from Station Rockcliffe, Ottawa, flew in support of Mid-Canada Line construction. Showing is an H-34 helicopter landing a sling load of supplies at one of the sites under construction

2) **U.N. Duty.** Striking evidence of Air Transport Command's mobility came shortly before the year's end. In less than 48 hours after having been alerted for the move, C-119 aircraft of 435 Transport Squadron were under way to Naples, Italy, where they are now engaged in airlifting troops and supplies to Egypt for the U.N. Emergency Force. On of the C-119's is shown at Capadichino airport with famed Mount Vesuvius in the distance.

3) **Air Defence.** The watch on North American skies continues uncreasingly, and components of Canada's air defence system require infallible teamwork in carrying out their duties. Intensive operational training for both jet and radar members of the team continues, aimed at sharpening their already high capabilities. Here, in an exercise, CF-100 interceptors sweep low over the domes of a Pine Tree station.

4) **Sub Killers.** Responsible for shore based anti-sub operations and convoy protection, personnel of Maritime Command are constantly prefecting their skills in the various phases of their work. Modern aircraft like the P2V-7 Neptune shown here low over a sub during a training exercise, help them carry out their task.

5) **Duty in Europe.** No. 445, the first of four CF-100 squadrons designated for overseas service with the RCAF's No. 1 Air Division, left Ottawa's Upland airport for Europe in the latter part of the year. A ceremonial sendoff, including this final inspection by Defence Minister Ralph Campney, marked the all-weather squadron's transfer to NATO duty.

6) **On Wings of Mercy.** Answering almost 800 requests for aid, aircraft of the RCAF's search and rescue organization flew some 6,000 hours. Some, like those helicopter on the lawn of Vancouver's Shaughnessy Hospital, were carrying out a new concept in the movement of critcially injured patients through crowded cities. (National Defence Photo)

BEDEQUE

Mr. and Mrs. Arthur MacFarlane, Lower Bedeque, have returned from a visit with relatives in Ontario.

Mr. Gordon Myers, son of Mr. and Mrs. Heber Myers, Carleton, attended the Older Boys' Parliament, held at Sackville, between Christmas and New Years.

Mr. and Mrs. Stephen Doval, have returned to their home in Cambridge, Mass., after spending a few days at the home of Mr. Sinclair Affleck and Lloyd, father and brother of Mrs. Doval.

Owing to a heavy cold, Rev. G. A. Cowper-Smith, was unable to fill his appointments on Sunday, December 30th. Rev. E. S. Weeks took over the conducted service at Albany at 9.30 a.m., and was assisted by the Bedeque choir, with Mrs. Walter Craig as organist. At the service in the Bedeque Church at 11 a.m. Mr. Weeks delivered a New Year's sermon based on Job 32:7 "Days should speak, and multitude of years should teach wisdom and Prov. 3:13 "Happy is the man that findeth wisdom, and the man that getteth understanding". There was a good gathering.

The Summerside - Bedeque B. Y. P. U., held a special service in the Central Bedeque United Baptist Church on Sunday evening, December 30th. Mr. George Campbell conducted the service. Miss Valerie Waugh, read the Scripture selection and Mr. David Schurman led in prayer. Three short addresses were given: Miss Barbara Vaughan, winner of the oratorical contest at the B. Y. P. U., Convention at Wolfville last summer and Mr. Harry Waugh, student at the Bible Training School at Moncton, and Mr. George Campbell, each delivered timely talks. The Young Peoples' Male Quartette, members of the Central Bedeque Baptist choir, sang two numbers: "Have Thine Own Way, Lord" and "Take the Name of Jesus With You". The personnel of this quartet te was: Messrs. George Campbell, Gordon Bagnall, Teddy Britten and David Schurman. There was a good attendance. BQ

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Covered in red nylon with wide upholstered arms, piped button back and tapered brass ferruled legs in walnut finish. Original Price 239.95 CLEARANCE
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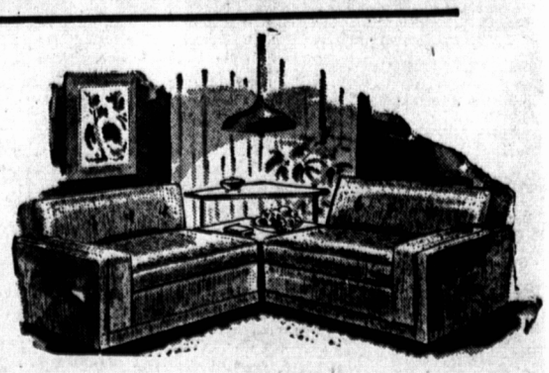

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Upholstered in wool frieze. Sofa and matching chair in red, other chair in green. Original Price 329.95 CLEARANCE
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