



ALL HAWK PILOTS ARE VETERANS OF 12 YEARS EXPERIENCE

# The Guardian

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## Summerside air station plays key defence role

Responsibility for the maritime defence of Canada is shared by the RCAF and the RCN, the navy providing surface forces and carrier aircraft and the air force providing long range, shorebased aircraft.

Operational control of these forces is vested in one unified command on each coast: Maritime Command Atlantic with headquarters at Halifax, N. S., and Maritime Command Pacific with headquarters at Esquimalt, B. C.

The commander of MAC, in addition to his responsibility to the chief of the air staff, also holds the appointment of deputy maritime commander, Atlantic. In the event of war, this integrated command would be operationally responsible to the supreme allied commander, Atlantic, under NATO agreements. Similarly, the commander of 5 Air Division on the west coast holds the position of deputy maritime commander, Pacific but no NATO responsibility is involved.

The RCAF's Maritime Air Command, with headquarters also at Halifax, is responsible for providing operationally ready forces to both these integrated commands.

**24-HOUR VIGIL**  
Maritime Air Command maintains three operational stations in the east and one in the west to provide 24-hour surveillance of the coasts of Canada. Four of the country's eastern approaches, the command operates squadrons from Greenwood, N. S., and Summerside, P.E.I. In the west, a maritime patrol squadron flies from Comox, Vancouver Island, B.C. Aircraft from these units investigate all unidentified submarine contacts and keep a close watch on fishing vessels and merchant ships in the Canadian areas of responsibility.

In addition to this primary role, MAC also operates two search and rescue units from

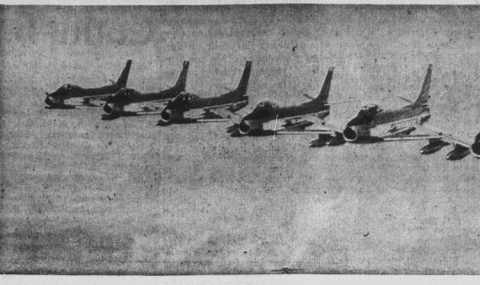
### Rescue team saves many lives

The RCAF discharges the government's responsibilities for search and rescue for all flights over Canadian territory and over the open ocean areas off the east and west coasts. Similar services are provided for marine traffic in the coastal and Great Lakes areas.

For organizational purposes, the overall area of responsibility is divided into four search and rescue areas, each responsible to a command headquarters. SAR units with aircraft and other facilities appropriate to the region, are stationed at strategic locations within each search and rescue area and aircraft and crew are held in readiness for operations at all times.

Operational control of the organization is exercised by resident co-ordination centres at Vancouver, Winnipeg, Trenton and Halifax. These RCCs operate in conformity with the principles and recommended practices endorsed by the International Civil Aviation Organization. Sub-RCCs are located at Edmonton, Alta., and Torbay, N.S.

**THE MIGHTY ARGUS**, the sub-killing giant of the air force will be one of several aircraft open for public inspection Saturday. Primarily a search and rescue aircraft, the Argus also can lay mines.



DARING PRECISION FLYING OF HAWKS HAS WON ACCLAIM EVERYWHERE



25,000 PEOPLE WATCHED HAWKS PERFORM IN CHTOWN IN 1962



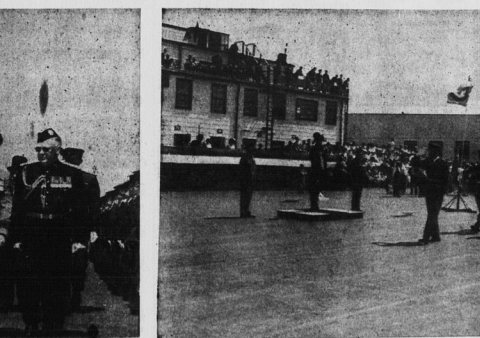
## RCAF moves to keep pace with rapid space changes

In this era of rapid change and ventures into the realms of outer space, the RCAF realizes the importance of keeping pace with new techniques and developing personnel with the potential to utilize new knowledge and skills.

The post war build-up in training command, which has its headquarters in Winnipeg, began with the outbreak of the Korean War when rapid expansion of the RCAF took place. It grew to a formation capable of meeting not only RCAF training needs but also of undertaking the training of air force personnel in many NATO countries. Most of this training takes place on the prairies where weather and geography are conducive to good flying conditions. Aircrew training includes pilot training on piston and jet aircraft, radio officer training, and navigator training.

The new CT-114 "Tutor" jet trainer, 190 of which are to enter service during 1964, will give the RCAF an all-jet training program for its Regular Force pilots. The turbo-jet powered Tutor is fast enough to introduce embryo pilots to the problem of high speed flight and to give them a thorough orientation from the outset of their training. Indocination training for groundcrew personnel is conducted at RCAF Station St. Jean, P.Q. The course is designed to introduce the fundamentals of discipline, military customs and elementary skills; to instill pride in the service,

## PARADE, INSPECTION, DISPLAY OF RCAF PLANES AWAIT VISITORS AT SUMMERSIDE



ONE OF THE HIGHLIGHTS of Air Force Day at Station Summerside is the inspection of the honour guard. An annual event, the bright colours and military precision of the guard thrills the capacity crowds which throng to the station.

**HON. WALTER F. HYNDMAN**, Lieutenant - Governor of P.E.I., receiving the Salute as the honour guard marches past in the 1962 Station Summerside Air Force Day display of military precision and colour is a real crowd-pleaser, and a RCAF official on repeating it this year.

**ISLAND RESIDENTS** are familiar with the RCAF Meteorology Sections daily forecast, but how many know how these predictions are arrived at? In 3 Hangar at RCAF Station Summerside, Air Force Day, all such questions are answered. The Station "Met Man" shows a guest how to forecast the weather.

## Hawks tops in business

The RCAF's Golden Hawks aerobically team performed in public for the first time in May 1959 and has since given over 248 precision performances before more than 12,000,000 spectators in Canada and the United States. The formation of the team marked the 50th anniversary of the RCAF, and golden (50th) anniversary of powered flight in Canada.

The seven men chosen each year for the team are drawn from the ranks of jet pilots serving with squadrons and training units of the RCAF. They have an average of 12 years of Air Force service and all have been stationed with Canada's NATO Air Division in Europe.

Flying standard Mark VI F-86 Sabre jets, painted gold with the red and white hawk motif emblazoned on the fuselage, the team performs a unique sequence of tight formation manoeuvres as well as high speed solo aerobatics.

**BEST IN WORLD**  
During 1962, the team's fourth year the Golden Hawks performed at 31 individual shows before a total audience of 2,500,000 people in Canada and appeared in another 12 shows in the United States, including a five - day stint at the Seattle World's Fair.

The Golden Hawks will appear again in 1963 and have in fact already been scheduled for 54 appearances in Canada and seven in the U.S.A.

## AIR FORCE DAY PROGRAM

Following is the program schedule for Saturday, Air Force Day at Summerside Air Station:

1:00: Station opens to public to inspect ground displays and aircraft equipment.

1:45: Band concert in No. 3 hangar.

2:30: Arrival of Lt. Gov. F. W. Hyndman, ceremonial review and official opening.

3:00: Neptune and Argus aerial displays.

3:20: Golden Hawks display.

3:00: Gates close.

**BORN BEFORE RCAF**  
The establishment's main base is at RCAF Station Uplands, near Ottawa, but specialized detachments operate from many other locations. Under various titles, CEPF can trace its origin back to 1919, five years before the RCAF officially came into being.

In 1931 a test flight was formed in Ottawa with one officer, one non-commissioned officer and one Fairchild airplane.

During the Second World War the test and development flight, a branch of CEPF's family tree, was engaged in testing rocket mounts on fighter planes, evaluating bomb sights, and experimenting with radar.

After the war the unusual and the interesting continued with the routine. For instance, to study the effects of ice accretion, the "ice-kilife Ice Machine" was built for the RCAF transport plane, and

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**DEFENCE COMMAND** adds 66 Woodoos

Air Defence Command, now headed by Air Vice Marshal M. M. Hendrick, moved the RCAF into the super-jet age when its first CF-104B Twin-jet Woodoos landed at RCAF Station Namao near Edmonton, Alta., in the fall of 1961.

Under an inter-governmental agreement, 66 of the two-place interceptors were obtained from the U.S. to re-equip five ADC home-based air weather fighter squadrons located at Comox, B.C., North Bay and Uplands, Ont., Baguville, P.Q., and Chatham, N.B.

Aircrew training on the CF-104B is being carried out at 3 All Weather Operational Training Unit, based at Baguville, P.Q.

Another super-jet aircraft now entering RCAF service is the Canadian-built CF-104 Super Starfighter. Aircrew training on this aircraft is carried out at 6 Strike Reconnaissance Operational Training Unit, Cold Lake, Alta. ADC is responsible for this strike - reconnaissance training, but the Super Starfighter will not be flown on operational duty in Canada. These aircraft are replacing the Sabre Mk VI in the eight squadrons now serving with the NATO-assigned Air Division in Europe.

Although the Sabre aircraft is in process of being phased out service with the NATO forces in Europe it will be retained in ADC training units at 3 All Weather Operational Training Unit as well as being formed at Chatham, N.B., where pilots will be checked out on the single - engine jet prior to undergoing training on the super-jet CF-104 at 6 Strike Reconnaissance CTU at Cold Lake.

## Islanders invited to watch big show

It is again my pleasure to extend a cordial invitation to the citizens of Prince Edward Island to visit RCAF Station Summerside during its annual Air Force Day on Saturday from 1 - 4 p.m.

Although there will not be as many types of aircraft involved in the air and ground displays as last year, another very fine program has been arranged which would be of interest to all. The mighty Argus will again be open for your inspection and the day will be climaxed by the magnificent aerial performance of the RCAF's Golden Hawks.

You are invited to bring your cameras to record your visit to RCAF Station Summerside and I hope you have a memorable day.

GR. CAPT. A. G. DAGG  
Commanding Officer  
RCAF Station, S' Side.

## Will it work? RCAF finds out

Will it work? Will it do the job it was designed to do? What are its limits? These are the questions placed before the RCAF's new organization known as the RCAF's central experimental and proving establishment, and when CEPF gives its okay to a new piece of equipment or product - be it a giant Yukon transport aircraft (the largest airplane ever built in Canada), or a modified step in the cab of a foam fire truck - the report is backed by the assurance of the establishment's motto: "Believe those who know from experience."

**"MISSILE ALLY"**  
In 1960, CEPF personnel co-operating with the Canadian armament research and development establishment, the defence research board and the United States advanced research program, installed in this operation, instruments installed in the wing pods of RCAF CF-104 jets were used to record ultra-violet, visible and infra-red radiations generated by missile nose cones entering the earth's atmosphere after being fired from Cape Canaveral, Florida.

The CF-104's, operated by CEPF crews, worked out of a base on Ascension Island in the South Atlantic, 5,000 miles from the launching sites. The location is known as the end of "Missile Alley". In recent operations in 1961 and 1962, CEPF personnel with the CF-104s carried out of Cape Canaveral.

The special jobs operated out of detachments of CEPF are many and varied. The air armament evaluation detachment at RCAF Station Namao uses digital electronic computers, radar, special cameras and other special devices to evaluate procedures to evaluate and assess armament equipment. Actual firing trials are carried out in the Primrose Lake evaluation range, a weapons range which straddles the Alberta-Saskatchewan border.

CEPF's climatic detachment puts aircraft and equipment through the punishing trials of extremes of weather. The RAF and USAF as well as the RCAF have included jobs at the establishment's specialists to Fort Churchill in Northern Manitoba, and the Canadian-built CF-104 Strike Reconnaissance CTU at Cold Lake.

**Other projects** ranged from the testing of a tail-less glider for the national aeronautical establishment, to user trials on a fuel control setting device for jet engines, the assessment of fibreglass ammunition boxes and the testing of a new type of photographic printing paper.

**"OPERATION LOOKOUT"** In 1960, CEPF personnel co-operating with the Canadian armament research and development establishment, the defence research board and the United States advanced research program, installed in this operation, instruments installed in the wing pods of RCAF CF-104 jets were used to record ultra-violet, visible and infra-red radiations generated by missile nose cones entering the earth's atmosphere after being fired from Cape Canaveral, Florida.

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