

and placed under control of Air Defence Command. North West Air Command was replaced by Tactical Air Group, with headquarters at Edmonton. No. 14 Training Group, with headquarters at Winnipeg, was formed and placed under the control of Training Command Headquarters, Trenton, Ont. Air Transport Command headquarters was moved from Rockcliffe, Ont., to Lachine, Que.

Higher formations of the R.C.A.F. with their headquarters are as follows:—

<u>Formation</u>	<u>Headquarters</u>
Air Materiel Command.....	Ottawa and Rockcliffe, Ont.
Air Defence Command.....	St. Hubert, Que.
Air Transport Command.....	Lachine, Que.
Training Command.....	Trenton, Ont.
Maritime Group.....	Halifax, N.S.
Tactical Air Group.....	Edmonton, Alta.
12 Air Defence Group.....	Vancouver, B.C.
14 Training Group.....	Winnipeg, Man.

At Air Force Headquarters, the planning staff and the operational and training staffs were amalgamated into one division, under the Vice Chief of the Air Staff.

The expansion of the Air Defence and NATO Forces continued and Air Transport Command commitments increased because of a requirement for additional flights to support forces overseas. The contribution to the Korean airlift was maintained. A transport operational training unit was formed at Lachine, Que., to undertake training for transport crews.

**Operations, 1951-52.—Air Defence.**—During the year 1951-52, Air Defence Group became Air Defence Command and continued to expand in facilities, aircraft and personnel. Three additional regular fighter squadrons were formed and equipped with F-86E (Sabre) aircraft: No. 439 at Uplands, Ont., No. 413 at Bagotville, Que., and No. 430 at North Bay, Ont. Regular squadrons using Mustang and Vampire aircraft were re-equipped with the F-86E. No. 421 Squadron which proceeded to the United Kingdom in January 1951 returned to Canada in December 1952 and re-formed at St. Hubert. Nos. 410 and 441 Fighter Squadrons were transferred from St. Hubert to R.C.A.F. Station, North Luffenham, England, to become the first two squadrons of No. 1 R.C.A.F. Fighter Wing Overseas.

**Maritime.**—There was a gradual build-up of facilities, equipment and personnel with the Maritime Group during the year. The newly formed No. 404 (Maritime Reconnaissance) Squadron and No. 405 (Maritime Reconnaissance) Squadron sent crews to the United Kingdom for advanced training in anti-submarine warfare at the Joint Anti-Submarine School. The joint R.C.N.-R.C.A.F. Maritime Warfare School at Halifax and No. 2 (Maritime) Operational Training Unit at Greenwood, N.S., continued their respective training programs throughout the year.

**Air Transport.**—The squadrons of Air Transport Command continued to provide logistical support, when required, for units of the defence forces and provided similar services for other government departments when no commercial air facilities were available. Two squadrons were employed in Canada solely on air-transport work. A third transport squadron, No. 426, continued transport operations on the transpacific airlift from bases at Tacoma, U.S.A., and Dorval, Que. By Mar. 31, 1952, the squadron had completed over 350 flights across the Pacific to Tokyo and return, carrying more than 4,000,000 lb. of freight and mail and over 8,500 passengers. The squadron has flown almost 4,000,000 miles on the Korean airlift.