

During the fiscal year ended Mar. 31, 1954, the RCAF completed its share of Canada's contribution to the integrated forces of Supreme Headquarters Allied Powers Europe (SHAPE) with the arrival overseas in August 1953 of No. 4 Wing of the 1st Air Division with permanent headquarters at Metz, France.

The major formations of the RCAF remained unchanged, with location of headquarters, as follows:—

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

Canada's home defences were augmented during 1953-54 by the creation of all-weather jet interceptor squadrons equipped with CF-100's, the opening of new bases, the expansion of the Ground Observer Corps and the near completion of the Pinetree radar chain. In June 1954, as a result of the decreased requirement for air transport support to and from Korea, the RCAF airlift was terminated.

At the end of June 1953, the strength of the RCAF regular force was 8,349 officers and 38,507 men; the strength of the auxiliary was 1,805 officers and 3,425 men.

Operations, 1953-54—Air Defence.—Air Defence Command continued its planned build-up. The permanent radar system neared completion. Regular force and auxiliary radar units, along with regular fighter, auxiliary fighter and Ground Observer Corps units, participated in the second joint United States-Canada air defence exercise held during July 1953, to test the continental defence system. Improvements were made at all major airfields, and additional navigation aids were installed and all-weather instrument procedures developed for air defence operations.

NATO.—The 1st Air Division reached its maximum strength with the arrival in Europe of the 3rd and 4th Fighter Wings thus fulfilling Canada's commitment to the NATO integrated fighter force. No. 3 Wing, consisting of three squadrons, arrived in Zweibrücken, Germany, in April 1953, while No. 4 Wing, with three squadrons, followed in August and was based at Baden-Soellingen, Germany. Replacement of Sabre II aircraft with the more powerful Orenda-powered Sabre V was commenced.

Maritime Operations.—The Joint Maritime Warfare School at HMCS *Stadacona*, Halifax, N.S. continued to train crews in basic and advanced anti-submarine tactics. Maritime Air Command aircrews took part in joint exercises with the RCN on both coasts and participated in a number of NATO exercises in Atlantic and European exercises.

Air Transport Operations.—The squadrons of Air Transport Command continued to provide air support to the Air Division in Europe and, until June 1954, to the Far East; long-range air support operations were performed by North Star aircraft. The Fairchild C-119 aircraft of the Command were used as cargo and personnel carriers in Canada, as well as for paratroop training. Both types of aircraft were used for supply operations to Arctic weather stations.