

Subsection 3.—The Royal Canadian Air Force

Organization.—Air Force Headquarters at Ottawa conducts the planning and policy for administration and training of the active and reserve forces of the RCAF. Organization is divided into three categories—personnel, logistics, and plans and operations. The major formations of the RCAF and their headquarters locations are as follows:—

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

The organization of the RCAF's planned total of 41 squadrons was completed by the end of 1954 and the number of aircraft of all types in service was 2,845. Twenty-one of the squadrons are for the air defence of Canada, and twelve squadrons are stationed in France and Germany as No. 1 Air Division. Four squadrons are required for RCAF transport operations at home and abroad. Three maritime squadrons operate in conjunction with other forces for the defence of Canada's East and West Coasts. One squadron of Transport Command, No. 408, a photographic squadron, flew about 17,500 miles during 1954, carrying out aerial survey operations, including special aerial survey work in conjunction with the Mid-Canada early-warning radar system.

At the end of December 1954 the strength of the RCAF regular force was 8,886 officers and 39,864 men; strength of the auxiliary Air Force was 1,888 officers and 3,651 men.

Operations in 1954-55.—Air Defence Command continued its planned build-up. Work on the construction of the mid-Canada early-warning system was started. Improvements were made at all major airfields. Additional navigation aids were installed and all-weather instrument procedures developed for air defence operations. By the end of 1955 all nine regular squadrons of Air Defence Command were equipped with all-weather *CF-100* jet fighters.

The 1st Air Division is at maximum strength in Europe thus fulfilling Canada's commitment to the NATO integrated fighter force. Replacement of *Sabre II* aircraft with the more powerful Orenda-powered *Sabre V* was completed and the new *Sabre VI*'s began arriving.

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. A new type of maritime aircraft, the *Neptune*, came into service.

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.

RCAF photographic squadron, No. 408 Squadron, completed camera coverage of additional areas under the air photography and survey program including 7,800 miles of special survey work in connection with the construction of the mid-Canada radar system.

During 1954 aircraft and marine distress missions, mercy flights and other emergencies involved the use of RCAF search and rescue aircraft on 230 occasions.