

The organization included 29 flying squadrons of the RCAF Regular and 11 flying squadrons of the Reserve. The Reserve squadrons performed an emergency and rescue role. Nine of the Regular squadrons contributed to the air defence of the Canada-United States region; 12 squadrons were assigned to the air defence of Western Europe; four squadrons were required for RCAF transport operations at home and abroad; three maritime squadrons operated in conjunction with other forces for the defence of Canada's East and West Coasts; and one reconnaissance squadron carried out aerial photography and reconnaissance in the Canadian North.

The strength of the Royal Canadian Air Force at Mar. 31, 1960 was 51,737 officers and men in the Regular Force and 3,792 in the Auxiliary Air Force.

Operations in 1959.—The RCAF continued to fill its air defence commitments, improve the effectiveness of its air defence squadrons and emphasize defence integration with the USAF under NORAD. The Canadian air defence force remained at nine squadrons of *CF-100 MK V* aircraft. No. 1 Air Division in Europe, comprised of eight *F-86*, four *CF-100 MK IVB* and one *AC and W* squadrons, continued to fill Canada's commitment to the NATO air defence fighter force.

Air Defence Command continued its planned build-up and had under operation three radar systems—the Distant Early Warning Line (DEW), the Mid-Canada Line (MCL), and the Pinetree Line—as an integral part of North American Air Defence Command (NORAD). The southern portion of the Ground Observer Corps was disbanded effective June 1, 1960. The northern portion continued operations as a supplement to the early warning radar system.

The program of re-equipping Maritime Air Command squadrons with improved aircraft and equipment continued throughout the year. On the East Coast a second squadron was converted to *Argus* aircraft, the largest and most modern anti-submarine aircraft in operational use. The maritime force, consisting of two *Argus* squadrons on the East Coast and a *Neptune* squadron on the West Coast, participated in a number of national and NATO exercises. Daily patrols and surveillance over the ocean areas on both coasts were conducted throughout the year.

Air Transport Command continued to provide support to the Air Division and the Army Brigade in Europe using *North Star* aircraft. *North Stars* were also used to support the United Nations Emergency Force in Egypt. A flying unit, operating *Dakota* and *Otter* aircraft, was maintained for local employment in Egypt in support of UNEF. *Fairchild C-119* aircraft of Transport Command were engaged in cargo and personnel carrier operations in Canada and in paratroop training for the Canadian Army. Both *North Star* and *C-119* aircraft were used for operations in support of the Arctic weather stations. Routine reconnaissance flights in the Arctic Archipelago and photographic missions for the Department of National Defence were carried out by 408 Squadron.

During the year, the RCAF continued to provide Search and Rescue services in Canadian areas of responsibility. Forty-two major search operations were conducted, of which 27 were for civil aircraft and four were for military aircraft. Marine craft and miscellaneous cases accounted for the remainder. During the year, 152 mercy flights were performed. The total flying time for all search and rescue operations was 5,527 hours.

Training.—During the year ended Mar. 31, 1960, the last of the aircrew trainees accepted under the NATO training plan and the agreement with the Government of Germany completed their training in Canada. Aside from providing aircrew training to meet its own requirements, the RCAF provided training to Wings standard for a limited number of aircrew trainees of the air forces of the Netherlands, Norway and Denmark under bilateral agreements with the governments of those countries. Advanced flying training was also provided to a small number of pilots of the Turkish Air Force and the German Air Force.