

The organization included 22 flying squadrons of the RCAF Regular and 11 flying squadrons of the RCAF Auxiliary. The Auxiliary squadrons performed an emergency and rescue role. Five of the Regular squadrons contributed to the air defence of the Canada-United States regions; eight squadrons were assigned to No. 1 Air Division in Europe; four squadrons were required for RCAF transport operations at home and abroad; four 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 Canada.

The strength of the RCAF at Mar. 31, 1963 was 52,458 officers and men in the Regular Force and 2,223 in the Auxiliary Air Force.

Operations in 1962.—The RCAF contribution to the air defence of North America, consisting of five *CF101B* squadrons, two *Bomarc* squadrons and the many radar sites, continued under the operational control of North American Air Defence Command (NORAD). No. 1 Air Division, Canada's NATO contribution in Europe, commenced the changeover from air defence squadrons using *F86* and *CF100* aircraft to tactical squadrons employing *CF104* aircraft. By the end of March 1963, all four *CF100* squadrons and two *F86* squadrons were disbanded and two *CF104* squadrons were formed.

Air Defence Command continued its planned build-up of the Pinetree Line radar system, and continued to operate the Distant Early Warning Line (DEW) and the Mid-Canada Line (MCL) as an integral part of NORAD. The RCAF continued the take-over of the U.S.-financed and manned radar sites in accordance with the government agreement. The Ground Observer Corps continued operations in the North as a supplement to the DEW radar system.

The RCAF Maritime Air Command during 1962 contributed four land-based maritime squadrons to the Maritime Defence of North America. Three of these squadrons, based on the East Coast, have been completely equipped with *Argus* aircraft, the largest and most modern anti-submarine aircraft in the world. A continuous program of aircraft modernization and re-equipping with improved anti-submarine devices was also conducted throughout the period. These three squadrons and a *Neptune* aircraft squadron on the West Coast participated in a number of national, international and NATO anti-submarine exercises conducted throughout the year. Daily patrols and surveillance of ocean areas adjacent to the Canadian coastline were also maintained.

Air Transport Command continued to provide support to the Air Division and to the Army Brigade in Europe using its new *Yukon* aircraft. Airlift support was also given to the United Nations Emergency Force Middle East and the Organization des Nations Unies du Congo using *Yukon* and *North Star* aircraft. In addition, a flying unit operating *Caribou* and *Otter* aircraft was maintained for local employment in Egypt in support of UNEF. In Canada, *ATC* aircraft airlifted DND personnel and cargo over air routes from coast to coast. *C119* were used for paratroop training of the Canadian Army, and *408* Squadron carried out routine reconnaissance flights in the Arctic Archipelago and photographic missions for the Department of National Defence.

During the year, the RCAF continued to provide search and rescue services in Canadian areas of responsibility. Of the 36 major searches conducted, 31 were for civil aircraft and five were for military aircraft. In addition, there were 11 major marine searches and 371 mercy flights. The total time for search and rescue operations was 8,222 hours.

Training.—During the year ended Mar. 31, 1963, the RCAF provided training for approximately 4,500 officers and airmen to replace releases, meet increased establishments and assume new appointments resulting from modernization of equipment.

Approximately 800 entrants whose native language is French were given from 10 to 21 weeks of instruction in the English language in schools located at St. Jean, Que., and Centralia, Ont. Basic training qualified personnel to do the rather simple but vital jobs