

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.

At the end of March 1953, the strength of the RCAF regular force was 8,071 officers and 32,352 men; the strength of the reserve auxiliary was 1,647 officers and 4,227 men.

Operations, 1952-53.—*Air Defence.*—Air Defence Command's resources were augmented by the activation of a number of units of the Early Warning System and the formation of additional fighter squadrons.

NATO.—Canada's contribution to the air forces placed under the command of Supreme Headquarters Allied Powers Europe (SHAPE) consists of 12 jet fighter squadrons organized in four wings. One wing of three squadrons is stationed at North Luffenham, England, one wing of three squadrons at Zweibrücken, Germany, and one wing of three squadrons at Gros Tenquin, France. When the fourth wing of three Sabre squadrons arrived at Baden-Soellingen, Germany, in September 1953, Canada's NATO commitment was completed well ahead of schedule.

No. 30 Air Materiel Base was formed at Langar, England, to provide logistic support for all RCAF forces in Europe.

Maritime Operations.—Maritime Air Command continued to expand during the year. No. 404 and No. 405 Maritime Squadrons expanded crews and aircraft and No. 407 Maritime Squadron was formed and moved to the West Coast. Maritime aircrews were sent to the United Kingdom on advanced anti-submarine warfare courses at the Joint Anti-Submarine School. The RCAF staff of the Canadian Joint Maritime Warfare School was expanded and the school commenced advanced junior and senior joint tactical courses for staff officers.

Air Transport Operations.—The squadrons of Air Transport Command continued to provide logistical support 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; one of these squadrons was converted from Dakotas to C-119 Fairchild aircraft which has a greater cargo-carrying capacity.

Air Transport Command expanded its activities to include transatlantic flights in support of the Air Division in Europe.

Other.—Air photography and survey work continued for the large mapping operation that has been undertaken. Station photographic sections were established at newly opened units to provide service for the maintenance of air cameras and for the processing of films used in air-to-air and air-to-ground aircrew training exercises.

Twenty-three RCAF forecast offices provide meteorological services in Canada in conjunction with the Department of Transport.

Training and Equipment.—Aircrew training courses were organized for potential aircrew of the RCAF regular, reserve university and Canadian Services Colleges flight cadets and the RCN, and for cadets from countries in the North Atlantic Treaty Organization. During the year ended Mar. 31, 1953, 2,106 NATO