

tinued to receive thorough reassessment by the Royal Canadian Air Force in the light of the thermonuclear air threat to this country.

This threat is such that defending forces must be able to operate in all conditions of weather by day or by night, must be on immediate alert status, and be trained to a very high standard of proficiency; and must, in peacetime, be deployed at their war stations. Our experience now forces us to the conclusion that these conditions are far too exacting to impose on auxiliary forces who are engaged on their civilian duties throughout the week and whose flying therefore is limited mainly to week-ends. Consequently, the ten auxiliary squadrons that were to have been re-equipped with CF-100 all-weather fighters will no longer comprise part of the first-line forces in the North American air defence system . . .

New Interceptor Squadrons

The conditions that have brought about the withdrawal of these auxiliary flying squadrons from the first-line air defence force necessitates increases in the regular force units assigned to this role in Canada. Accordingly, I can now announce that steps will be taken to establish, over a period of time, three new all-weather interceptor squadrons equipped with CF-100 aircraft. This increase, with the 12 squadrons in Europe, will bring to 24 the number of regular force fighter squadrons. The size and composition of Canada's contribution to the continental air defence system continue, of course, to be under review.

Towards the end of this year we will replace one of our Sabre squadrons in Europe with a squadron equipped with CF-100 all-weather interceptor aircraft. And at intervals thereafter, during 1957, three more Sabre squadrons will be thus replaced. This will fulfil our undertaking to NATO to provide four squadrons of all-weather interceptors. Throughout, our commitment in Europe remains at 12 squadrons.

As for new equipment, the Air Force, working in conjunction with the defence research board, is making good progress with its new supersonic delta wing all-weather fighter interceptor, the CF-105, being developed by A. V. Roe, Limited which, with the very advanced and powerful PS-13 engine being designed for it, is expected to constitute a very fast and formidable fighting plane.

The development and preproduction work at Canadair Limited on the CL-28, the new maritime anti-submarine aircraft developed from the Britannia aircraft, is also proceeding very well, and the prototype is expected to fly next spring. By the production of successively improved marks, both the Sabre and the CF-100 are still, and will continue for some time to be, of their sort and for their purpose, first class and effective fighter planes.

The job of the Royal Canadian Air Force is certainly now a widely diversified one, including the interception of enemy bombers, the transport of troops and supplies, the support of anti-submarine activities and defence of shipping operations . . .

The Royal Canadian Air Force is also responsible for the building of the Mid-Canada line, one of the greatest construction projects ever undertaken in