

mutual aid contribution. From 1950 until 1958, when ceremonies at Winnipeg marked the termination of the original NATO aircrew training programme, more than 5,500 pilots and observers from 10 NATO countries had been trained by the R.C.A.F.

In the Korean war, the R.C.A.F. helped the United Nations in a transport capacity. In less than four years, No. 426 Transport Squadron flew 600 round trips across the Pacific to Japan, carrying 13,000 personnel and 7,000,000 pounds of freight and mail, without loss or injury. In addition, some 20 R.C.A.F. fighter pilots saw action in Korea while attached to units of U.S.A.F.

At the same time Canada contributed a 12 squadron air division for NATO's integrated forces in Europe.

The R.C.A.F. became a past master in the art of ferrying jet aircraft across the North Atlantic to Europe. To keep the twelve squadrons equipped with the latest available models of the Sabre jet, an overseas ferry unit was formed in 1953, and during its four years of operations, it ferried approximately 800 jets to and from the NATO bases in Europe.

In 1953 the Air Force took delivery of two Comet jet transports. These aircraft, when put on the trans oceanic route from Ottawa to the R.C.A.F.'s European based air division in 1957, were the first jet transports in the world to fly the Atlantic on a scheduled basis. One of these Comets recently set a new Transport Command record when it flew from Gander, Newfoundland, to Shannon, Ireland, in three hours and 36 minutes.

The R.C.A.F. has also ferried jets to other countries of NATO as part of Canada's mutual aid programme. These have included such recent operations as "Starflight", in which eight T-33 jet trainers were flown to Greece and 17 to Turkey, and operation "Jump Moat", in which 53 CF-100s were ferried to Belgium under joint Canadian/U.S. arrangements.

A test of the R.C.A.F.'s mobility came towards the end of 1956 when elements of 435 and 436 Transport Squadrons were ordered to move to Naples, Italy, to fly air support for the United Nations Emergency Force in the Middle East. Within slightly more than 48 hours after first having received the alert to ready itself for the overseas move, the first aircraft had taken off for Naples. In all, the transport elements airlifted 11,000 passengers and 1,500 tons of freight into the trouble zone.

On the home front, emphasis has been placed on the building up of home-based forces for the aerial protection of Canada and North America. In the spring of 1953 the first CF-100 all-weather interceptor aircraft came into squadron service for duty with Air Defence Command in conjunction with its counterpart in the U.S. Emphasis was also placed on the building of an early warning and interceptor control system. The first of this network was the jointly built Pinetree Line which was

completed in 1954. Two other warning lines went into operation in 1957 -- the Mid-Canada Line, built and operated by Canada and extending roughly along the 55th parallel, and the Distant Early Warning Line, built by the U.S. and extending along the Arctic coastline. Initially, the DEW Line was manned by U.S. personnel but early this year the Government announced that the R.C.A.F. would man most of the operational positions on the DEW Line sites in Canada.

Today, the R.C.A.F. operates 40 regular force and auxiliary squadrons, 21 of them being regular force fighter and interceptor units. At home, nine CF-100 all-weather squadrons stand guard around-the-clock, while overseas four CF-100 and eight F-86 Sabre jet day fighter squadrons are serving with NATO. Offering a strong deterrent to any attack on the North American Continent are the integrated air defence forces of the R.C.A.F. and the U.S.A.F. Under NORAD, the forces of both countries operate as one to protect North American airspace while retaining their individual identities.

As a counter to the growing threat of the submarine, two squadrons equipped with Argus and Neptune aircraft stand ready on the East Coast of Canada to seek out any hostile aggressor of the sea, and a squadron of Neptunes carries out similar operations on the West Coast.

The Argus, which came into squadron service with the R.C.A.F. last year, is not only the biggest aircraft ever built in Canada, but the largest and best-fitted anti-submarine aircraft in the Western world with respect to modern electronic and detection equipment.

In the "aircraft yet to come" category are the CC-106 long-range turbo-prop transport version of the Bristol Britannia, being built as a replacement for the veteran North Star aircraft, and the Cosmopolitan medium transport, a Canadian adaptation of the Convair airliner. Recently the Canadian Government announced that an integrated weapons systems, which includes the BOMARC missile and SAGE (semi-automatic ground environment) would be introduced into the Canadian air defence system. When used in conjunction with the complementary electronic environment, BOMARC's comparatively long range puts it in the "area defence" category, providing a protective umbrella over large areas.

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HIGH COMMISSIONER TO GHANA

The Prime Minister, Mr. John G. Diefenbaker, has announced the appointment of Mr. Bruce M. Williams of the Department of External Affairs as High Commissioner for Canada to Ghana. Mr. Williams succeeds Mr. Evan W.T. Gill whose appointment as an Assistant Under-Secretary of State for External Affairs was announced earlier. Mr. Williams will take up his duties in Accra shortly.