

Maritime evaluation unit proves equipment, tactics

As its name would imply the Maritime proving and evaluation unit is established to evaluate new equipment and tactics for use by the squadrons of Maritime Air Command in their role of patrolling the Canadian coast areas.

The unit was first formed in September, 1955 as the test de-



GROUP CAPTAIN A. G. DAGGS, STATION CO Station CO welcomes Islanders to air show

Once each year it is customary for Royal Canadian Air Force stations throughout Canada to invite the public to inspect the equipment, facilities and personnel of each station. It is my particular pleasure to welcome you, the residents of Prince Edward Island, to RCAF Station Summerside on Saturday, June 16th.

This station has grown appreciably in the past year, and is now the home of a number of new Argus aircraft as well as the more familiar Neptunes. In addition, many other aircraft and associated equipment will be on display for your inspection.

I sincerely hope that you will find interest in both the ground displays and the air show, and may your visit to RCAF Station Summerside be most enjoyable.

GROUP CAPTAIN
A. G. DAGGS
COMMANDING OFFICER



A TOUGH 12-WEEK course sees students reporting to Operational Training Unit at Summerside RCAF Station, where students are taught the basic procedures, principles and tactics of maritime warfare. During the course students are converted to a basic squadron level operational standard. With the establishment of an Argus squadron at Summerside many of the stu-

development and evaluation flight at RCAF Station Greenwood, N. S. Originally the unit comprised of one crew with personnel being selected from both 404 and 405 Maritime Squadrons, and one Lancaster aircraft. Initial trials were carried out in the Lancaster, however, a Neptune aircraft was soon allotted to the unit and the first major project completed by the unit was the evaluation of a new compass system.

In June, 1956, the unit was established as a flight within the organization of 404 (Maritime Reconnaissance) Squadron at Greenwood, and increased to two crews and two Neptune aircraft. Primarily, these crews were concerned with the evaluation of new equipment and tactics. They also participated in the 404 operational and training programs.

TRAINING FILMS
During the next three years the TD and E Flight continued with their evaluation program and also conducted a series of training programs for the benefit of both RCAF and United States Navy aircrews. Toward the end of this period, the unit provided aircraft and crews to assist the National Film Board in the production of a number of training films. Some of these films were also released for public viewing on CBC-TV.

The name of the unit was changed on June 1, 1959, and it became the Maritime Proving and Evaluation Unit (MP and EU) with SL A. E. Tomkinson appointed as officer commanding. The establishment remained at Greenwood, and an Argus aircraft was added to the two Neptunes previously allotted. On August 1, 1959, the unit moved to Summerside where it is firmly established in its own premises.

TRIAL PROGRAM
Since its inception some three years ago MP and EU has conducted an extensive trial program covering anti-submarine warfare detection equipment, armament, weapons and tactics. In addition, many flights have been made in co-operation with or on behalf of other research organizations on a joint trial basis.

Although the majority of the flying is conducted over the Gulf of St. Lawrence and off the Nova Scotia coast, several trials have required the MP and EU crews to detach to foreign bases.

These detachments have been so varied places as Key West, Florida; Norfolk, Virginia; Bermuda; and Ballyhelly, Northern Ireland. Currently the unit has completed an intensive eight-day flying program and is preparing to depart for Northern Ireland to visit their RCAF counterparts for an exchange of information and flight demonstrations of new equipment.

The unit's badge includes the motto, "Novam Quasere Scientiam" (We seek new knowledge) and a sea tern representing the aircraft and crew. The sea tern having great endurance, spends most of its time hundreds of miles over the sea hunting its prey. It appears ceaseless in flight and its resemblance, in colouring, to the Argus aircraft makes it a fitting symbol for this close-knit, well organized unit which engages in highly classified work.

"Cum Scientia Vires" (With Knowledge Comes Strength) is the motto of No. 2 (Maritime) Operational Training Unit at RCAF Station Summerside, and it is with these words in mind that the unit performs its primary role in today's Air Force; that of training aircrew personnel in the basic principles of Maritime warfare so that they may take their place on the anti-submarine squadrons stationed at the eastern and western approaches to Canada.

The OTU course is of 18 weeks duration and trainees, normally 45 in all, are selected from all walks of Air Force life, and are at various stages of their career in the service.

Some arrive directly from the basic training schools across Canada and some being what are referred to in the vernacular as "freshies", which means they have had prior experience but have perhaps been a little rusty behind a desk or their experience has been in some other realm of air defence.

From here on in all are to be taught to "think Maritime".

TWO-PHASE COURSE
The 18 week curriculum is split into two phases; the ground or what might be termed the theoretical phase and the air or practical phase, both aspects of training being closely related and intermingled.

On the ground side, the students spend many hours behind a desk assimilating the technical and theoretical data passed

to them by members of the instructional staff. Some of the subjects so instructed are "joint" subjects or subjects received by pilots, navigators, radio officers and flight engineers together.

Other subjects are taught only to the specific trade concerned. For example, the Pilot and Flight Engineer whose primary task is the safe conduct of the aircraft from "engines-on" to "engines-off", spend many of their secondary hours studying the technical aspects and performance capabilities of the aircraft they will be charged with flying.

By contrast, the observer

trades (navigator and radio officer) spend their segregation studying applicable refinements of their basic trades and learning the theory of operation of many a piece of specialized submarine detection and localization equipment.

FIRST AIR FLIGHT
After a few weeks of intensive study on the ground the fledglings are ready for their first experience in the air as a Maritime crew. For this purpose the 45 trainees are split into five crews, each crew consisting of two pilots, two navigators, four radio officers and one flight engineer. From this point on, unless some untoward incident pre-

vents it, these nine people will fly together as a crew and it is hoped, develop what is considered to be one of the most important attributes of Maritime flying, crew spirit and crew co-operation.

The aircraft chosen as the "work-horse" for the OTU is the P2V, or as it is more commonly referred to, the Neptune. It has two reciprocating engines and two jet engines and is capable of staying airborne for long periods of time, an essential capability in Maritime warfare. It carries latest navigation equipment available for a detection of submarines both on top of the water and below the water.

SEVICING PROBLEM
At this point, there is one facet of the OTU that deserves mention, and that is the servicing and maintenance side of the organization. It is almost axiomatic that the bigger the aeroplane the more the equipment and the more equipment the more the servicing, and certainly the Neptune is no exception. Many man hours are expended on the ground for every hour the aircraft spends in the air.

Graduation from 2 (M) OTU brings some respite from the tedium of study but for most the rest is relatively short lived. For those going to Argus squadrons at Greenwood and Summerside another three weeks to a month must be spent learning the intricacies of this "fabulous being with a hundred eyes".

appropriate to the region, are established at strategic locations within each search and rescue area and aircraft and crews are held in readiness for operations at all times. The Neptune is no exception. Operational control of the organization is exercised by rescue co-ordination centres. These RCCs operate in conformity with principles and recommended practices endorsed by the International Civil Aviation Organization. The centres are at Vancouver, Winnipeg, Trenton and Halifax, with sub-RCCs at Edmonton and Halifax.

RESCUE TEAMS
Attached to each rescue unit are para rescue teams comprised of personnel trained to jump to the scene of a distress incident, render first aid and sustain survivors until arrangements for their rescue can be made. Secondary facilities such as army ground parties, police, and department of transport communications are used as required.

During 1961 the RCAF Search and Rescue organization was involved in the saving of 24 lives. Major search operations were conducted for six military aircraft, 24 civilian aircraft, six marine craft, and three missing persons.

The breakdown of the year's activities is as follows:
Major search operations, 49;
Operations involving life saving, 19 (54 persons); Search operations for military aircraft, 6;
Search operations for civilian aircraft, 34;
Major searches for marine craft, 6;
Major searches for missing persons, 3;
Mercy flights, 229.

The total hours flown by all units on search and rescue activities during 1961 was 7,226 hours.

NEW SUPERSONIC JET FIGHTERS ADD FIRE-POWER TO RCAF NORTH AMERICAN DEFENCE



CF-104 STARFIGHTER IS RCAF'S FASTEST JET CAPABLE OF REACHING 1400 M.P.H.

The Guardian

SECOND SECTION Charlotteville, Fri. June 15, 1962. PAGE 13

Two-phase course produces well-trained anti-sub hunters

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Search, rescue saves 54 lives

The RCAF discharges the government's responsibilities for search and rescue for a 11 flights over Canadian territory and over large ocean areas in the east and west coasts. Similar services are provided for marine traffic in the coastal and Great Lakes areas.

For organizational purposes, the overall area is divided into four search and rescue areas, each responsible to a command headquarters. SAR units with aircraft and other facilities ap-

propriate to the region, are established at strategic locations within each search and rescue area and aircraft and crews are held in readiness for operations at all times. The Neptune is no exception. Operational control of the organization is exercised by rescue co-ordination centres. These RCCs operate in conformity with principles and recommended practices endorsed by the International Civil Aviation Organization. The centres are at Vancouver, Winnipeg, Trenton and Halifax, with sub-RCCs at Edmonton and Halifax.

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Across-Canada display led to founding of Air Force Day

Air Force Day was first instituted in 1947 to acquaint the Canadian public with the function and activities of the RCAF and its personnel. Flying displays usually highlight the day's activities, while hangars feature static displays that depict the multiple roles of the RCAF today, are open to public inspection.

The first Air Force Day was held on June 14, 1947, as a result of a successful trans-Canada display that took place in late 1945. At that time, 10 Lancaster Bomber squadrons had just returned from operations with No. 6 Bomber Group overseas to form the "Tiger Force" which was slated for duties in the Pacific.

However, with the cessation of hostilities it was felt that there was no longer needed. Instead, the Lancaster aircraft and their

crews embarked on a trans-Canada tour to show the Canadian people what their fighting force was like.

SHOWS PROGRESS
Because the tour was so favourably received by the public, some thought was given to a second similar tour, or to the establishment of an Air Force Day the following year, to show the peacetime progress of the RCAF.

However, 1946 found the RCAF fully occupied in reverting to a peacetime status, and such a plan was not feasible at that time.

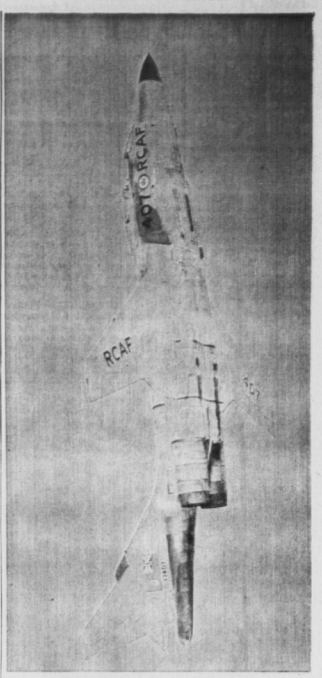
Nevertheless, plans for an Air Force Day re-announced in 1947, when RCAF stations across the country opened their doors to the Canadian public, most of whom had an opportunity to see for the first time the activities,

operations and equipment of the RCAF.

During subsequent Air Force Days, usually held on the first Saturday of June each year, flying and ground displays did much to foster public awareness of the continuing advances made in the field of aviation and air defence. Ground displays have portrayed such peacetime roles as air transport communications, photographic air survey, search and rescue, research and development.

Each year, approximately 40 RCAF stations participate in Air Force Day ceremonies which are designed to inform the public about the various functions of their Air Force in support of Canada's domestic and foreign commitments.

Following is a complete Air Force Day program (All times advanced summer hours).
12:30—Station open to public. Ground display of aircraft and engines will be featured.
2:00—Band Concert No. 3 hangar.
2:45—Arrival of Lieutenant Governor of Prince Edward Island—Ceremonial Review—Aerial Salute—Official Opening.
3:15—Public to clear Aircraft on Ground Display.
3:30—Aircraft prepare for take-off.
3:45—Parade of Mobile Equipment.
4:00—Air Display.
4:45—The Queen.
5:30—Ground Display closes.
6:00—Gates close.



VOODOO SOARS AT 1200 M.P.H.

45-MINUTE AIR SHOW WILL HIGHLIGHT 'DAY'

A 45-minute air show featuring 11 different types of aircraft will be the highlight of the RCAF's annual Air Force Day scheduled Saturday afternoon at RCAF Station, Summerside.

Lieutenant-Governor F. Walter Hyndman will preside at official opening ceremonies at 2:45 following an aerial salute and a ceremonial review.

Prior to the opening visitors will view a ground display of aircraft and engines and hear a band concert by the RCAF Station band in No. 3 hangar.

Also included in the day's program will be a parade of mobile equipment and preparations made by aircraft when they are about to take-off.

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RADAR-EQUIPPED SUB KILLER ARGUS HUNT DOWN AND DESTROYS ENEMY SUBS

decide are now fortunate in being able to remain on the Island, where in the past they were transferred to either Comox, B.C. or Greenwood, N.S. OTU trains pilots, navigators, radio officers and flight engineers, who flying together as air crews, learn how to combine their different tasks and duties to form a successful anti-submarine squadron.

UPPER LEFT PHOTO: Wing Commander W.J. Leavelle, in left, and Bob Gordon and Don Cameron in right, FO Al Germain and FL Don Cameron, pilot.

UPPER RIGHT PHOTO: No actual ditching of a Neptune aircraft has ever taken place in Maritime Air Command, but in case such a thing ever does occur both aircraft carry ample survival equipment and in their OTU course students learn how to be involved in the saving of 24 lives. Major search operations were conducted for six military aircraft, 24 civilian aircraft, six marine craft, and three missing persons.

LOWER LEFT PHOTO: Pilots and flight engineers not only sit together in the cockpit of their Neptune aircraft, but also receive several lectures together on the intricate workings of the engines and flying controls. The Neptune's hydraulic system is explained by Larry Archer and Don Cameron.

LOWER RIGHT PHOTO: Use of electronic devices supplements hands-on training in equipment and FO Al Germain is shown manipulating the con-

trols of the Loren set which he uses as an aid to establish his position.

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