

Royal party flies direct to RCAF station S' side

Her Majesty The Queen and H.R.H. The Duke of Edinburgh will fly direct from London to RCAF Station, Summerside in the Atlantic, at this time to recall the history of the base. Plans for the RCAF Station

Summerside were originally drawn in April 1944 and construction started later in the year. The station opened officially on September 25, 1945. Training School on 25 Jan. 1946 and the first course of pilots graduated on 18 April of that year.

In July 42 the STS was moved away and replaced by No. 1 General Reconnaissance School which continued in operation until the end of the War. The Station was placed on a care and maintenance basis until 1947 when it was re-activated as a permanent installation of the RCAF in peacetime.

It was first re-opened as an Air Navigation School and later sub-divided into the Central Navigation School and No. 1 Air Navigation School. During this phase, student navigators from several NATO countries received instructions in the world's foremost navigational techniques in the autumn of 1953.

The No. 2 Maritime Operational Training Unit moved to Summerside and the CNS moved away one year later. The three flying units currently established on the station include: 2/M OTU, which has the task of training Pilots, Navigators, Radio Officers

and Flight Engineers to operate the Neptune aircraft; 415 Squadron, which flies the Argus on Maritime Patrol; and Maritime Training and Evaluation Unit (MTP and TEU), which has the function of testing new equipment and finding new uses for equipment already in use.

Group Captain Ainslie G. Daag, CO, is commanding officer of the station.

The Argus story

When, in 1939, Eastern Air Command was brought up to a strength of four squadrons, three of these were equipped with aircraft originally intended for other purposes - the Atlas, the Delta, and the Wasp. One was equipped with an aircraft designed primarily for maritime work in the Strategic Reserve. During the post-war buildup for NATO patrol aircraft were modified Lancaster bombers for the maritime role. If Canada was to fulfill its commitments to NATO a new aircraft was indicated. The Neptune was purchased as an immediately available operation at a low cost. It was built around its extremely long range and endurance.

work the Argus can be, and frequently is, used for extended Search and Rescue duties. Recently the British freighter Ambassador and the French vessel Douala, broken by stormy seas, were dramatic examples of the aircraft's use for rescue work. And when the Liberian tanker Amphibia's broke in two and was unable to send a distress signal, it was a patrolling Argus that saw and recognized her plight and directed the RCN destroyer escort to her rescue.

Now under study are plans to permit rapid modification of operational Argus from its Maritime role to a troop transport, in support of Canada's newly conceived direct integration of the armed forces to meet but brush-war flare-ups, anywhere, in UN operations.

ITS STORY

The Argus weighs 148,000 lbs. It has a fuel capacity of 4,500 imperial gallons with a provision for an auxiliary load of 500 gallons. It is powered by four Wright Turbo Comp 1000 engines, each of which develops 3,700 brake horsepower. The 15.4 diameter fuselage contains two 19.4 bomb bays capable of carrying 4 tons of offensive weapons on a fifteen hundred mile from base (1000) to Newfoundland to Ireland) remaining on patrol or search for eight hours and carrying enough heat to service 28 6-room houses in the depth of winter. It has a 1000 kw generator to provide complete power for 40 room houses, carries enough fuel to run the family car 130,000 miles (more than five times around the world at the equator) and takes off with a weight of almost 150,000 lbs.

Maritime air command took shape in 1937

In 1937, because of the serious European situation, the RCAF began a rapid expansion. Dartmouth, N.S., which had been Newfoundland base, was enlarged to handle land planes. Development of new airfields at Yarmouth, Sydney and Truro commenced in 1938 and was still going on when war broke out in September, 1939. On 15 September 1938 Eastern Air Command (EAC) was formed.



ITS VERSATILITY

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Vehicles give protection

During the Royal visit to Prince Edward Island, the Queen will make her drives through the streets of the island in one of three large limousines, each with a bullet proof, plastic top, giving ample views of the Royal Couple as they go.

Royal household has many duties

When Her Majesty Queen Elizabeth II and her husband, the H.R.H. Duke of Edinburgh travel to different countries, members of the royal household travel with them.

Officials, ladies in waiting, secretaries, doctors, dressers, police officials, footmen and pages are included. The party is as follows:

The Marchioness of Abergheny, Lady-in-Waiting; Lieutenant-Colonel the Right Honourable Sir Michael Adese, G.C.V.O., K.C.B., Private Secretary to the Queen; Mr. Christopher Eberts, Canadian Secretary to the Queen; Major Sir Mark Milbank, B.L., K.C.V.O., M.C., Master of the Household; Lieutenant-Colonel the Honourable Sir Martin Charteris, K.C.V.O., C.B., O.B.E., Assistant Private Secretary to the Queen; Commander Richard Colville, C. B., C.V.O., D.S.C., R.N., Press Secretary; Rear-Admiral Sir Joseph Henley, K.C.V.O., C.B., Flag Officer; Royal Yachts; Air Vice-Marshal Sir Edward Fielden, K.C.V.O., C.B., D.F.C., A.F.C., Senior Air Officer; Lieutenant-Colonel R. A. Reid, M.C., C.D., Royal 22e Regt., Canadian Army, Senior Esquire to the Queen; Surgeon Vice-Admiral, Sir Derek Steele-Perkins, K.C.V.O., C. B., Medical Officer; Squadron Leader H. W. Keane, D.F.C., D.F.M., C.D.

Equerry to the Queen; Lieutenant-Commander John Gantler, R.N., Equerry to The Queen; Squadron Leader David Checketts, Equerry to The Duke of Edinburgh; Miss J. Taylor, M.V.O., Chief Clerk; Private Secretary; Miss S. Phillips, Lady Clerk to Assistant, Private Secretary to the Queen; Miss A. Downes, Lady Clerk to Press Secretary; Mr. G.H. Franklin, Clerk, Master of the Household's Department; Miss V. Lee-Barber, Lady Clerk to Equerry to The Duke of Edinburgh; Miss Jeanne Lapointe, Lady Clerk to Canadian Secretary to the Queen; Chief Superintendent A.E. Perkins, M.V.O., The Queen's Police Officer; Inspector I. Thorning, The Duke of Edinburgh's Police Officer; Miss M. MacDonald, M.V.O., The Queen's Dresser; Miss F. Houth, The Queen's Assistant Dresser; Mr. J. Macdonald, The Duke of Edinburgh's Valet; Miss A. Walker, Maid to Lady-in-Waiting; Mr. E. Bennett, The Queen's Page; Mr. J. Walton, Page of the Presence; Mr. J.E. Taylor, Sergeant Footman; Mr. H. Joerin, M.V.O., The Queen's Hairdresser; Mr. B. Shibs, The Queen's Footman; Mr. F. Holland, Footman; Mr. E. Jones, Footman; Mr. R. Hamilton, Footman; Mr. R. Cameron, Footman.

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OFFICIAL GREETERS

Governor General Georges Vanier and his lady, seen here during a 1960 visit to Hunter River, will be among the first to extend Canada's official welcome to the Queen and the Duke of Edinburgh tonight when the royal couple arrive by air direct from London. The Vaniers came to the Island from Ottawa by train.



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We trust that the Royal Couple will enjoy their visit to Prince Edward Island and that it will remain a pleasant memory in the years to come.

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