

It was announced early in the War that Canada would be called upon to provide trained airmen for overseas service. Thereupon training plans were formulated on a large scale. Auxiliary air-force squadrons (the non-permanent units) were trained intensively for active service and made up a large percentage of the personnel of the composite squadrons formed during the autumn and winter.

Equipment was expanded as rapidly as possible in order to provide training facilities and to equip the squadrons necessary for home defence. It was announced in May that nine home-defence squadrons had been organized out of an estimated twelve squadrons required for that duty. In addition, three squadrons of the R.C.A.F., together with equipment, replacements, and reinforcements, had been dispatched overseas.

Agreement of the four Governments concerned, on the principle of the British Commonwealth Air Training Plan, was announced on Oct. 10, 1939, and, by early November, representatives of the United Kingdom, Australia, and New Zealand had all arrived in Ottawa to work out the details of the Plan with the Canadian Government. A joint Agreement for the large-scale training of air crews was signed Dec. 17; under this Agreement the Commonwealth partners are to share *pro rata* in the training program, the total cost of which was estimated at \$600,000,000, with Canada's share \$350,000,000. The Agreement runs until Mar. 31, 1943, but it may be extended by mutual consent.

The Plan calls for progressive establishment of 71 training schools for pilots, air observers, air gunners, and wireless operators from Australia, New Zealand, the United Kingdom, and Canada. The schools, supplemented by technical branches for maintenance and supply, will require a maintenance and instruction personnel of about 40,000 persons.

The United Kingdom and the participating Dominions agreed to have their recruits temporarily attached to the R.C.A.F. for the training period on Canadian soil, and Great Britain sent over 71 officers and 200 trained airmen specialists for administrative and instruction duties.

In keeping with the co-operative nature of the program, the whole Plan is administered by the Canadian Department of National Defence for Air, assisted by a Supervisory Board at Ottawa composed of three Canadian Cabinet Ministers, representatives of the other participating governments, the Deputy Minister of National Defence for Air, and the Chief of the Air Staff.

Construction of the necessary additional aerodromes and hangars and other buildings went forward throughout the winter in co-operation with the Department of Munitions and Supply and the airport engineers of the Department of Transport.

Under the joint Agreement, the United Kingdom was to supply the bulk of the training aircraft, equipment, and armament, supplemented by Canadian-made aircraft and some purchased in the United States. However, because of developments in the spring, Britain needed all available aircraft at home and the normal delivery of planes to Canada was interrupted. In the emergency, Canada ordered a shipment of aircraft *en route* to Canada to be turned back to the United Kingdom. At the same time, all available aircraft that could be spared by Canada were rushed overseas. Canadian pilots, trained as instructors, were diverted to active service.

To meet the interruption of aircraft supply from Great Britain, immediate steps were instituted to increase Canadian production and to seek elsewhere the aeroplanes needed for the training schools and for replacements for the home-defence squadrons.

The Navy—At the outbreak of hostilities, the Naval Staff was enlarged to cope with the new responsibilities and sudden expansion demanded by events. As