

*Other.*—Air photography and survey work continued the large mapping operation that has been undertaken. Station photographic sections were established at newly opened units to provide service for the maintenance of air cameras and for the processing of films used in air-to-air and air-to-ground aircrew training exercises.

The Operational Research Section continued studies of a number of problems such as the relationship of ground environment to fighter characteristics.

Twenty R.C.A.F. forecast offices provide meteorological services in conjunction with the Department of Transport.

**Training.**—Aircrew training courses were organized for potential aircrew of the R.C.A.F. regular, reserve university and Canadian Services Colleges flight cadets and the R.C.N., and for cadets from countries in the North Atlantic Treaty Organization. During the fiscal year 1951-52, 916 personnel were trained as aircrew.

Facilities for pilots were increased by the formation of flying training schools at Claresholm and Calgary, Alta., in addition to those at Centralia, Ont., and Gimli, Man., and by the advanced flying schools opened at Saskatoon, Sask., and MacDonald, Man. At Calgary, a pilot refresher training school was set up for veteran pilots who have re-enlisted. Navigation training facilities were increased by the formation of an air navigation school at Winnipeg, Man., and the opening of a central navigation school at Summerside, P.E.I. The Air Radio Officers' School was established at the R.C.A.F. Station, Clinton, Ont., to carry out basic training for potential radio officers in the R.C.A.F.

Formal trade courses for newly commissioned non-flying list officers were conducted at R.C.A.F. schools in aeronautical engineering, armament, supply and telecommunications. Courses were provided to qualify officers in flying control.

R.C.A.F. trade specifications have been revised to an approved tri-service standard on the basis of job analysis data previously obtained. The majority of R.C.A.F. trades have been converted to the new trades structure as represented by these specifications, and approximately 85 p.c. of personnel reclassified and coded accordingly. Trade training has been changed, as required, in accordance with the new trade specifications. During the fiscal year 1951-52, 5,365 ground-crew were given basic training and 785 were given other courses. To accommodate expanding training loads, relocation and re-opening of several training schools was effected. Primary training of officers on guided missiles continued at Clinton, Ont., and advanced training is being undertaken in the United States by selected officers. Guided-missile training in the armament trade of the R.C.A.F. is being investigated for early commencement.

**Equipment.**—Planes needed for the increased training program, for transport and for operational duties are being obtained by reconditioning, and by procurement of aircraft manufactured in or outside Canada. More than 300 aircraft were reconditioned during the fiscal year 1951-52. The CF-100, the Sabre F-86E and the Harvard trainer were manufactured in Canada. Substantial orders for various aircraft were placed in the United States and the United Kingdom.

The development program on the Rolls Royce Avon-powered CF-100 was intensified during the year. The first Orenda-powered CF-100 was delivered by A. V. Roe Canada Limited, to the R.C.A.F. in November 1951, and all subsequent aircraft will be delivered with Orenda engines installed.