

Production of the F-86E at Canadair Limited is proceeding on schedule. The prototype Orenda-powered F-86E made its initial flight in the summer of 1952. Canadair is engineering the design changes required to enable the T33-A aircraft to take the Rolls Royce Nene engine and will produce this aircraft in quantity for training purposes.

The Orenda turbo-jet engine, designed and produced by A. V. Roe Canada Limited, completed over 9,000 hours of running on the test bed and over 300 hours in the Lancaster, the F-86E and the CF-100. The most important achievement during the year was the successful completion of the 150-hour type test with a production engine.

**R.C.A.F. Reserve.**—In accordance with the new Queen's Regulations (Air), the sub-components of the R.C.A.F. reserves were redesignated as follows: (1) the auxiliary; (2) the primary reserve; and (3) the supplementary reserve.

During the fiscal year 1951-52, the control of auxiliary units in Ontario was transferred from Training Command to Air Defence Command. This was effected because the majority of the units involved were of an Air Defence nature, i.e., squadrons and aircraft control and warning units. At the same time, Training Command was made responsible for the activities of all reserve university squadrons.

Reserve training activities were considerably expanded and summer aircrew training continued for flight cadets of the Canadian Services Colleges and selected university students. The basic training syllabi were condensed to enable the student to reach "wings" standard at the end of his second summer of training and thus to gain practical experience in his third summer through employment in his aircrew trade; altogether, 1,088 flight cadets received flying training during 1951-52.

Formal summer training and on-the-job training continued for selected university students in non-flying list categories. This included basic officer and executive training for all first-year Air Force cadets at Royal Military College, Kingston, Ont., followed by formal training for cadets in certain technical trades. The number of reserve personnel who received either ground or other training was 9,250.

Training of groundcrew personnel of the auxiliary units received added emphasis. New trade specifications were prepared for the majority of reserve trades and training programs were revised to ensure that tradesmen would be capable of doing the work required of them in the operation of auxiliary units. Experience gained in the operation of a technical training unit established at Vancouver in October 1950 resulted in the formation of additional units at Montreal, Hamilton, Toronto, Winnipeg and Edmonton. The purpose of these technical training units is to train personnel of the auxiliary formations in the locality to Group 1 tradesmen standards and to assist in trade advancement training programs.

**Reserve University Squadrons.**—In the summer of 1951, 783 flight cadets were undergoing training under the University Reserve Training Plan, 84 as aircrew trainees and 699 as non-flying list. On Mar. 31, 1952, a total of 995 were training under this Plan.

**Royal Canadian Air Cadets.**—Closely associated with the R.C.A.F. are the Royal Canadian Air Cadets, whose establishment was raised during 1950 from 15,000 to 22,500. More than 223 air cadets squadrons are located across Canada