

and RCAF personnel were trained as pilots, navigators and radio officers. Since the initiation of the NATO aircrew training plan in 1950, 768 pilots and 947 navigators have been graduated from RCAF schools. At Mar. 31, 1953, 1,200 NATO aircrew were training in Canada.

Development courses for officers and flight cadets were conducted at the Officers School, London, Ont. Service indoctrination training of airmen was carried out at No. 2 Manning Depot, St. Johns, Que. Basic flying training courses were conducted at the four flying training schools at Centralia, Ont., Gimli, Man., Claresholm, Alta., and Calgary, Alta., and at advanced flying schools at Saskatoon, Sask., and Portage la Prairie, Man.; weapons training for pilots was given by the school at MacDonald, Man. Navigation training was conducted at two air navigation schools at Winnipeg, Man., and Summerside, P.E.I. The air radio officers school at Clinton, Ont., is the basic training centre for potential radio officers.

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

RCAF trade specifications have been revised to an approved tri-service standard and the majority of trades have been converted to the new trades structure as represented by these specifications; approximately 85 p.c. of personnel were reclassified accordingly. Trade training has been changed, as required, in accordance with the new trade specifications. During the fiscal year 1952-53, 7,350 groundcrew were given basic training.

*Equipment.*—Canadair continued quantity production of the F-86E Sabre jet fighter for the RCAF and it has been possible to provide Sabres to the Royal Air Force as part of Canada's Mutual Aid contribution. A. V. Roe Canada Limited is now producing the Orenda jet engine for use in both the Sabre and the CF-100 all-weather jet fighter. The same firm is producing the CF-100 in quantity and some operational squadrons have already been formed. Canadian-produced Silver Star (T33) two-seat jet trainers, powered by Rolls Royce Nene engines, are used to convert pilots from conventional to jet aircraft.

As part of the radar defence of the North American Continent, installation of equipment has been completed at some sites and is well advanced at the remainder.

*RCAF Reserve.*—The sub-components of the RCAF reserves are designated as follows: (1) the Auxiliary; (2) the Primary Reserve; and (3) the Supplementary Reserve.

During 1952-53, no major changes were made in the RCAF reserves. To bring all RCAF personnel—whether regular or primary reserve—attending Canadian universities under the same control, reserve university squadrons were reorganized and all personnel are now administered by the same squadron headquarters. Six new university squadrons were established during the year as well as two new auxiliary medical units.

During the summer of 1952, 182 pilots, 57 navigators and 18 radio officer trainees from universities and the Canadian Services Colleges underwent training. Pilots complete the regular syllabus of training in three summers; navigators and radio officers graduate in two summers and are employed in their trade the third summer.