

*Equipment.*—Aircraft procurement programs have progressed satisfactorily during the fiscal year ended Mar. 31, 1954. A. V. Roe (Canada) Limited completed delivery of the Canuck CF-100 Mark 3 aircraft and delivery has started of the Mark 4 version. Canadair Limited of Cartierville, near Montreal, Que., made deliveries of the Sabre V (F-86) aircraft with the Orenda 10 engine, according to schedule and continued production according to schedule of the Silver Star (T-33) Jet Trainer. The two DeHavilland Comet jet aircraft delivered to the RCAF are undergoing modification, as recommended by the manufacturer. Arrangements were made to obtain a number of Lockheed Neptune (P-2V7) maritime reconnaissance medium-range aircraft, and steps were also taken to produce, in Canada, the Britannia maritime reconnaissance long-range aircraft to be used by Maritime Reconnaissance Squadrons in lieu of Lancasters. Otter aircraft, produced by DeHavilland in Canada, continued to replace the Norseman for use in search and rescue and for transporting personnel and supplies to destinations not easily accessible to larger transport aircraft. Arrangements were made to procure a small number of T-34 Mentor aircraft for use as elementary pilot trainers.

The program to replace worn out wartime equipment continued during the year and 1,348 new vehicles were procured. Two permanent garages were completed at Trenton and North Bay, Ont., and modifications to other garages improved accommodation. Special types of clothing and equipment, such as flying suits, anti-gravity suits and emergency kits, were procured from Canadian, United States and United Kingdom sources to meet the rapidly changing requirements of aircrews flying high-speed, high-altitude aircraft.

*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 the fiscal year ended Mar. 31, 1954, officer development courses were conducted at the Reserve Officers School, Royal Military College, Kingston, Ont., for university flight cadets of the primary reserve participating in their first summer training program. Pilot trainees of the Auxiliary, members of reserve university squadrons and Services Colleges flight cadets received flying training during the year. Potential radio officers from the reserve Air Force, reserve university squadrons and Canadian Services Colleges flight cadets were trained at the Air Radio Officers School at Clinton, Ont.

At the Reserve Officers School at Kingston, initial training for the non-flying list primary reserve flight cadets of Canadian Services Colleges and universities, who were participating in their first summer program, was followed by basic courses in aeronautical engineering, supply, telecommunications, armament and flying control as applicable. Second year cadets were commissioned after successfully completing the final phases of their basic courses. Language and technical training at RCAF Training Command Schools was also given for instruction duties in the RCAF Auxiliary. The reserve tradesman basic training plan, instituted in 1952, was continued and approximately 1,400 recruits, both high school students and air cadets, completed training during 1953-54.

Reserve tradesmen are entitled to take regular force training courses but few are able to do so because of their civilian occupations.

*Royal Canadian Air Cadets.*—The Royal Canadian Air Cadets are closely associated with the RCAF. Under the sponsorship of the Air Cadet League of Canada, the air cadet movement continued to expand. At the end of the fiscal