

**Training and Equipment.**—During the fiscal year 1954-55 NATO aircrew training in Canada continued at a brisk pace. As of Dec. 31, 1954, 3,306 aircrew had been graduated under this plan since its inception in 1951. In addition the RCAF were engaged in training aircrew for their own requirements. Basic trades courses for non-flying-list officers produced 80 graduates and basic trade schools graduated 7,830 tradesmen during 1954-55.

Officers and flight cadets entering the Service received officer development training at the Officers School, London, Ont., and airmen received initial service training at No. 2 Manning Depot, St. Johns, Que. Basic flying training was conducted at flying training schools located at Centralia, Ont., Claresholm, Alta., Moose Jaw, Sask., and Penhold, Alta. Advanced flying training on twin engine aircraft was given at Saskatoon, Sask., and single engine aircraft advanced flying training at Portage la Prairie, Man.; in the autumn of 1953 the latter station began to give advanced flying training on jet aircraft. Another advanced flying school for jet aircraft is located at Gimli, Man. A Pilot Weapons School is conducted at MacDonald, Man.; flying instructor courses are given at the Flying Instructors School at Trenton, Ont.; instrument rating courses are conducted at Centralia and North Bay, Ont., and at Saskatoon, Sask., and pilot attack instructor courses are given at MacDonald, Man. In 1954 the training of radio officers and navigators was integrated to provide a common basic course in navigation and electronics at the Navigation and Radio School at Winnipeg, Man.

Formal trade courses for newly commissioned non-flying-list officers were conducted at RCAF schools in aeronautical engineering, armament supply, telecommunications and security. Basic courses for unit defence officers were conducted at Camp Borden, Ont. Courses were provided to qualify officers in flying control. *CF-100, Sabre, Silver Star* and *C-119* mobile ground training units were used with great success during the year. Trade advancement training program continued at all units, both regular and auxiliary. To help tradesmen advance more rapidly into the qualified trade group levels, quarterly written trade test boards were continued. Language training programs were conducted where necessary.

The aircraft procurement program during 1955 is dealt with under Defence Production at pp. 1170-1171.

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

During the year ended Mar. 31, 1955 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 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 training plan, instituted in 1952, was continued and approximately 1,855 recruits, both high school students and air cadets, completed training during 1954. Reserve tradesmen are entitled to take regular force training courses but few are able to do so because of their civilian occupations.

Ten auxiliary squadrons are maintained in Canada to provide fighter aircraft for interception duties. In addition two auxiliary squadrons are equipped with Mitchell light bombers and operate, as required, with Canada's Mobile Striking Force.