

The first record of a graduate of the B.C.A.T.P. having been seconded to an E.F.T.S. is in the summer of 1941, and in the autumn of 1942 there were 150 such seconded graduates. On December 1, 1942, all members of both groups numbering approximately 1,800, were recalled from leave. At this time, a system of automatic air crew promotion was put into effect and a large number of retroactive promotions were given both to the instructors and to N.C.O. air crew personnel of the R.C.A.F. generally.

Mr. Yorath's representations state that, while there was no compulsion on new graduates to become E.F.T.S. instructors, the need for such instructors, the splendid work and vital necessity of the job they would be doing, was stressed; that after some time many of the instructing personnel strongly desired overseas postings but were told that their job was too important and that they would have to remain in Canada for some time; that these E.F.T.S. instructors, exposed to greater risk than the Service Flying School instructor, laid the foundation stones of the splendid Air Force which developed; that the system of granting leave without pay created an unfair discrimination and, eventually, in many cases the instructors did proceed overseas and acquitted themselves with the same credit as those who had been paid by the Service ever since their enlistment. Mr. Yorath's brief urges that the entire period between enlistment and discharge of these personnel should count as service, whereas at present the period on leave without pay, i.e., prior to December 1, 1942, is disregarded for purposes of computation of post-discharge benefits.

Mr. Yorath quoted the following maximum salaries for the various grades of instructors, for each of which a scale had, in consultation with the Department of National Defence, been standardized for all E.F.T.S. instructors throughout the Dominion:

	<i>Per Annum</i>
Chief Flying Instructor	\$ 4,800
Assistant Chief Flying Instructor	4,200
Squadron Commander	3,900
Flight Commander	3,780
Flying Instructor	3,600

Instructors on leave paid their room and board if they lived on the station and received no subsistence allowance when away; neither did they receive free medical nor dental care, except first aid, nor reduced railway rates as accorded service personnel.

The Air Force witnesses produced a comparative table showing, on the one hand, the net income after deduction of income tax (other than compulsory savings portion) for Flying Instructors and, on the other hand, the income of R.C.A.F. flying ranks from Sergeant Pilot to W.O. 1. The R.C.A.F. rates were computed by including War Service Gratuity and Re-establishment Credits and due consideration being given to the provision of rations and quarters and other benefits enjoyed by service personnel.

While Mr. Yorath stated that, as a general rule, a Flying Instructor started at a salary of \$2,400, receiving an increase of \$300 per annum each six months and reaching his maximum of \$3,600 after two years of service, it was the observation of the Air Force officers that, from the material which they had been able to examine, the Flying Instructor frequently reached the maximum of \$3,600 in a period of six months. In either event, the Interdepartmental Committee notes that the income of an unmarried instructor who had reached his maximum—even in 1942 with the highest tax before his recall on December 1st—had an advantage of some \$300 over the unmarried W.O. 1 and an advantage of slightly over \$1,000 over the unmarried Sergeant (War Service Gratuity and Re-establishment Credit included).