

Overseas Aircraft and Equipment to Canada

13. It appears reasonable to assume that Canada will require some up-to-date operational types of aircraft and equipment for use in the post-war R.C.A.F. These will be required in numbers greater than are available from W.H.O. Squadrons presently in operation. Transfer of aircraft and supporting spares and equipment on a free issue basis should be possible to the extent of obviating new purchases for quite some time. The requirement that Canada assume packing and shipping charges for such aircraft and equipment is only reasonable and is a provision similar to that proposed for application to free issues to the R.A.F. of surplus B.C.A.T.P. assets.

Training costs in Canada and in U.K.

14. As a result of recent negotiations, Canada has undertaken to reimburse U.K. for advanced training in U.K. of aircrew personnel required for the R.C.A.F. Overseas Squadrons. It has been estimated that such training costs for the fiscal year 1943-44 were in the neighbourhood of \$76,000,000. and for the fiscal year 1944-45 will be in the neighbourhood of \$82,000,000. It is not considered possible to estimate at this time what such costs will be for the fiscal year 1945-46 in view of the marked effect on such an item of the cessation of the war in Europe. However, having in mind current proposals to operate 32 R.C.A.F. Overseas Squadrons in the Japanese phase of the war as compared with the 44 Squadrons now operating, it may not be unreasonable to suggest that advanced training costs in the U.K. of aircrew replacements for R.C.A.F. Overseas Squadrons may be of the order of \$40,000,000. for the fiscal year 1945-46.

15. The United Kingdom Treasury and Air Ministry now propose that the cost of advanced training as indicated in the preceding paragraph be considered as offset by the cost of training R.A.F. personnel in Canada in such continuation or extension of the B.C.A.T.P. as may be agreed. It is difficult to estimate the cost of R.A.F. training in Canada at this time since the scope of Air Training and the total number of aircrew to be held in training are presently under consideration. It does seem apparent that a further drastic reduction in air training in Canada is in prospect. Information from Air Ministry is to the effect that the proposed B.C.A.T.P. aircrew pupil population may be 4600 of which one-third are to be R.A.F. personnel. Pupil population after current reductions now in progress are completed will be in the neighbourhood of 15,000.

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