

brought to full capacity, ground crews and maintenance staffs will be required in large numbers to man the various schools and establishments. Repair and equipment depots, headquarters and commands, recruiting centres and records offices will also be required. In addition to the 58 schools for the training of pilots, observers and air gunners, and schools needed, at the outset, for training instructors and administrative staffs, several much larger schools will also be required to train the personnel for ground crews and maintenance staffs. The total number of schools required, in Canada, for the joint training programme will be 67.

Nearly 40,000 officers and men will be required to man all the various schools, depots and other parts of the organization when it is in full operation. This will include about 2,700 officers and about 6,000 civilians. The remaining 30,000 will be members of the Air Force other than officers. These numbers do not include the pupils undergoing training, who will also be numbered in thousands. Many of the airmen required for training the pupils will be mechanics and other skilled artisans, who constitute ground crews and maintenance staffs.

For the programme of joint training full use will immediately be made of the existing facilities of the Royal Canadian Air Force, as well as of facilities generously made available by Trans-Canada Air Lines. However, to put the extensive programme into full operation, a great deal of construction and production will be necessary. Throughout the country, about a score of existing air fields will have to be enlarged, and some sixty odd new air fields constructed. The schools will be established in different parts of Canada. Large supplies of equipment, and stores of various kinds, will be required to furnish the schools, and also the equipment and repair depots. The construction and other industries of Canada may be relied upon to meet effectively the demands which this programme will involve.

#### *The apportionment of costs*

Great quantities of aircraft and their parts will, of course, be required. The United Kingdom, as her part of the costs of the undertaking, has agreed to supply most of the aircraft, including engines and spares. Apart from the aircraft supplied by the United Kingdom, the light aircraft for elementary training and a portion