

Service Training.

12. At Cranwell and the Flying Training Schools pilots are taught to fly a service aeroplane, but are not taught to fight in it, still less to fight in flight and squadron formations; this and all the service knowledge necessary for a pilot is obtained in the Service Squadron and is the responsibility of the Service Squadron Commander.

13. The Air Ministry endeavours to keep all pilots for a term of four years with the same squadron in order to enable both pilots and squadrons to become efficient in their own particular duty, and in order to foster "esprit de corps" in Squadrons.

14. There are a number of specialist schools in the Royal Air Force at which pilots during the course of their employment with the service squadrons can attend short courses in the various more technical aspects of flying. These schools are as follows:—

Training School.	Nature of Course.	Duration of Course.
School of Army Co-operation, Old Sarum	Army co-operation	3 months.
Seaplane Training School, Lee-on-Solent	Fleet spotting and reconnaissance	5-6 "
Armament and Gunnery School, Eastchurch	Aerial gunnery and bombing	2 "
Central Flying School, Upavon	Training of flying instructors	3 "
R.A.F. Base, Calshot	Air pilotage	3 "
" "	Seaplane training	3 "

These courses not only serve to train individual pilots, but also enable certain selected officers to be employed as instructors in service units.

The Air Staff would welcome the attachment of a certain number of Dominion officers to service squadrons, and also to undergo some of the short courses outlined above.

Training of Technical Experts.

15. A number of officers on the General List are selected for training in the higher technical subjects concerning Aircraft, Armament and Equipment. For this purpose there are a number of long courses at Service Specialist Establishments and at the Universities. Details of these courses are as follows:—

Training School.	Nature of Course.	Duration of Course.
School of Photography, Farnborough	Aerial photography	40 weeks.
Electrical and Wireless School, Flowerdown	Wireless telegraphy	12 months.
Armament and Gunnery School, Eastchurch	Armament	11 "
Royal Aircraft Establishment, Farnborough	Engineering, A	12 "
Cambridge University	Engineering, B	2 years
Imperial College	Advanced, C	1 year
Cambridge University	Signal officers	2 years
Imperial College	Research course	1 year
" "	Meteorology	1 "

NOTE.—The three engineering courses follow one upon the other. Officers from Course A provide the engineer officers for squadrons and training units, &c., with the exception of a few of those who pass out highest, who go on to Course B, which provides even more highly qualified officers for the various technical establishments. Again, a few of the best from Course B continue into the advanced Course C, and are available for the higher technical staffs and for research work.

The Air Staff consider that the Dominions would derive considerable advantage from these courses and they recommend that selected officers of the Dominion Air Forces should go through some of them.

Training of Maintenance Personnel.

16. The training of airmen is undertaken at Flowerdown for electrical trades and at Manston and Halton for the remaining skilled trades. Men enlisted as aircraft hands (unskilled) undergo a disciplinary course at Uxbridge, the Royal Air Force Depot, and then are posted direct to units.

Training in skilled trades at Flowerdown and Manston is completed within a period varying from four to twenty-four months, according to the trades and the initial skill of the individual.

Aircraft Apprentices (Boys) are trained at Cranwell, Halton and Flowerdown, the length of the course being three years.

While in a squadron, unskilled men are encouraged to learn a trade, and if considered likely to progress they are recommended for a course in one of the skilled trades.

With a view to the provision of skilled technical instructors the Dominions would no doubt derive benefit from the attachment of certain non-commissioned officers to these Technical Training Schools.

Training of Reserve Pilots.

17. It is essential that pilots of the Reserve should carry out a certain amount of flying annually. For this purpose four Civilian Training Centres have been formed as follows:—

Location.	Firm	Machines.
Stag Lane, Hendon	The De Havilland Aircraft Company	Avros and D.H.9 a's.
Filton, Bristol	The Bristol Aeroplane Company	Bristol Lucifer and Bristol Tourer.
Coventry	Armstrong, Siddeley Company	Avros and Wolf machines.
Renfrew, Glasgow	W. Beardmore and Co.	Avros and D.H.9 a's.

This system, in addition to relieving the Regular Force of a duty which at present it is too much occupied to carry out, is of direct benefit to the aircraft industry.

Each school can handle seventy pupils per annum. Pilots who have not flown for some time are first instructed on a school type of machine, and subsequently on a service type. In order to qualify as reserve pilots they must each carry out five hours solo flying on a service type machine and also pass certain tests of efficiency.

Pilots with more recent experience of flying are given quarterly training and must carry out three hours solo flying per quarter on a service aeroplane. It should be understood that the direct entry of ex-officers of the war period into the Reserve is a temporary measure to provide an immediate increase in the number of trained reserve pilots. The main source of supply for the Reserve will be the short service officers who have completed the active list portion of their engagements. Officers so entered need only the ordinary quarterly training to keep in practice in flying.

Reserve officers of Class B (technical and observer officers) are liable to be called upon to carry out fourteen days' training per annum with an Air Force unit.

It is suggested that training of Reserve pilots on the lines indicated would prove satisfactory in the Dominions.

Training of Reservists (Airmen).

18. Airmen on the Reserve of the Royal Air Force are liable to be called upon for twelve days' training per annum with an Air Force unit.

EQUIPMENT AND STORES.

19. Aeronautical equipment is one of the most important factors in the efficiency of a flying force, and it will undoubtedly play a large part in assuring the security of the British Empire. It is manifest, therefore, that no opportunity should be lost of improving aeronautical equipment in every way, and of developing the resources of the Empire in this respect.

Aircraft Production.

20. At the present time practically all aircraft production for the equipment of the various air services of the Empire is carried out in the United Kingdom. In time of peace this may not be disadvantageous, but in the event of a serious threat to