

Royal Flying Corps from their inability to graduate as military pilots, or for other reasons, they will become available for service with the contingents of their respective Dominions.

All such candidates must be between the ages of eighteen and thirty, be possessed of normal eyesight without glasses, and must satisfy a Medical Board that they do not suffer from deafness or any form of middle-ear disease; that their respiratory, circulatory, and nervous systems are normal; and that they are in other respects physically fit for general service.

(b.) Those who desire to enlist into the Royal Flying Corps should belong to one of the trades given in Appendix A attached, and should be capable of performing the trade tests therein described.

These men will be enlisted for the duration of the war, and will be granted free passage from and to the port of embarkation in their Dominion. All men should be enlisted as second-class air mechanics, pending classification on arrival in the United Kingdom.

(c.) It is thought, however, that the Governments of the Dominions might wish to raise complete aviation units, either independently or in conjunction with one another. Should this be the case, I am to say that the Army Council would gladly accept the offer of such units, in which many of the individuals under (a) and (b) would no doubt be included. Such units would take their place in the general organization as units of the Royal Flying Corps, as it would be necessary that they should come under the orders of, and be at the disposal of, the General Officer commanding that corps. In order to mark the connection of these units with the Dominions with which they were associated, arrangements would be made to give them a distinguishing designation.

At the same time I am to say that it may be found necessary in the interests of the service to post officers and men from these units to other units of the corps, and similarly to transfer to the Dominion units officers and men who have no territorial association with them. The necessity for this is due—

- (i.) To the necessity for replacing wastage with the most suitable material available:
- (ii.) To the fact that in the early stages these units will probably not have officers, or senior non-commissioned officers, of sufficient experience available for the higher appointments:
- (iii.) To the fact that it is not desirable to restrict promotion to the particular unit, and that it will probably be to the advantage of the service to select officers from these units to fill higher appointments in other units.

It is thought that the most convenient unit would be a squadron the war establishment of which and the trades required are shown in Appendices B and C attached.

The Imperial Government would undertake the entire equipment and maintenance of the units as regards material; as regards pay and personal equipment the Dominions might be disposed to assume the same responsibility as they have for their contingents of other arms. The Council are of opinion that the rates of pay should, in any case, be those now authorized for the Royal Flying Corps (*vide* Appendix D). Appropriate allowances would be issuable in addition.

As regards the training of units, the Council consider that the advanced training of pilots and the instruction of the rank and file should be carried out in the United Kingdom, where training centres already exist, and where the equipment which will be used in the field is available.

Should you concur in these proposals I am to ask that the Governments of the Dominions may be approached on the subject.

I am, &c.,

The Under-Secretary of State, Colonial Office, S.W.

B. B. CUBITT.

APPENDIX A.—SCHEDULE OF TRADES IN ROYAL FLYING CORPS, WITH TESTS OF PROFICIENCY OF CANDIDATES.

Mechanical transport drivers	..	Driving test and oral examination.
Fitters and turners—		
Fitter	..	.. Making steel hexagon shaft, then fitting same in plate filed to match. Also filing dovetailed plates to fit.
Turner	..	.. Turning shafts to gauge, limit .001", also screw-cutting square threads.
Riggers	..	.. Wire-splicing, general handiness, and intelligence.
Motor-cyclists	..	.. Riding test and oral examination.
Batmen	..	.. Suitable character references.
Carpenters	..	.. Making simple articles, such as boxes.
Instrument-repairers	..	.. Taking to pieces and refitting watches or other instruments.
Sailmakers	..	.. Patching fabric and making engine-covers, &c.
Electricians	..	.. Making diagrams of motor or other circuits and joining cables.
Cooks	..	.. Practical test.
Coppersmiths	..	.. Hammer T piece out of plate, and braze seams.
Clerks	..	.. Shorthand and typewriting, handwriting and arithmetic.
Blacksmiths	..	.. To make a butt weld, and form a T piece; make a pair of blacksmith's tongs.
Motor-car fitters	..	.. Practical work, as bedding crank-shaft.
Acetylene welders	..	.. Simple practical welding; management of plant.
Vulcanizers	..	.. Vulcanizing tubes and covers; working Harvey-Frost plant.
Photographers	..	.. Good results at Press speeds.
Tinsmiths	..	.. Make square petrol-funnel.
Motor-cycle fitters	..	.. Simple practical test.
Painters	..	.. Either signwriting or coach-painting.
Draughtsmen (mechanical)	..	.. Sectional drawing of lathe or other machine.