

next year compared to about 995,000 now estimated for fiscal year 1967.

The fiscal year 1968 request includes funds for two major expansions of basic training facilities. The Air Force plans to add 5,400 additional barracks spaces at its Lackland Military Training Center in Texas and about \$17 million will be needed for this purpose in fiscal year 1968. Construction of a third Navy Recruit Training Center on the site of the former Orlando AFB in Florida (which was previously transferred to the Navy for use as a training devices center in 1964) was initially funded in the fiscal year 1967 budget and \$21 million more is requested in fiscal year 1968.

Technical training. The military services train enlisted personnel for about 1,500 separately identifiable occupational specialties.

Professional training. Professional training encompasses primarily postgraduate level education in military and civilian schools, including medical training.

Among the military schools are the several service command and staff colleges, the service war colleges and the joint service colleges. Each year, over 4,000 students, including foreign military officers and U.S. Government civilians, are educated at these institutions.

Flight training. Flight training is the most expensive type of instruction given by the Defense Department, in large part because of the very heavy investments required in trainer aircraft and facilities. Three factors have now combined to compound our flight training problem: the large numbers of World War II trained pilots who are now coming to the close of their flying careers; the rotation requirements of the Vietnam conflict; and the rapidly increasing size of the Army's aviation program. To meet these increased pilot requirements, the fiscal year 1968 budget includes funds to increase the number of pilots being trained by the services to an annual rate of approximately 13,500. Actual pilot production will not reach the higher authorized levels in fiscal year 1968, however, since it takes up to 18 months to train a pilot.

In the Air Force, the planned annual output of pilots has been increased to 3,492 compared with 2,956 in fiscal year 1967 (including jet pilots trained for the military assistance program). To help handle this increased training load, a ninth undergraduate pilot training operation will be opened at Randolph AFB.

The new planned Navy annual pilot production rate is about 2,525 pilots (including 100 for the military assistance program and U.S. Coast Guard), compared with about 2,200 previously in fiscal year 1967. Of the 2,425 earmarked for the Navy and Marine Corps, about 945 will be trained for jet aircraft, 830 for propeller aircraft and 650 for helicopters.

The Army's planned pilot production has been increased to 7,500 pilots per year (including 180 for the military assistance program), compared with about 3,700 in the original fiscal year 1967 budget. About 90 percent of the new Army pilots will be trained for helicopters, up from about 50 percent in fiscal year 1966. The Army will commission about 75 percent of its new pilots as warrant officers since their positions do not involve command responsibilities. To help handle the larger training loads in fiscal year 1968, Hunter AFB in Georgia (which was scheduled to close in July 1967) has been assigned to the