

and because of its civil development, including the fact that a considerable number of airports and other facilities are available. Thanks to the encouragement given to flying, the pressure of the youth of Canada to get into the aviation business has, at all times during the past 10 years, been far greater than the industry could absorb. This made competition keen, and, while probably working some hardship on the individuals concerned, augured well for any plan that offered to give the youth of Canada an outlet in flying.

**Scope of the Air Training Plan.**—The original training program called for the construction of 64 flying training schools; 20 of these were to be opened in 1940, the first in June; 36 in 1941; and the remainder during the first half of 1942. Circumstances in Europe in the spring and summer of 1940 made it necessary to enlarge the plan and, at the same time, speed it up very greatly.

Of the original 64 schools, 26 were elementary, 10 were for air observers, 10 for bombing and gunnery, 2 for air navigation, and 16 were Service Flying Training Schools where intermediate and advanced training would be given. At each of the Service Flying Training Schools the establishment of aircraft of various types would be so large that when the school was in full swing two relief aerodromes would be necessary to avoid congestion on the main aerodromes. The program, therefore, called for aerodromes for 96 units. It was later expanded to 124, and further extensions may yet be expected.

**Aerodrome Development Organization.**—The building of the Trans-Canada Airway System and the problems solved in its development have been described above. The use of this chain of airports, built to a common, up-to-date standard, as a foundation for the Plan, was the obvious solution of the problem; and the Civil Aviation Division, which had been responsible for its development, was therefore called into consultation by the middle of October, 1939, when the Plan was first announced, although final agreement on its scope and details was not completed until December. However, soon after the announcement in October, it was decided that the responsibility for locating and building the aerodromes required for the program should rest on the Division, which also undertook to: select sites; supervise detailed surveys and see that pertinent information was placed on survey plans; assist, as necessary, the Canadian National Railways land agents in obtaining options on land required; and consult with the engineering staff in regard to the efficient construction of airports from the airman's point of view. All plans were subject to the approval of the Aerodrome Development Committee under the Supervisory Committee of the Air Training Plan.

The formation of a suitable engineering organization to carry out the construction work was simplified because the Division already had an engineering staff that had a wide knowledge of this new phase of engineering which could be obtained only through practical experience. Its engineers had been busy on the building of the Trans-Canada Airway for the previous eight years and were familiar with the conditions and problems to be faced in the different districts of the Dominion. This staff, however, was comparatively small and it was necessary to enlarge it greatly. The size of the program and the speed with which it had necessarily to be carried out made it desirable to divide the work between two organizations at headquarters so as to reduce the burden on the key engineers. Since the airway engineering staff were fully familiar with the existing airports it was decided that they should be made responsible for the improvement of existing aerodromes that were to be used for the Plan and for all work connected with them, and that a new temporary