

airway engineering organization should be formed to deal with all new aerodromes. This new organization was given the services of certain of the experienced key men from the permanent staff.

**Use of Airway Aerodromes.**—The airports of the Trans-Canada system and those in preparation for its extension were suitable for Elementary Training and Air Observer Schools. The Airway had been built for civil transportation, but, when the crisis came, its construction was seen to be doubly justified. No project of more importance to national defence had been undertaken since the World War of 1914–18. Since the sites had been carefully selected and planned for future development, to adapt these airports to Air Force use for Elementary and Air Observers Schools was comparatively simple, calling for the fine grading and seeding of the other portions of the aerodromes not previously finished and the addition of taxi strips to give access to Air Force hangars, as necessary. Experience had shown that if an aerodrome were required for use at all seasons of the year, hard-surface runways were necessary to give sufficient bearing during the spring and fall seasons. Such runways had been built at all major airports on the Airway system.

Another contribution to defence made by the Trans-Canada Airway system merits further mention, namely, the mobility for land 'planes of the home-war establishment of the R.C.A.F. provided by the chain of airports from coast to coast. Without this Airway it would have been impossible to fly such 'planes across Canada, and establishments on the Atlantic and Pacific coasts would have been without aerial connection over Canadian territory.

**School Organizations.**—Earlier mention has been made of the flying-club movement, and the part it played in the training of pilots and engineers, but its usefulness did not end there. Twenty of the 22 clubs have been called upon to undertake the formation of Elementary Flying Training Schools in various parts of Canada, and by far the greatest part of the primary training of students for the Air Training Plan is being carried on by these clubs acting in this new role. A considerable number of private commercial aviation companies have also been organized as schools for carrying out both elementary and advanced training in flying. The larger operating companies have undertaken to give instruction in elementary air navigation and the operation of all 9 Air Observers Schools in which this subject is taught is in the hands of organizations formed by these larger operating companies. Civil aviation therefore supplements the work of the R.C.A.F. by carrying out those portions of the training for which it is qualified, which training the Air Force, through the very magnitude of the Plan, could not otherwise have undertaken for a very long time.

**Conclusion.**—It is stimulating to the whole of the civil aviation industry in Canada to know that its services are of such great value in the present crisis. The struggle with problems of aircraft construction, training of personnel, airport construction and lighting, winter treatment of snow on runways, the organization of a weather-reporting service, and, finally, the incorporation of clubs and private operators into the very body of the British Commonwealth Air Training Plan, constitutes a contribution toward Empire defence that appears to justify all the effort made in pre-war years. Without the solid foundation provided by that effort, the functioning of the British Commonwealth Air Training Plan in Canada might have been so seriously delayed as to render it of little value. Indeed, it is questionable whether the operation of the Plan in Canada would have been feasible at all.