

medium of the Crown Assets Allocation Committee, to the Department of Transport and have, in most cases, been retained for civilian use. Most airports leased from municipalities are being returned to them; many of the newly constructed fields also have been leased to interested municipalities or other responsible bodies.

Many of the R.C.A.F. buildings on the airports taken over have been retained for departmental or municipal use or have been made available at nominal yearly charges to reorganized local flying clubs. Buildings not required for these purposes or as storage warehouses for the War Assets Corporation have been turned over to the Crown Assets Allocation Committee to alleviate housing and other building shortages.

New Development.—With the acquisition by the Department of Transport, of extended airway and airport facilities constructed by the United States Army Air Force in northern Canada for Hemisphere defence purposes, the Department has undertaken the further development of the Edmonton-Norman Wells route via Fort McMurray. The Northwest Staging Route (for details, see article on Canada's Northern Airfields, pp. 705-712 of the 1945 Year Book) from Edmonton to Whitehorse, originally constructed by the Department of Transport and extended during the War, remains for the present under the operational control of the R.C.A.F. with the exception of the Radio Range and Meteorological Services. No decision has been reached as to the use or disposal of airport facilities on the "Crimson Route" or Northeast Staging Route extending from The Pas to Churchill, Man., Southampton Island, N.W.T., and Goose Bay, Labrador.

Detailed surveys were undertaken during the year for proposed airport sites in the Provinces of Alberta, Ontario, Quebec and New Brunswick, at Banff, Red Lake, Atikokan, Gore Bay, Wiarton, Caribou Island, Chibougamau, Matane and Fredericton. Also, by arrangements with the Department of Mines and Resources, construction of a second landing strip was started on the airport at Yellowknife, N.W.T., to enable larger-type aircraft to carry supplies into this important mining centre at all seasons of the year.

Revival of Commercial Flying.—Commercial flying in Canada is still awaiting the appearance of the latest types of civil aircraft. In the meanwhile a number of converted military aircraft have been brought into commercial-flying service, Construction of commercial aircraft in Canada has been greatly hampered by lack of materials and component parts but it is expected that early in 1947 commercial air-carriers in Canada will be in a position to acquire much needed new 'planes and other equipment necessary to their expansion. Many of Canada's war-trained air and ground crews have passed the necessary tests for Certificates of Competency in civilian flying and as air engineers. It is anticipated that as new equipment is made available there will be considerable expansion in commercial flying in Canada.

Private Flying.—Indications are that, as equipment is made available, there will be a spectacular come-back in private flying which, so far, has been held back in spite of military surpluses by lack of equipment and lack of hangar and other aerodrome facilities.

Revival of the Club Movement.—There has been marked activity among Royal Canadian Flying Clubs and many airmen returning from overseas have been actively associated in the revival of this movement. The Royal Canadian Flying Clubs were, in practically all cases, actively engaged during the war years in primary training work for the R.C.A.F.