

outposts on the most northerly islands bordering the Arctic Ocean. Canada also maintains a weather-ship stationed in the Atlantic between Newfoundland and Greenland for assisting transatlantic aviation.

The radio range system, which provides radio beams for guiding aircraft along the airways under all weather conditions, has kept abreast of the extensive development of airways and the demands of civil aviation. Other radio facilities for aviation have been developed and put into operation.

Marked progress is reflected in the continuous increase in scheduled airline operations both within Canada and beyond its boundaries. In addition to transportation, agriculture, forestry and industry have benefited greatly by such operations as aerial dusting, photography and surveys.

In the field of commercial aircraft, the four-engined *North Star* airliner manufactured by Canadair Limited, and the single-engined *Beaver* manufactured by de Havilland Aircraft of Canada, Limited, are two newcomers which, in their respective fields, have played a most important part.

In the field of international civil aviation, Canada has played a prominent part through participation of its personnel in the deliberations of the International Civil Aviation Organization, with its headquarters at Montreal, Que.

**Flying Training.**—A new Flying Training Plan for Canada went into operation on Jan. 1, 1949, whereby approved flying clubs and schools as well as qualifying student pilots receive Federal Government grants for flying training. Clubs and schools benefiting under this Plan are required to provide flying training conforming to the Department of Transport's approved course of pilot training. Student pilots are required to qualify for a Department of Transport private pilot licence in accordance with the agreed international standards set by the International Civil Aviation Organization.

Under the Flying Training Plan, clubs and schools receive \$100 for each individual granted a private pilot licence obtained *ab initio* at a club or school. Students qualifying as private pilots and receiving a Department of Transport licence receive a grant of \$100. Students who have qualified for a Department of Transport private pilot licence may qualify for an additional \$100 grant on being accepted into the Royal Canadian Air Force Active Force, Reserve or Auxiliary under special Royal Canadian Air Force requirements.

**Royal Canadian Flying Clubs.**—In the spring of 1949 there were 36 member clubs of the Royal Canadian Flying Clubs Association with a total individual membership of 6,300, an increase of approximately 100 p.c. over the corresponding period in 1948. Revenue flying hours for the year ended Mar. 31, 1949, numbered 34,436, utilizing 156 aircraft.

On behalf of a committee under the chairmanship of the Controller of Civil Aviation, the Royal Canadian Flying Clubs Association sponsors and conducts the Webster Memorial Trophy Competition for amateur pilots. The Association also provides scholarship flying training for Canadian air cadets.

**Air Industries and Transport Association.**—Commercial flying schools which are members of the Air Industries and Transport Association, numbered 94 on Mar. 31, 1949. Student enrolment in these schools totalled 1,803 as compared with 1,558 in the preceding year. Instructional hours flown during the year numbered 39,114, utilizing 247 aircraft.