

There was little aviation development in this country until World War I. Following the War, many of Canada's wartime aviators assisted in developing air transportation services into inaccessible areas, air forestry patrols and inter-city air services. During this period, the flying clubs movement received Government assistance in the training of pilots and engineers required by Canada's civil aviation industry.

World War II was a period of intensive construction of airports and aerodromes to meet the requirements for training of airmen under the British Commonwealth Air Training Plan. At the end of the War, many Service-trained Canadian airmen turned to commercial flying and were absorbed in existing operating companies or helped to develop other flying services. Transatlantic air services, which were inaugurated by the Department of Transport during the War, were turned over to Trans-Canada Air Lines which came into being by Act of Parliament in 1937 to provide for the development of a government-controlled transcontinental air service for operation as regular scheduled operations. Canadian Pacific Air Lines was created by the amalgamation of small commercial operators for the servicing of Canada's northland. In 1949, the Canadian Pacific Air Lines was designated to provide transpacific services on behalf of Canada and began its scheduled operations from Vancouver to Australia and New Zealand in July of that year and to Japan, China and Hong Kong in September.

**The Control of Civil Aviation.**—The control of civil aviation in Canada is under the jurisdiction of the Federal Government and is administered under the authority of the Aeronautics Act, 1919, and amendments thereto. The Aeronautics Act is in three parts. Broadly speaking, Part I deals with the technical side of civil aviation, comprising matters of registration of aircraft, licensing of airmen, the establishment and maintenance of airports and facilities for air navigation, air traffic control, accident investigation and the safe operation of aircraft. This Part of the Act is administered by the Controller of Civil Aviation under the supervision of the Director of Air Services, Department of Transport. Part II of the Act deals with the social and economic aspects of commercial air services and assigns to the Air Transport Board certain statutory functions with respect to the regulation of commercial air services. Part III of the Act deals with matters of government internal administration in connection with the Act.

**Weather Services.**—Weather services of the Meteorological Division of the Department of Transport have been broadened to meet the demands of aviation for weather information and forecasts at higher levels, over new areas and for extended routes. A Central Analysis Office has been established at Montreal, Que., and an Arctic Forecast Team at Edmonton, Alta. New machine methods are being used in processing weather data, and the network of surface and upper air observing stations has been expanded. Forty forecast offices were in operation in 1952, linked by teletype, radio teletype and an enlarging facsimile system. Arctic weather stations and a Pacific weather station 1,000 miles to the west of Vancouver, B.C., were maintained under international agreement.

**Royal Canadian Flying Clubs.**—At the end of 1952 there were 36 member clubs of the Royal Canadian Flying Clubs Association with an approximate membership of 4,000. During 1952, with 1951 figures in brackets, instructional hours flown totalled 59,252 (51,190), and the number of aircraft utilized for instructional purposes was 161 (140). The number of students instructed and graduated as private pilots was 796 (709), and 156 (116) graduated as commercial pilots.