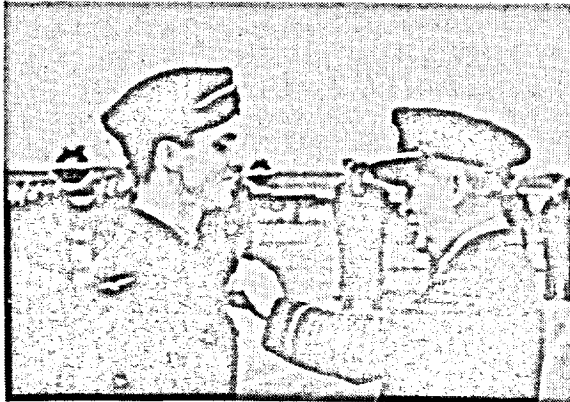


reached a total strength of 206,350 volunteers, many of them highly trained in groundcrew trades. During the war, Canada became the fourth greatest air power in the world, a great achievement for such a small country.

Canada emerged from the war with a large proportion of its population either trained or interested in aviation. In addition, 207 modern airports and airdromes were constructed or improved during the war by the Department of Transport for the BCATP, not counting some 45 airports, airdromes and emergency landing fields owned and operated by the Department. The total number of landing grounds in Canada at the end of 1947 was 273. Canadian flying facilities and techniques such as those for aviation weather forecasts were advanced years ahead of what they normally would have been.

An idea of the general expansion of civil aviation in Canada during and because of the war may be obtained by a comparison of the flying statistics of 1946 as compared with those of 1939. Total revenues increased from \$5,310,000 to \$21,697,000; miles flown from 9,620,000 to 27,179,000; passengers carried on Canadian airlines from 108,000 to 593,280; passenger miles flown from 23,619,000 to 202,222,000; mail from 1,779,000 pounds to 4,915,000; air freight from 19,360,000 pounds to 23,704,000; average load per plane from 781 pounds to 1,770 pounds; number of employees from 1,050 to 5,413; and salaries and wages from \$1,818,000 to \$12,035,000.



Billy Bishop, leading "ace" of the first Great War, also took a prominent part in this last conflict. Here he is giving wings to one of the many thousands of aircrew which Canada trained throughout the war.