

He made fifteen transatlantic trips and, at the end of hostilities, was receiving a salary of \$43.00 a week; a shade under the maximum of \$195.00 a month, plus cost-of-living bonus. Without cost of training to either the Canadian or the British Government, this man performed the duties of Test Flight Observer and Observer, these being:—

- (a) Observer of technical performance,
- (b) Assistant to the Pilot,
- (c) Navigator.

It was pointed out to the interdepartmental committee that all post-discharge benefits, including rights under The Reinstatement in Civil Employment Act, are denied the flying personnel while all benefits accrue to the non-flying personnel of the same Group who received Class CC Commissions. The flyers state:—

Our men, except by a concession on the part of their previous employer, are unable to return to their pre-war position, due to their not being considered veterans;

Some very unfortunate cases of young Radio Officers straight out of Radio College, coming to the Command and, without taking out insurance, losing their lives on their first trip, leaving the wives and families of these men in very bad condition right now;

The majority of these men have excellent secondary school educations and many left university to join the R.A.F.T.C. They are now the most experienced group of men in Canada in long range flying and operation under hazardous weather conditions. Certainly these men with their vast practical experience should be given the opportunity of university training so that their knowledge can be put to the future benefit of Canadian aviation.

Section 6 (a)

INSTRUCTORS IN ELEMENTARY FLYING TRAINING SCHOOLS UNDER B.C.A.T.P.

The Interdepartmental Committee on Veterans Affairs examined a brief dated April 18, 1945, by Mr. D. K. Yorath, Managing Director, High River Flying Training School Limited; also a brief and evidence by The Canadian Legion which generally supported the claims urged by Mr. Yorath. The Interdepartmental Committee also heard Air Commodore J. MacL. Murray, Director of Accounts and Finance, who was accompanied by Wing Commander J. V. F. Courtemanche.

The Elementary Flying Training Schools were made up of civilian flying clubs incorporated as Limited Companies and, in conjunction with the Service Flying Training Schools, formed a part of The British Commonwealth Air Training Plan. Instructors were paid by the schools on a monthly basis within a range determined by the Department of National Defence for Air; and the schools in turn were paid a monthly operating allowance by the Dominion Government.

The instructors in the E.F.T.S's may be divided into two groups:—

1. Civilians with previous flying experience who were enlisted and given a six weeks' Instructor's course at the termination of which they were made acting sergeants and seconded to E.F.T.S's on leave without pay;
2. Graduates of the British Commonwealth Air Training Plan who, on the completion of their course, with rank of sergeant, were selected as "Instructor" material, given a short Instructor's course and seconded to E.F.T.S's on leave without pay.