

only financial protection was that provided by the Quebec Workmen's Compensation Act which provides \$40 a month to a widow and \$10 for a child up to 18 years of age. Many of the men paid \$50 per month (\$75 for Captain) for insurance of \$15,000, Lloyds being the only company which would carry that type of risk. These personnel flew side by side with R.C.A.F. officers and they urge that the importance and danger of their work compared favourably with that of a man on active service in the armed forces overseas and merit recognition.

The following comparison between the monthly salaries of the civilian flyers and the pay and allowances of R.C.A.F. personnel attached to No. 45 Group R.A.F. appears in the brief submitted by the flyers:—

	Salary	Per month Inc. Tax	Insurance	Net Salary
Captain .....	\$1,000 00	\$230 00	\$75 00	\$695 00
First Officer .....	800 00	184 60	50 00	565 40
Sr. Radio Officer.....	600 00	129 50	50 00	420 50
Ft. Engrs. & Jr. R/O's...	450 00	87 60	50 00	312 40
Observers .....	154 12	9 00	.....	145 12

#### R.C.A.F. PERSONNEL (MARRIED, ONE CHILD)

	Basic pay Allowances	Wife	Child	Allowances when attached to No. 45 Group	Net Salary
Wing Commander .....	\$360 00	\$62 20	\$13 92	\$120 00	\$556 12
Squadron Leader.....	292 50	57 20	13 92	120 00	483 62
Flight Lieut. ....	255 00	52 20	13 92	120 00	441 12
Flying Officer .....	210 00	47 20	13 92	120 00	391 12
Pilot Officer.....	187 50	47 20	13 92	120 00	368 62

Figures are not available to the interdepartmental committee as to the number of married personnel in this particular group but, in the Air Force as a whole, approximately 40 per cent. are married and 13 per cent. are married with one child.

Air Commodore Murray expressed doubt that the R.C.A.F. ranks as listed were those which would be substituted for the several civilian classifications, but Mr. Pierce believed that Flight Lieutenants and Squadron Leaders performed the duties of Captains and 1st Officers.

It was pointed out to the interdepartmental committee that certain grades of civilian flyers were paid a net salary higher than the net for comparable R.C.A.F. ranks but are denied all the benefits, monetary and otherwise, of the rehabilitation program for veterans of the armed services; that the comparison of salary is based on the assumption that the civilian personnel were "working" full time and not subject to deduction by reason of injury or illness; and that the advantage of higher salary was not by any means enjoyed by all of the civilian personnel and it is of interest to note some of the circumstances of the service of a typical member of the lowest paid group, to which Mr. Pierce belonged.

A boy now twenty-two years of age was pursuing a course of Applied Science at McGill University when he applied for enlistment in the R.C.A.F., in the spring of 1943. He had been a cadet in the University Air Training Corps. He was advised at the recruiting office that a long time would elapse before he would be sent overseas and, when his engineering training was discussed, he was encouraged to apply to the Ferry Command who were urgently in need of men with his qualifications and where he would immediately have an opportunity of flying. He was employed by the Ferry Command, with a salary of \$100 a month, and was given leave in the autumn of 1943 to return to McGill where he continued his course and acted in his spare time as instructor in navigation to the University Air Training Corps. In the spring of 1944 he returned to the Ferry Command, his particular job being Test Flight Observer.