

There is also a relationship between the military and civilian operation of aircraft. Hundreds of war-trained aviators of both world wars are now playing a prominent part in civilian air operations. And, of course, the flying clubs and some airline companies during the last war contributed in large measure to the success of the British Commonwealth Air Training Plan by training thousands of aircrew.

An excellent example of the co-operation which exists between the two fields of aviation in Canada is the participation in the Korean air lift of aircraft of both the RCAF and Canadian Pacific Airlines.

This relationship between the civilian and military sides of aviation in our country has worked out well. Certainly our young men who fought in the skies over Europe, in North Africa, in the Far East and over the Atlantic were second to none. And, today, our squadrons on guard in Europe and at home are manned by men who are worthily maintaining the proud traditions of Canada's fighting airmen.

On the other hand, the safety record of Canadian airlines testifies not only to the proficiency of Canadian crews and maintenance men but also to the system that has helped to make that record possible.

Canada is now playing a major part in both civilian and military aircraft production as well. During the last war Canadian plants were devoted largely to producing aircraft designed by other nations. To some extent they are still producing aircraft of foreign design, although often with Canadian modifications. But now they are also designing and producing distinctively Canadian aircraft, both civil and military.

In military production the Canadian-built F86 "Sabre" jet with which our air division in Europe is equipped, forms the main line of air defence from attack across the iron Curtain. The completely Canadian development through all stages of the powerful all-weather fighter, the CF-100, and of the "Orenda" jet-engine are achievements of which the Canadian industry can be proud. And we are also producing jet-training planes, the T33 without which we would have no pilots to fly our fighters.

No doubt it was these achievements plus future projects that inspired Sir Roy Dobson to say earlier this month about Canadian production that "Canada doesn't take second place to anyone", and that "in some phases she is ahead of the United States and the United Kingdom".

While unfortunately, due to the "cold war", we have been forced to concentrate on military production, Canada's record of production of civilian aircraft is a commendable one. We were the first nation on this continent to design and produce a jet-liner; unfortunately its further development had to be arrested by the requirements of military production after the outbreak of war in Korea. It was our aircraft industry which successfully wedded a British-type engine with an American-designed air-frame to produce the "North Star", a craft which has given splendid service not only to the RCAF and the Canadian airlines but also the British Overseas Airways Corporation. And of course, I must