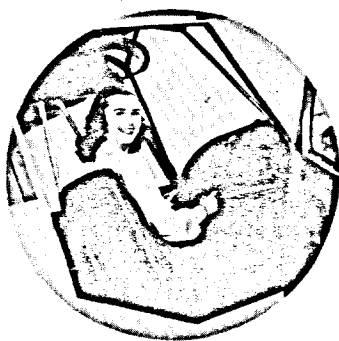


FLYING SCHOOLS IN CANADA

The Canadian Government started the flying club movement in 1927, when it was realized that this would be the best means of stimulating civil aviation. The scheme brought about the building of airports and the providing of facilities for the training of flying personnel. Any community pledging itself to provide the services of an instructor and an air engineer, a licensed airdrome, training aircraft and adequate accommodation for the housing and maintenance of these aircraft was issued other training aircraft by the Government. Each club also received a grant for every student it trained who received a private pilot's certificate.

In 1930 an Association of these flying clubs was formed and an annual Government grant given for the maintenance of a central office. This Royal Canadian Flying Clubs Association has promoted competitions, lectures, air meets and tours. It sponsors a Model Aircraft League, which does educational work among young Canadians. "Canadian Aviation," a well-known monthly flying magazine, was published by the Association for ten years, but now is published commercially. The Association represents Canada in the *Fédération Aéronautique Internationale*, the world-wide private flying body.

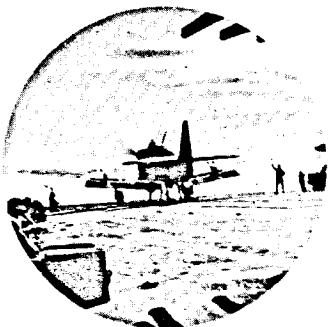
At the beginning of 1948, there were 45 clubs across Canada belonging to the Royal Canadian Flying Clubs Association, compared with only 22 before the war. Numerous commercial schools and private clubs,



Barbara Ann Scott, world champion figure skater, is also one of Canada's many ardent private fliers.



Aircrew in Canada's peacetime air force train in the latest jet aircraft, such as the Vampire shown above.



In the Canadian Navy, pilots learn to take off from and land on the small flight deck of an aircraft carrier.