

The first of these schools is No. 31 O.T.U. at Pennfield Ridge; and in passing I may say that we have found it will be not only possible but necessary to keep that school open for another purpose, as a transport conversion unit. Recently, that is within the last two or three weeks, we have been advised that transport aircraft which were ordered two years ago, which were required for the purpose of transporting troops from one end of Canada to the other as part of the defence of Canada plan, aircraft which we were told not to expect until 1945, will be delivered in 1944. That is an indication that the United States aircraft industry is progressing far beyond perhaps what they themselves anticipated. The result is that we will be enabled to carry on the sort of training which I think will be best for our young men, particularly for the future; that is, training on heavy transports. In order to operate heavy transports one must have an aerodrome with a long runway. During the time we were somewhat anxious about the defence of Canada we decided to lengthen all the runways in the home war establishment in eastern Canada, and one of those was the runway at Pennfield Ridge. That school not only has a long runway; it has what I think they call a parallel runway, and from that point of view it is ideal for the purpose of carrying on with these heavy transports, these Liberators, which require a much longer take-off and landing space than the ordinary aerodrome where we have been carrying on training with Ansons and similar planes, where the runways are something like 3,000 to 3,500 feet in length. So that Pennfield Ridge will not be closed. Another to be closed is No. 31 E.F.T.S. at Winton, Alberta; that is R.A.F. Another is No. 32 E.F.T.S. at Bowden, Alberta; that is R.A.F.

Mr. GRAYDON: Does the minister mean that Pennfield Ridge will not be fully closed?

Mr. POWER: We will carry on training to about the same extent as hitherto in the R.A.F. schools. This was an R.A.F. school, an O.T.U. It is quite possible there will not be so many men there, or so many machines, but a Liberator carries a crew of seven or eight, whereas a Ventura, the machine they have been using, carried a crew of about four, so that I think it will balance up. There may not be quite so many men; I assume there are about 1,400 men at Pennfield Ridge at present, and perhaps when we take over there will be something like 1,000.

Then No. 31 bombing and gunnery school at Picton, Ontario, will be closed; No. 32 S.F.T.S., Moose Jaw, Saskatchewan, will be closed; they are both R.A.F. schools. No. 34 S.F.T.S.,

Medicine Hat, Alberta, R.A.F., is to be closed; No. 36 S.F.T.S., Penhold, Alberta, R.A.F., is to be closed; No. 33 S.F.T.S., Carberry, Manitoba, R.A.F., is to be closed. All these schools will close between December 15 and January 1, so that there is nothing very sudden about it.

The following schools were devoted to the training of the Royal Navy fleet air arm, and they say they no longer require them. These were two R.C.A.F. schools: No. 12 E.F.T.S. at Goderich, Ontario, and No. 4 E.F.T.S. at Aylmer, Ontario.

The following had been R.A.F. schools prior to December 15, and were made R.C.A.F. schools in the reshuffle of which I spoke, and under the new arrangement are no longer required: No. 39 S.F.T.S., Swift Current, Saskatchewan; No. 8 S.F.T.S. at Weyburn; No. 25, which was a former R.A.F. school, at Assiniboia, and No. 26, which was also a former R.A.F. school, at Neepawa.

Three of the schools to be closed are initial training schools. At present we have seven of these, and it has been decided that four will be sufficient to look after the reduced entries. The initial training schools are the schools to which the boys go before they start their actual flying experience, and the population of these schools is usually composed of young men beginning their training as pilots; at least these form the greater proportion of the population. It was decided to retain four schools of the seven, and it was thought best to divide them among the provinces. One was retained at Edmonton, Alberta; one at Regina, Saskatchewan; one at Toronto, and one at Victoriaville, Quebec. The three that are being abolished are at Saskatoon, Toronto and Belleville.

Of the remaining R.C.A.F. schools three are elementary flying schools where we train only pilots. These are at Fort William, Windsor Mills and Regina; they are to be closed. Of the service flying training schools, where only pilots are trained, the following are to be closed: Yorkton, Brantford, Dunnville and Macleod. These are R.C.A.F. schools; they are devoted entirely to the training of pilots and will be closed in December or January.

There are four wireless schools in Canada and it was decided to close one. It was thought that in the interests of civilian economy and agricultural planning it would be advisable to hand back to Ontario the school at Guelph which that province had kindly placed at our disposal, and we are handing it back to Ontario sometime in September or October of this year. Two