

Commonwealth Air Training

Department of Transport for the benefit of civil aviation. Some of these aerodromes were started as unemployment relief projects.

5. Emergency landing grounds on the Trans-Canada airway owned by the crown, controlled by the Department of Transport, developed as unemployment relief projects, mostly to an extent usable for emergency purposes only.

Naturally there was a general impression that advantage should be taken of these existing facilities. However, most of them were found unsuitable for the training plan because of, *inter alia*:

(a) Location in rough or mountainous country unsuitable for flying training.

(b) Impracticability of economical development to the size and clearance necessary for a flying training school.

(c) Location remote from centres of population.

(d) Location in areas of heavy snowfall.

The procedure followed in the selection and development is as follows:

When it became apparent that a large number of aerodromes would be required for the British commonwealth plan, the services of the airways branch of the Department of Transport were requisitioned. Its organization had just completed the development of the Trans-Canada Air Lines and experienced personnel was available to conduct a preliminary survey of the country for the purpose of selecting sites suitable for the economical development of the various types of schools.

In the preliminary survey the officers of the Department of Transport flew over all potential areas and picked out likely locations. These were then visited by them on the ground and a preliminary survey report prepared for each site. A representative of the Royal Canadian Air Force also visited each site and confirmed the suitability or otherwise, of the site for flying training.

From a study of the preliminary survey reports by representatives of the Department of Transport and of the Royal Canadian Air Force, sites were tentatively selected for specific types of schools, distributed geographically throughout Canada as evenly as possible considering reasonable economical development and flying requirements.

The potential sites for bombing and gunnery schools were restricted by the requirements of the bombing and gunnery range—eighteen miles by four miles, which has to be reserved for air firing and bombing practice.

After sites had been tentatively allocated to schools, the Department of Transport undertook a detailed survey. This involved preparation of a contour plan of the aerodrome

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and the surrounding country to ascertain all details regarding the nature of soil, buildings in the locality and any factors which might affect its suitability as an air station. From this report, engineers of the Department of Transport prepared a development plan for each site and estimated the cost of such development.

This development plan with estimated cost was sent to the Royal Canadian Air Force where it was considered by the aerodrome development committee, which consists of senior and responsible officers and officials of the departments of air and transport.

The responsibilities of the Department of Transport in respect of the selection and development of aerodromes for the British commonwealth air training plan were approved by the governor in council in P.C. 3710, on the 17th day of November, 1939.

When approved by the committee, the transport department award the contract for clearing, levelling and preparing the site.

The Department of National Defence for Air plans, makes specifications for and supervises all construction of buildings, the contracts for which are arranged by the Department of Munitions and Supply.

Up to the present, the Department of National Defence for Air has allotted to the Department of Transport for its work on development, certain sums of money, in each case mentioned in the list hereunder. The work is either actually begun or will be commenced within the next three weeks.

I have here a long list adding up to over \$12,000,000, and I would ask the permission of the house to place it on *Hansard*. There are several similar lists:

Financial Encumbrances Raised for Aerodrome Development to June 6, 1940

Calgary, Alta.	\$409,547
Mossbank, Sask.	330,890
Windsor, Ont.	17,500
Lethbridge, Alta.	27,760
Fort William, Ont.	90,389
Prince Albert, Sask.	17,600
Edmonton, Alta.	48,282
Regina, Sask.	230,299
Saskatoon, Sask.	358,000
Airdrie, Alta.	89,000
Vanscoy, Sask.	177,900
Osler, Sask.	45,400
Penhold, Alta.	24,250
Malton, Ont.	70,500
Brantford, Ont.	436,155
Hagersville, Ont.	268,300
Burtch	72,000
Ottawa, Ont.	221,950
London, Ont.	120,410
Windsor Mills, Que.	78,406
MacLeod, Alta.	340,500
Granum, Alta.	207,400
Pearce, Alta.	62,800
Jarvis, Ont.	348,600
Fingal, Ont.	372,250