

population. These airports were of immense value during the war for the defence of the country, for the training of operational aircrew, and helped in the establishment of Trans-Canada Air Lines. Radio ranges were constructed in connection with these airports providing a safe "let down" in unfavourable weather and making it possible to fly from coast to coast without visual reference to the ground or a magnetic compass. A meteorological staff turned to special forecasts for flying. Problems of maintenance, such as snow removal in winter, were overcome.

In charge of the Civil Aviation Division of the Department of Transport, which now has administrative responsibility for Canadian flying, is the Controller, A.D. McLean. Co-ordination between this Division and those dealing with meteorology and radio communications is maintained by the Director of Air Services, Air Vice-Marshal A.T. Cowley. To assure the proper functioning of air navigational aids and the observance of regulations throughout the country, the Department maintains its own fleet of aircraft.

Another Government body watching over Canadian Civil aviation is the Air Transport Board, set up in 1944 under R.A.C. Henry, its chairman. With two other members, Air Vice-Marshal Alan Ferrier, M.C., and J.P.R. Vachon, Mr. Henry advises the Government on questions of general policy in connection with air transport, investigates and recommends the establishment of new routes, licenses all commercial air transport services, and exercises control in such matters as financial responsibility, schedules, rates and charges and insurance.

Provincial governments as well as that at Ottawa make much use of aircraft for many uses, particularly in remote areas. Here an air ambulance of the Saskatchewan Department of Health stands ready to transfer an emergency case from an outlying farm to a city hospital.

