

If rates of growth which have existed over the last three years continue in both countries, and this appears to be what is happening, the faster rate of growth in Canada may mean that, in virtually all fields, with a possible exception of cargo, Canada will not only be in an equal relative position but may pull ahead of the United States; although, knowing the energy and initiative of U.S. operators and normal economic balances between our countries, we are not likely to differ greatly.

Time permits only a brief reference to certain other fields of civil aviation.

Aviation Training

Both Governments have assisted the civilian training of pilots and while details have varied, the objective has been the same. In Canada, initial training is performed either by commercial schools established as private enterprises or by flying clubs which are non-profit agencies forming part of the Royal Canadian Flying Clubs Association. Both played a major role in training during World War II and both have a fine record in promotion of flying training since. It is particularly gratifying to see the existence of Canadian flying clubs formed with the voluntary support of the members of the community to assist in the training of pilots. The Government for its part helps by the payment of a subsidy both to the pilot and to the club or the school as the case may be for each pilot trained (\$100.00 to the individual and \$100.00 to the training agency). The results have been excellent.

More recently, to raise standards of training and to provide assistance in more advanced training, the Canadian Government has provided funds for instructor training. So far this programme has taken the form of two special schools run for a short period each year in co-operation with the flying clubs and schools. Initial results have been extremely satisfactory.

One field, the training of air engineers, is still a source of concern. Canadian officials recognize that this too is of great importance and are hopeful a solution will be found.

We have thus a government programme for the elementary training of pilots, for the advanced training of instructor pilots and I am hopeful that we may in due course find a method of increasing the availability of air engineers as well. Those of you who are familiar with U.S. policy will recognize that the objectives of the two countries have been virtually identical.

Aerial Spraying

In one field greater strides have been made in the United States, namely, aerial dusting and spraying. Progress in Canada has been entirely due to the initiative of a few private operators with little in the way of an overall government approach designed to achieve a much larger aerial-spraying industry. In part I attribute this position in the United States to a more substantial degree of interest on the part of government agricultural officials.

Eventually there should be better integration between the Canadian and U.S. aerial crop-spraying but this will be difficult to work out until there has been better growth in Canada. Since spraying is highly dependent upon fluctuating crop seasons it obviously makes sense also that in the long run aerial crop-spraying should be approached on a continental and not on a national basis. The individual resources of both countries could best meet seasonal requirements if the industry moved north from area to area along with the annual advance of the crop year. This ideal solution, however, needs a more substantial aerial spraying industry in Canada