

2-1291172

Experience during the second world war, when Canada trained 131,000 aircrew, showed that the best places for flying training was in the prairie provinces. Located in these provinces are a number of flying fields with runways, hangars and buildings in a relatively good state of repair, enabling re-establishment to be done as speedily and economically as possible.

Accordingly, all the new flying schools will be located in Manitoba, Saskatchewan and Alberta.

Also, to facilitate maintenance and administration and to take advantage of more suitable weather, basic flying training schools will be grouped in the western part of this area, while advanced flying schools will be grouped in the eastern part of this area.

The new schools to be re-established are flying training schools at Claresholm and Penhold in Alberta and Moose Jaw in Saskatchewan. Advanced flying training schools are to be at Saskatoon in Saskatchewan and Portage la Prairie in Manitoba, with a gunnery school at Macdonald. The flying training school at Gimli will later be converted to an advanced training school. A large air navigation school will be established at Winnipeg in addition to the present school at Summerside, P.E.I.

Of the existing establishments, Aylmer, Camp Borden and Clinton in Ontario will concentrate on trades training. Selection and manning will be carried on at St. Johns, Quebec, where there will be a very large establishment.

With hardly an exception, all the other establishments will be increased in accordance with the expansion of the programme. Abbotsford will be used this summer for training some of the auxiliary squadrons, others going to other schools. In all probability Abbotsford will later be used as an operational station.

In this connection I should like to say that a large number of representations have been received from members of parliament, mayors, boards of trade and other representatives of most of the localities mentioned and many others. They have all offered the closest possible co-operation and reception to the R.C.A.F., with which they had such excellent relations during the war. That co-operative spirit is very greatly appreciated.

The places chosen have been selected having sole regard to two factors: first, suitability for the purpose intended; second, the condition of the existing facilities so as to provide for the most economic and speedy rehabilitation.

The facilities of all the stations will be used to the fullest extent possible. For example, by improved training methods we expect to have pupil populations of 300 at the flying training schools, as compared with 240 during the second world war. The limiting factor at each school will be the number of hours of flying that physically can be fitted in, having regard to the weather and capacity of the airfield.

To operate the plan will require a large number of additional aircraft for training. My colleague, the Minister of Trade and Commerce (Mr. Howe), announced in the house on