



Workmen at the National Research Council's aeronautical laboratories at Ottawa study the flying characteristics of a model flying wing built there. A full-scale glider has since been constructed from the information obtained and in time even a powered flying wing might result.

GOVERNMENT AID

The formation and supervision of TCA was but one demonstration of the active interest the Canadian Government has taken in civil aviation. This interest dates back to the time of what was probably the first commercial flight in Canada, early in 1914, when an inter-city air service was started between Toronto and Hamilton. Subsidization of inter-city service by Government mail contracts did not come until 1927 because the Government then felt that surface transportation in settled areas was adequate. As early as 1924, however, the Post Office Department permitted northern air operators to charge for carrying mails, thus helping them establish themselves.

Recognizing the importance to Canada of northern flying, the Government has carried out extensive investigations into its attendant problems, particularly those arising in winter. The Aeronautical Research Committee was formed under the National Research Council in 1920 to give particular attention to the de-icing of flying equipment and the general operation of aircraft in the Arctic. This experimentation, in addition to the practical experience of the bush fliers, has given Canada probably the greatest knowledge of Arctic flying in the world. This is of considerable importance when it is remembered that in the Northern Hemisphere the impor-