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LIST 65 - 245



THE
BRITISH COMMONWEALTH
AIR TRAINING PLAN

1939 - 1945



AN HISTORICAL SKETCH
AND
RECORD OF THE CEREMONY
AT
R.C.A.F. STATION
TRENTON

With the compliments of
The Honourable Brooke Claxton
Minister of National Defence
OTTAWA - CANADA

OTTAWA
EDMOND CLOUTIER, C.M.G., B.A., L.Ph.,
PRINTER TO THE KING'S MOST EXCELLENT MAJESTY
CONTROLLER OF STATIONERY

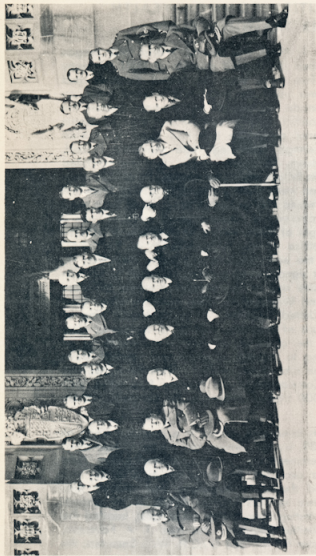
1949

To commemorate the successful organization and operation of the wartime British Commonwealth Air Training Plan, representatives of the governments of the United Kingdom, Australia and New Zealand, met at R.C.A.F. Station, Trenton, Ont., on Friday, September 30, 1949. The ceremonies included the presentation of Memorial Gates to Canada, and the presentation by the R.C.A.F. of silver plaques to representatives of the Royal Air Force, Royal Australian Air Force, Royal New Zealand Air Force and the United States Air Force.

THE BRITISH COMMONWEALTH AIR TRAINING PLAN

On September 1, 1939, the Second World War began when Hitler unleashed the massed strength of Nazi Germany against Poland. Two days later the United Kingdom and France declared war upon the Reich and a week later, on September 10, Canada too entered the struggle against the aggressor. The conflict in Western Europe did not begin with the great aerial onslaughts that had been anticipated and, after the German "Blitzkrieg" had shattered Poland, the war settled down, for many weeks, into the so-called "phony war". But in Britain and in the capitals of the Commonwealth men of vision were looking ahead to a day when this unnatural situation would end and when there would be a need for aircraft and aircrews in undreamed-of numbers. As a result of the foresight of these men, a small group of officials gathered in the office of the Prime Minister on Parliament Hill in Ottawa, in the early morning of Sunday, December 17, 1939, to affix their signatures to a document which, in the fullness of time, became one of the foundation stones of Allied victory in the Second World War. One after the other, Lord Riverdale of the United Kingdom, W. L. Mackenzie King of Canada, S. M. Bruce of Australia, and W. J. Jordan of New Zealand signified the approval of their Governments to an "Agreement relating to training of pilots and aircraft crews in Canada and their subsequent service". From this agreement grew the British Commonwealth Air Training Plan which contributed over 131,000 trained aircrew to the Air Forces of the United Nations.

The Plan had its immediate genesis in a proposal made on September 26, 1939, by the Government of the United Kingdom to the Governments of Canada, Australia and New Zealand. Canada accepted the proposal, in principle, two days later, as did the other Dominions, and missions then assembled in Ottawa to work out the details of the scheme. Lord Riverdale, a distinguished British industrialist, headed the mission from the United Kingdom; the Hon. J. V. Fairbairn, the Australian Minister for Air, and G/C H. W. L. Saunders, the



FOUNDERS OF THE BRITISH COMMONWEALTH AIR TRAINING PLAN

Left to right, front row: A/C/M Sir R. Brooke-Popham, United Kingdom; Col. the Hon. J. L. Ralston, Minister of Finance, Canada; G/C H. W. L. Saunders, Chief of Air Staff, New Zealand; Hon. Senator R. Dandurand, Canada; Lord Riverdale, United Kingdom; Rt. Hon. W. L. Mackenzie King, Prime Minister of Canada; Hon. J. V. Fairbairn, Minister of Air, Australia; Rt. Hon. E. Lapointe, Minister of Justice, Canada; Capt. H. H. Balfour, Under Secretary for Air, United Kingdom; Hon. N. M. Rogers, Minister of National Defence, Canada; A/M Sir C. Courtney, United Kingdom. Second row: J. B. Abraham, United Kingdom; Dr. O. D. Skelton, Under Secretary of State for External Affairs, Canada; T. A. Barrow, Air Secretary, New Zealand; Sir Gerald Campbell, High Commissioner for the United Kingdom; Hon. Ian Mackenzie, Minister of Pensions and National Health, Canada; W/C G. Jones, Assistant Chief of Air Staff, Australia; Hon. C. D. Howe, Minister of Transport, Canada; Dr. W. C. Clark, Deputy Minister of Finance, Canada; A/V/M G. M. Croll, Chief of Air Staff, Canada. Back row: J. R. Smyth, United Kingdom; F. R. Howard, United Kingdom; C. V. Kellway, Australia; A/C E. W. Stedman, Canada; G/C A. Gray, United Kingdom; Lt. Col. K. S. MacLachlan, Deputy Minister of National Defence, Canada; G/C J. M. Robb, United Kingdom; A. D. P. Heeney, Canada; G/C L. N. Hollinghurst, United Kingdom; R. E. Elford, Australia; W. L. Middlemass, New Zealand.

—(National Film Board photo.)

New Zealand Chief of the Air Staff, led the delegations from their Dominions. Canada was represented by a Committee of Cabinet consisting of the Prime Minister, the Rt. Hon. W. L. Mackenzie King, and the Ministers of National Defence (the Hon. Norman Rogers), Finance (Col. the Hon. J. L. Ralston), Pensions and National Health (the Hon. Ian A. Mackenzie), and Transport (the Hon. C. D. Howe).

Within a few weeks the missions had completed their task and the Agreement was signed. The Government of Canada was designated as administrator of a co-operative air training scheme to be set up in the Dominion which, when fully developed, was to be capable of producing every four weeks 520 pilots with elementary training, 544 pilots with service training, 340 air observers and 580 wireless operator-air gunners. To meet this objective the Plan proposed to establish three Initial Training Schools, 13 Elementary Flying Training Schools, 16 Service Flying Training Schools, 10 Air Observer Schools, 10 Bombing and Gunnery Schools, two Air Navigation Schools and four Wireless Schools—a total of 58 training units. In addition it would be necessary to form an appropriate command, recruiting, and maintenance organization, as well as schools for training instructors and administrative staffs. These additional units were to include a Record Office, two Recruit Depots, three Equipment Depots, three Repair Depots, two Technical Training Schools, a School of Administration, an Equipment and Accountant School, a School of Aeronautical Engineering, an Air Armament School, and a Flying Instructors' School, making a grand total of 74 units exclusive of the command organization. The first training schools were to open in May, 1940, and all 58 were to be in operation by the end of April, 1942. The Plan was to remain in effect until March 31, 1943.

To staff this great structure, in full operation, it was estimated that almost 40,000 personnel would be required—2,686 officers, 30,366 airmen and 5,951 civilians. Over 3,500 aircraft and 6,500 engines would be required for initial equipment and an immediate reserve of 50 per cent for airframes and 100 per cent for engines.

The probable cost of the initial Plan was estimated at \$600,000,000 of which Canada's share would be about \$350,000,000; the United Kingdom agreed to make its

MEMORANDUM OF AGREEMENT BETWEEN THE GOVERN-
MENTS OF THE UNITED KINGDOM, CANADA, AUSTRALIA,
AND NEW ZEALAND, RELATING TO TRAINING OF PILOTS
AND AIRCRAFT CREWS IN CANADA AND THEIR SUBSE-
QUENT SERVICE.

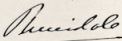
1. It is agreed between the Governments of the United Kingdom, Canada, Australia, and New Zealand that there shall be set up in Canada a co-operative air training scheme as set out in this Agreement, and that the personnel so trained shall be allocated in accordance with Articles 14 and 15.

2. This Agreement shall become operative at once and shall remain in force until 31st March, 1943; unless, by agreement between the Governments concerned, it be extended or terminated at an earlier date.

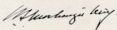
3. The Government of Canada will act as administrator of the scheme for itself and the other Governments concerned, as hereinafter provided, and it is understood that the undertakings given herein by the Government of Canada to the other Governments concerned are respectively subject to the due performance on the part of such Governments of their several undertakings given herein in support of the scheme.

Done in quintuplicate, at Ottawa, this 17th day of December, 1939.

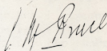
On behalf of the Government of the United Kingdom



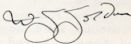
On behalf of the Government of Canada



On behalf of the Government of Australia



On behalf of the Government of New Zealand



contribution "in kind" by supplying engines, airframes and spares, and Australia and New Zealand were to pay shares corresponding to their quotas of pupils.

Such, in brief, was the training scheme agreed upon by the United Kingdom, Canada, Australia and New Zealand in December, 1939, when the war was barely three months old. Prime Minister King in a radio address to the people of Canada, on the day the agreement was signed, referred to the undertaking as "one of great magnitude" which had as its objective "to achieve, by co-operative effort, air forces whose co-ordinated strength will be overwhelming". It was truly a formidable task that confronted the Royal Canadian Air Force which became the organizer and general manager of the Plan, with the assistance of a Supervisory Board of representatives from the four partners.

When the war began the R.C.A.F. numbered barely 4,000 officers and men; now, in addition to its other war commitments, it had to develop an organization which in staff alone, not counting trainees, would be ten times its pre-war strength. Its two peace-time training centres at Camp Borden and Trenton must be expanded and multiplied many times across the Dominion; and its training output, which, in the fiscal year 1938-39, had been 45 *ab initio* pilots, must be stepped up to over 19,000 pilots, observers and wireless air gunners annually.

The framers of the Plan when they presented it to the R.C.A.F. might well have used the words which Prime Minister Churchill expressed on another occasion a few months later: "I have nothing to offer but blood, toil, tears and sweat. You ask, what is our aim? I can answer in one word 'Victory'. . . ." For the thousands of men and women, in uniform and civilian clothes, from so many of the United Nations, the knowledge that through their efforts that overwhelming air strength was attained and victory won, is adequate reward.

Undaunted by the magnitude of the task before it the R.C.A.F. set to work, inspired by the driving energy and zeal of the Hon. C. G. Power who, in May, 1940, became the first Minister of National Defence for Air. From the very beginning the Force received able and invaluable assistance from the Department of Transport and other branches of the Govern-

ment, and from civilian flying clubs and companies throughout the Dominion which undertook the elementary training of pilots and the training of air observers. The first schools opened on schedule at the end of April, 1940, the first intake of pilot trainees reporting to No. 1 ITS, Toronto, on April 29, 1940—zero day. The first course of pupils, 38 observers, graduated in October, and by the end of September, 1941, all units of the original program, except three Bombing and Gunnery Schools, were in operation—seven months ahead of the planned date. Further, eight EFTSs had been established in addition to the thirteen originally proposed. By the spring of 1942 the Plan was exceeding its scheduled output and Canada won from President Roosevelt the proud title "the Airdrome of Democracy".

Before the objective was attained, however, the Plan had to face a crisis upon which its whole future depended. In April, 1940, when after four months of hard work the first schools were preparing to open, the Nazis attacked Denmark and Norway; a month later the lightning struck at the Low Countries. Within a few weeks the Netherlands, Belgium and France had fallen, and Britain stood alone in the breach, facing the massed forces of the Wehrmacht and Luftwaffe only 27 miles across the Channel. There was a strong temptation to scrap the Training Plan and rush every available pilot and aircraft to meet the threatened invasion. The Plan was just beginning, it required time for development, time to make its effect felt in battle. Many feared, in the spring and summer of 1940, that there was no time to spare. Fortunately, the long-range view prevailed and, despite the extreme gravity of the situation in the United Kingdom, the bold decision was made to continue the Plan. History has recorded the verdict.

A second major crisis in the early days of the Plan was the problem of supply. Originally the United Kingdom had agreed to provide airframes, engines, spares and much of the other equipment which would be required for the operation of the flying schools. But the Luftwaffe's assault on Britain and the enemy submarine campaign on the high seas made the production and delivery of these vital supplies uncertain and, at times, spasmodic. Without flying equipment the Plan would be grounded. Canadian manufacturers and their American col-

leagues stepped into the breach and from their factories in time poured such a flood of equipment—from thumb tacks to four-engined bombers—that, in the case of many items, production eventually exceeded Canadian requirements and it was possible to provide quantities for the United Kingdom. For many anxious weeks in the late summer of 1940, however, the supply problem was critical.

By the end of May, 1942, the BCATP schools had graduated 22,410 trained aircrew. The original agreement was due to run ten months longer, until the end of March, 1943. But the course of the war—Japan had now joined the Axis powers—made it all too clear that the Training Plan must continue beyond that date and that many more aircrew than originally anticipated would be required. A new agreement was, accordingly, signed at Ottawa on June 5, 1942, to become effective on July 1, under which the BCATP was extended to March 31, 1945, and its establishment was expanded.

The number of training schools was increased from 58 to 67 (including 21 double schools) with ten additional schools for special training.

	1939 Plan	1942 Plan
Initial Training Schools	3	7
Elementary Flying Training Schools	13	16 (12 double)
Service Flying Training Schools	16	20
Air Observer and Air Navigation Schools	12	10 (9 double)
Bombing and Gunnery Schools	10	10
Wireless Schools	4	4

The specialist schools included three Flying Instructors' Schools, a Central Flying School, a Standard Beam Approach and Link Trainer School, a General Reconnaissance School, and four Operational Training Units. In addition, Canada as administrator of the Plan assumed the administration and control of 27 RAF units which had been transferred to, or established in, the Dominion and were now added to the combined training organization. These units were six EFTSs, ten SFTSs, three ANSs, one B and GS, one GRS, four OTUs, a Radio School and a Personnel Depot.

The new Plan also made some modifications in the financial details and in the allotment of pupil quotas. Australia agreed to provide annually 1,300 pilots (EFTS trained), 676 observers

(ITS trained) and 936 wireless operator-air gunners (ITS trained); and New Zealand 450 pilots, 676 observers and 715 wireless operator-air gunners, with the same preliminary training. The United Kingdom undertook to provide not less than 40 per cent of the capacity of the combined training organization (exclusive of the ITSs and certain special schools). There was one significant proviso in the United Kingdom quota. The original agreement of 1939 had stipulated that this quota might include pupils from Newfoundland. Much had happened since the days of the "phony war", and the new agreement provided that the United Kingdom quota might include, in addition to pupils from other parts of the Commonwealth except the three partner Dominions, pupils from Allied countries. As a result many of the schools became miniature United Nations where, in the recreation rooms, could be heard half a dozen foreign tongues as well as a myriad variety of the King's English.

The Plan reached its peak at the close of 1943 when 73 BCATP and 24 RAF flying schools and 184 other ancillary units were in operation with a trained staff of 104,113 (91,289 service and 12,824 civilian); over 15,000 more were in training for staff positions. And every month more than 3,000 trained aircrew were being added to the RAF, RCAF, RAAF and RNZAF. Early in the following year, by the Power-Balfour Agreement of February, 1944, it was arranged, in view of the large reserve of aircrew already trained or under instruction, to begin gradual reduction of the schools and pupil intake. In October, 1944, the closing of schools was accelerated and by the end of the year the number of BCATP schools had been reduced to 50 and those of the RAF to two. On March 29, 1945, the final "wings parades" were held across Canada and two days later the BCATP was officially terminated, as scheduled. Prime Minister Churchill in a message to Prime Minister King expressed congratulations "on the successful accomplishment of a spacious task imaginatively conceived and most faithfully carried out".

During the 59 months (May, 1940, to March, 1945) that the Plan was in operation approximately 360 schools and ancillary units had been established on 231 sites across Canada. From the schools had come 131,553 aircrew, an average of 2,230 a month. Thirty-eight out of every 100 graduates were

pilots (49,808); 23 were navigators, including navigators "B" and "W" (29,963); 12 air bombers (15,673); 14 wireless operator-air gunners (18,496); 12 air gunners (15,700, including 704 naval air gunners); and the hundredth was a flight engineer (1913). The RCAF had contributed 72,835 (55.4 per cent), the RAF 42,110 (32 per cent), the RAAF 9,606 (7.3 per cent), and the RNZAF 7,002 (5.3 per cent).

Behind this brief sketch and these simple statistics lies a story of achievement unparalleled in Canadian history—a story written not only by instructors and pupils whose yellow-painted aircraft were so familiar a sight in Canadian skies, but written also by service and civilian personnel in factories, offices and airfields, doing the multitude of tasks necessary to convert blueprints into flying schools, get aircraft into the air and keep them flying. And it should be emphasized that the story was not restricted to the men and women who wore Air Force blue. It is not possible to deal adequately here with the thousands of other men and women who played their part in many different ways; but tribute must be paid, most gratefully, to the other Departments of the Government, to the various civilian organizations and manufacturers whose help was indispensable, in the fullest meaning of that word, to the success of the Plan.

Deeds of heroism are not confined to the field of battle. On the flying fields of the BCATP many an act of gallantry was performed which brought deserved recognition in the award of decorations. Two members of the RCAF, LACs K. M. Gravell and K. G. Spooner, received posthumously the George Cross for giving their own lives in efforts to save those of their comrades. Nor should one forget the undramatic but patient, exacting and essential work of the instructors and others who served in the air and on the ground. It was their spirit of self-sacrifice and devotion to duty that made of the British Commonwealth Air Training Plan a success far surpassing the dreams of its founders and enabled it to play so vital a part in the defeat of the enemy.

In his radio address announcing the Plan on December 17, 1939, Prime Minister King made two prophetic statements. "I need not say to those who may come from other lands to receive their training, how warmly they will be welcomed

during their brief stay in our midst. . . . I am sure. . . that our homes will be as open to them as they are to those of our own land. . . ." Canada was quick and proud to open her homes—and her heart—to the young men from Britain, from Australia and New Zealand and from other parts of the Commonwealth and Empire, and to the men whose own homes were temporarily in the hands of the foe, the men of France, Belgium, the Netherlands, Norway, Poland and Czechoslovakia. The friendships established then have linked families in many parts of the world. In more than 3,750 cases indeed the bonds were consecrated at the altar when Canadian girls became the brides of men who had come to Canada to win their wings and found there their heart's desire.

Prime Minister King also remarked: "When the Plan, in its broad outlines, was proposed by the Government of the United Kingdom, it was stated that the immense influence which the development and realization of such a great project might have upon the whole course of the war, might even prove decisive." History has underlined his words. If the battle of Waterloo was won on the playing fields of Eton, the historian of the Second World War may, with some justification, record that the air battle of Europe was won on the flying fields of the BCATP. Training is the foundation of efficiency; before victory can be won at sea, on land or in the air the continuous, never-ending "Battle of Training" must first be won. The air Battle of the Atlantic, the Battle of Malta, and the Battle of Germany were some of the triumphs which, in large part, owed their success to "that first preliminary victory of the Battle of Training" which was waged on the airfields and in the skies of Canada.

The BCATP is now history—a brilliant, and proud, page in the annals of the peoples of Britain, Australia, New Zealand and Canada. But history, when rightly understood, speaks to the present and the future as well as of the past. Today, the history of the BCATP should appeal to us not merely as a great achievement but also as a challenge. For, in the words of the Hon. C. G. Power, "the story of the creation and development of the British Commonwealth Air Training Plan is perhaps the finest example of whole-hearted co-operation between partner nations in a common cause in our history as an association of free peoples".

SUMMARY OF AIRCREW GRADUATES OF THE PLAN

October 1940-March 1945

	Pilot	Nav B	Nav W	Nav	Air Bomb	WOAG	AG	Naval AG	Flt Eng	Total
RCAF	25,747	5,154	421	7,280	6,659	12,744	12,917	-	1,913	72,835
RAF	17,796	3,113	3,847	6,922	7,581	755	1,392	704	-	42,110
RAAF	4,045	699	-	944	799	2,875	244	-	-	9,606
RNZAF	2,220	829	30	724	634	2,122	443	-	-	7,002
Total	49,808	9,795	4,298	15,870	15,673	18,496	14,996	704	1,913	131,553

Notes:

- Figures include 407 BCATP Pilots who received SFTS training in RAF Transferred Schools prior to July 1, 1942, as follows:—332 RCAF, 9 RAF and 66 RNZAF.
- Figures do not include 5,296 RAF and Fleet Air Arm personnel who received training in RAF Transferred Schools and were graduated prior to July 1, 1942, when these schools became part of the BCATP, as follows:—4,058 Pilots, 1,006 Navigators "B" (Observers), 151 Navigators "W", graduated from RAF Schools, and 81 RAF Pilots who received their "Wings" at RCAF Schools.
- Included in Wireless Operator (Air Gunner) totals are 641 who were graduated in March, 1945, without Bombing and Gunners School training, as follows:—478 RCAF, 21 RAF, 94 RAAF, and 48 RNZAF. The RAF, RAAF and RNZAF personnel were graduated as Wireless Operators (Air), included in Flight Engineer totals are 207 who were graduated in Canada without type training, and proceeded to England for that phase of training.



His Excellency Viscount Alexander of Tunis, the Governor-General, is met at Trenton by Air Vice Marshal Slomon, Air Officer Commanding Training Command.

CEREMONY OF THE PRESENTATION

ANNOUNCER:

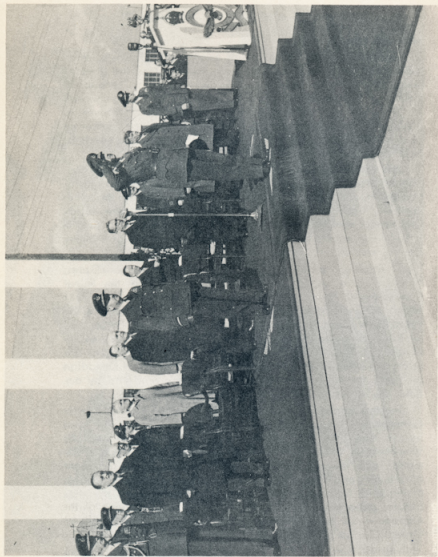
Good afternoon, ladies and gentlemen. Today's ceremonies are the culmination of a plan proposed by the governments of the United Kingdom, Australia and New Zealand, to create a permanent memorial to the British Commonwealth Air Training Plan, and to serve as a token of their gratitude to the Government and people of Canada for the generous part which they played in the training and care of thousands of Commonwealth airmen during the war.

This afternoon many of the government and service officials who were responsible for the successful organization and operation of the Air Training Plan are here at Trenton for the ceremonies. Many of the permanent force officers here today are products of the Plan, and others who are taking part in today's ceremonies have been trained by the postwar training scheme which is the successor to the Air Training Plan.

In addition to the presentation of the Memorial Gates, Air Marshal W. A. Curtis, Chief of the Air Staff of the Royal Canadian Air Force, will present silver plaques to the Chief of the Air Staff of the Royal Air Force, representatives of the Chiefs of the Air Staff of the Royal Australian Air Force, and the Royal New Zealand Air Force, and the representative of the Chief of Staff of the United States Air Force. The plaques are to be presented to show the appreciation of the Royal Canadian Air Force for the co-operation and assistance rendered by our Allies during the operation of the Air Training Plan.

Today's ceremonies will commence shortly. The Governor General and his party are approaching this ceremonial area by car and in a few moments Air Marshal Curtis and Air Vice-Marshal Slemon, Air Officer Commanding Training Command, will meet His Excellency and his party. Viscount Alexander accompanied by the Hon. Brooke Claxton, Minister of National Defence, will take the Royal Salute from the dais before inspecting the Air Force Guard of Honour. Lady Alexander will be accompanied by her Lady in Waiting and Group Captain G. P. Dunlop, Trenton Station Commander.

You will note that during the Royal Salute, apart from the officers on parade, the Governor General only will salute.



His Excellency Viscount Alexander takes the Royal Salute.

ROYAL SALUTE—FOLLOWED BY THE INSPECTION OF THE GUARD OF HONOUR

ANNOUNCER:

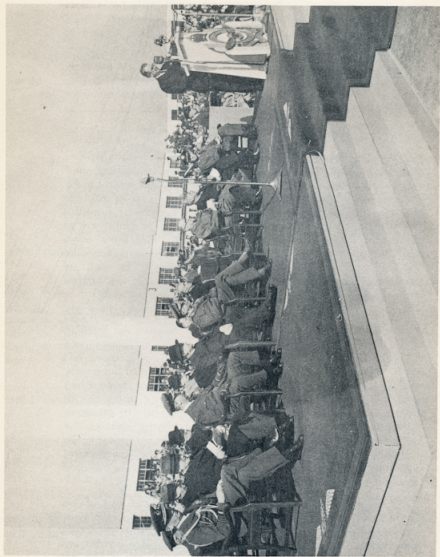
The first address this afternoon will be given by the Hon. Brooke Claxton, Minister of National Defence, who will also introduce Major the Hon. C. G. Power, a wartime Minister of National Defence for Air.....Mr. Claxton.....

MR. CLAXTON:

Your Excellency, Mr. Prime Minister, Honourable Sirs, Ladies and Gentlemen: It is my honour to welcome this distinguished assembly to the Trenton Station of the Royal Canadian Air Force. As I speak to you our thanks and extend to you our greetings I know that I speak for all the people of Canada. We are happy and proud that there should be gathered at this place, for this historic ceremony, those who have come from the sister nations of the Commonwealth, particularly the United Kingdom, Australia and New Zealand, as well as representatives of the best of good neighbours, the United States of America.

Our purpose today is to commemorate what was known and will be known forever as the British Commonwealth Air Training Plan. That Plan, shaped by wise men, found its training field in Canada. The men who learned to fly on our prairies left this for the skies of the world, which they cleansed of the enemy who threatened the liberties of mankind. It has been often remarked that this great training scheme proved to be one of the most powerful instruments of our joint victory. Its planning, its organization and its harvest of brave men marked the beginning of the end. And as it grew to great strength, its growth was accompanied by a flowering of a brotherhood and comradeship that live today and will, I hope, endure throughout the ages.

The welcoming of thousands of the best young men of the Commonwealth and their training for the grim labours of war were tasks which Canada undertook with faith, with hope and with pride. To mark the work which we all did together and the part which our geographical position and resources allowed



Hon. Brooke Claxton, Minister of National Defence, gives the opening address.

Canada to play, the governments of the United Kingdom, Australia and New Zealand decided that some gift should be made to our country which would stand forever as a memorial of a great and fruitful fellowship.

That decision and this presentation are evidence of the generosity of warmhearted peoples. These gates are the symbol of brotherhood in peace and in war. They were designed by Mr. R. L. Luke, the architect of the Royal Air Force, whom I am glad to see among us.

The symbol of the work we did together could take no better form. They will always represent the gates of freedom which we guarded together and the portals which some day will open upon a new world of justice and peace.

You will see on the stonework an inscription. No words could commemorate with more simple eloquence the courage of the men whom we honour. From the time of the Battle of Britain to the day of final victory—

"Their shoulders held the sky suspended;
They stood, and earth's foundations stay."

When the war began the Royal Canadian Air Force had a strength of about 4,000 men. During the five years that the Commonwealth Air Training Plan was in being, 360 schools and auxiliary units were established on 231 different sites. No part of the war effort of Canada involved larger effort than the establishment of flying fields in a few short, intense and hurried months which followed the invasion of France while Britain was the rampart of freedom.

From the schools which were founded and equipped, 131,553 aircrew were qualified to play their glorious part in the Air Forces of the countries of the Commonwealth. 42,110 went to the Royal Air Force, 9,606 to the Royal Australian Air Force, 7,002 to the Royal New Zealand Air Force and 72,835 to the Royal Canadian Air Force. They flew and fought in every corner of the heavens. Wherever they went they left the air "vivid with their honour".

The human relationships which sprang from the comradeship of war have happily continued and spread. In Australia and New Zealand there are homes founded on unions made between

daughters of Canada and the sons of Australia and New Zealand. In Canada there are many other homes which echo still with the laughter and good humour of young men from Britain, Australia and New Zealand and are blessed by memories of their coming . . . and of their going.

It has been well said that only the free can be friends. The brotherhood that has brought us together today and the lessons, the comradeship and the co-operation which it taught us, must be preserved, to keep the peace which we all seek and to maintain the liberty which we all cherish.

It is our good fortune to have with us on this occasion one of the great allied leaders, His Excellency Field Marshal Viscount Alexander of Tunis, Governor-General of Canada. Under him men of many nations, and not least Canadians, were proud to serve.

Here are representatives of the countries of the Commonwealth whose words you will soon welcome. We are happy that in our midst are many of those who not only took an active part in the making of the agreement on which this Plan was based but also in transforming it into a living instrument of joint victory.

There is here the largest group of senior air officers ever to be gathered together in Canada. The part they played as leaders and members of the team is personified in the wartime Chiefs of the Air Staff, Air Chief Marshal Breadner and Air Marshal Bob Leckie. Civilians and airmen, members of the Royal Canadian Flying Clubs and of the thousand agencies that helped, we welcome and thank them all.

There is one who is unable to be with us today. I refer to Canada's wartime Prime Minister the Right Honourable Mackenzie King. His part in this Plan is one of his most notable contributions to Canada and the world, in a long record which has been distinguished by many great achievements. I remember how enthusiastic he was when I first spoke to him about the proposal to present these gates.

In the darkest days of the war the immediate responsibility for directing the Air Training Plan was entrusted to a man with

the vision, the courage and the spirit of adventure to meet and match the challenge of this great undertaking. He was our wartime Minister for Air.

Your Excellency, Ladies and Gentlemen, I present to you the Honourable C. G. Power.

MR. POWER:

The British Commonwealth Joint Air Training Plan was something more than an institution devoted to the training of aircrew for overseas service.

The Plan became a symbol of the determination of the Free Democracies of the Commonwealth to resist, to face and finally to triumph over the power of Nazism.

It was conceived in Britain, fostered in Canada by Norman Rogers, who was to be one of its first victims, and executed by the Air Forces of the Commonwealth directed by the Governments of the four nations concerned, but early in its history it was adopted, approved and enthusiastically supported by the mass of the people of the partner nations, and it is to that support that in a large measure it owes its undoubtedly successful results.

A glance back at the hard, bitter, grim years will give ample explanation of the reasons why the minds and thoughts of the people of the Dominions—in fact of all the world—were directed towards air warfare.

1939 and early 1940—Maginot Line mentality, and phoney war; then air Blitz of all Europe and Britain, blackness everywhere, relieved by the soul-lifting rays of courage and stamina displayed by British sky heroes in the Battle of Britain.

1941—The triumphant march of the Nazi legions through the plains of the Ukraine to the very gates of Moscow and Leningrad, the treachery of Pearl Harbor, the crippling of the American Fleet, the tragedy of the *Repulse* and the *Prince of Wales*, Hong Kong, Manila.

1942—The fall of Singapore and Malaya, the obliteration of the Netherland East Indies, the Pacific islands overrun, the threat to Australia, our backs to the wall, America's growing production, the first 1000 plane bombing raid on Cologne, the British-American landing on the coasts of Northern Africa.

R.A.F. fighter supremacy, first over England, then over the Channel, then over France. The British bomber offensive on German industrial targets.

In all these events the emphasis in the popular mind was of air power. The triumphant marching legions of Hitler had been efficiently and frightfully covered by clouds of planes and by bold, ruthless efficient airmen. Towns and cities had been destroyed. Civilian populations had been mercilessly machine-gunned. London, Coventry and innumerable towns in Britain had been blasted almost out of existence.

During a large part of these grim days, we in Canada had been struggling through to bring to fruition the grandiose scheme which was to be our greatest contribution to the Allied war effort—the British Commonwealth Air Training Plan.

On September 26, 1939, the Prime Minister of Great Britain, in a cable addressed to the Prime Minister of Canada, used the following language:

"We hope that you will agree as to the immense influence which the development and realization of such a great project as that outlined in this telegram may have upon the whole course of the war; it might even prove decisive."

Agreement on the proposals was reached in December, 1939, and The Right Honourable W. L. Mackenzie King signed on behalf of Canada.

1940—Was a year of organization.

1941—A year of construction and expansion with a first slow, small trickle of aircrew graduates overseas.

1942—Further expansion and consolidation of R.A.F. and R.C.A.F. schools in Canada with tremendously increased capacity and immensely increased production. Formation of our own squadrons, the Canadian Bomber Group, our boys, Fighters and Bombers, participating, and participating gloriously, in every raid and every battle. Canada in the words of the great President of the United States became "The Aerodrome of Democracy".

1943—The Training Plan almost in full production with aircrew graduates having reached the 50,000 mark early in that year and with a monthly production of trained aircrew equal to

twice the number of flyers who actually saved civilization in the Battle of Britain. The trickle of graduates to overseas became a mighty stream.

Our pupils fighting on every front, clearing the way for invasion, blasting communications, busting trains, dams, defences.

The day for which we fondly, patiently and prayerfully hoped had arrived, when the skies of Europe were darkened by the great birds that rained destruction on those who menaced our freedom. For Hitler and his slaves, they were birds of ill omen. For the Allied cause they were the harbingers of victory.

The success of the J.A.T.P. was forged at Singapore, at Pearl Harbor, at the realization of the thinness of the spider web curtain which the heroes of the Battle of Britain held together to save the one remaining bastion from Nazi annihilation. Out of disaster came knowledge of air power. The dark cloud of Nazi might had enshrouded the whole of Europe. And so the Commonwealth peoples determined that they too would ride the air to victory. In the clear skies of free Canada would be trained the thousands of crusaders of the air who in the course of time would match the enemy and later would sweep him from the skies he had desecrated.

The Air Training Plan which at first was to them just another portion of our slowly developing war effort became almost overnight in the minds of our people—alive now to the frightful possibilities of airpower through the Continental Blitz and the Battle of Britain—the most important contribution we could make to the crumbling Allied defences and, after the aggressor was once stopped, to the grand offensive.

With full approval of all the people, of all political parties, we were told in no uncertain terms that we must make the grade. With that threat, or encouragement, or inspiration, whatever you like to call it, we proceeded not to what might have been a prudent course of slowing down our programme but to the bolder one of acceleration. We planned to open schools days and months ahead of the allotted time. We planned for larger schools, and more of them. We told the people of Canada what we were trying to do, and how it was being done. It became a race against time, and we gave a

blow by blow account of the race. Units were opened with the drainage and water supply as yet uncompleted, and with buildings and accommodation unfinished.

The staff and pupils put up with inconvenience, and even hardship, but they were the home team playing on the home ground and they had the thrill of unbounding encouragement and applause from their own people. The objective was reached and the last scheduled school was opened months before the programme date, with the result that thousands of flyers were available for action overseas long before the dates anticipated.

The enthusiasm of our peoples once aroused was communicated to potential pupils and from every part of Australia and New Zealand, from the Old Country, from all the Provinces of Canada, from Texas and California, and Pennsylvania, there came flocking to join the new knighthood of the skies, the cream of the youth of freedom. Our recruits came from families in every walk of life, from rich and poor alike, from those in high places and those in low, from the farm, from the city, from high school and college and university. They were a cross section of the youth of democracies. The least professional of soldiers, the most gallant of citizens. Living their young lives under varying conditions, in different atmospheres in this Commonwealth of such divergent views and interests, they yet found a common patriotism and a common purpose.

They, on the threshold of their manhood, developed a magnanimity of soul and a lofty and heroic love of country. Looking at the future as they did, with the wisdom of ages peering out of boyish eyes, they counted the cost, they calculated the risk, yet remained through it all serene and undaunted. Let their selfless endeavour, their common patriotism, their unswerving purpose be an example to us in the great struggle for a peaceful world.

There is another lesson to which attention might appropriately be drawn in these days of pacts and agreements. It is this, that in the Joint Air Training Plan there were associated people from the opposite sides of the Earth, from many nations, from peoples of different cultures and different interests. Australia was far away. New Zealand was almost unknown to us in

Canada. British interests had not always been Canadian interests. The Canadian people was, and is, a North American people, not a European one.

Yet, under the stress and strain of a great world conflict, all these peoples and some others who participated in a greater or lesser degree, were able to shade their differences in the overwhelming motive of a high common purpose.

There were differences of opinion, differences of viewpoint; there were difficulties of understanding, but the great goal of air supremacy was always foremost in all our minds and problems were solved, difficulties eradicated in the glorious pursuit of a fixed and common aim.

Month after month, service officers and civilians from all the countries of the Plan, Balfour, Macdonald, McKean, Isitt, Glasgow, Breadner, Leckie, Duncan, deCarteret, met, discussed, and solved their problems in a spirit of comradeship and mutual goodwill.

In the name of the Government with which I was for the time being associated, and in the name of the R.C.A.F. from A.C. to Air Chief Marshal, I thank our associated nations for this presentation of the Gates, a token of amity, partnership and friendship.

ANNOUNCER:

Mr. Claxton will now introduce the British Commonwealth Representatives who are presenting the Memorial Gates: The Rt. Hon. Arthur Henderson, British Secretary of State for Air; The Rt. Hon. F. M. Forde, High Commissioner for the Commonwealth of Australia; and The Hon. James Thorn, High Commissioner for the Dominion of New Zealand.

MR. CLAXTON:

Leading among those who have come a long way to take a principal part in this ceremony is the distinguished representative of the United Kingdom. Your Excellency, Ladies and Gentlemen, I have the honour to introduce to you The Right Honourable Arthur Henderson, Secretary of State for Air of the United Kingdom.

MR. HENDERSON:

The ceremony for which we have assembled here to-day is one which is unique in the history of the Air Forces of the British Commonwealth, and commemorates an outstanding historical achievement. I count it, therefore, as a great privilege that I should be speaking to-day on behalf of the Government of the United Kingdom, of the Royal Air Force, and of the British people as a whole.

The Trenton Gates and the Memorial Garden have a double significance, first as a reminder of the achievements of the past in the shape of the British Commonwealth Air Training Plan, and secondly as a symbol of that spirit of co-operation between the countries of the Commonwealth as well as the United States, and indeed of all like-minded democratic peoples of the world, which has achieved and can achieve so much, and which was never more needed than in the troubled world of to-day.

The Training Plan formed an integral and indeed a vital part of our common war effort from the beginning of the war. It was but a few days after the outbreak that the idea of a Commonwealth Air Training Plan was put forward at a meeting in Downing Street. And from that moment the rapid development of the plan, from the first tentative discussions to the agreement of the 17th December, 1939, and from that agreement to the opening of the first schools in May, 1940, bears witness to the tremendous co-operative effort which characterized the plan from its outset and which ensured its success. All the partner countries had their allotted share in the work, and freely and willingly was the burden shouldered. Not only the men to be trained, but the instructors and the whole staff on which the plan depended, were drawn from the Commonwealth and from the United States as well.

But although all had their part to play, it was upon the Government and people of Canada, and especially upon the Royal Canadian Air Force, that the main burden fell, and without the enthusiastic and nation-wide support which the plan received in Canada it could never have been translated into action and made, as it did make, an invaluable contribution to the common war effort. And not least, to the credit of Canada, is the fact that once having accepted the task of administering

the plan they carried it through, even though it meant that many gallant Canadians who would much rather have been serving their country on active operations were kept at home on day-to-day tasks connected with the plan.

We have heard much of plans recently, and it is perhaps a misleading word in this context. It was not merely an administrative framework, or a paper scheme regulating the training of our Air Forces. It was a great human endeavour infused with a genuine spirit of co-operation and determination embracing the activities and affecting the lives of thousands of men and women.

Where so many were involved in all parts of the Commonwealth, and where so much of the splendid work that was done must necessarily remain anonymous, it might be thought invidious to single out for special mention some sections of the great Commonwealth team that created and sustained the plan. But nevertheless, I should like to pay particular tribute to some of those whose contribution was outstanding—in the first place to the Canadian Government of the day, and in particular to Mr. Mackenzie King, who foresaw how great a contribution Canada could make through the Air Training Plan to the common war effort, and who directed the energies of his Government and his people to the task; next to the Royal Canadian Air Force, under the imaginative and energetic direction of the Hon C. G. Power, who unfailingly met the constantly changing demands upon them as the plan developed and expanded; to the contractors and their workmen who built school after school in record time; to the Canadian families who gave such generous and warm-hearted hospitality to the men from overseas while they were training in Canada; and finally I should like to pay tribute to the men who were trained, the pilots, navigators and other aircrew, as well as the ground crews without whom no air force can operate—men drawn not only from the countries of the Commonwealth but from Allied countries overrun by the enemy. And while remembering them all, let us to-day honour in particular those who gave their lives in the cause for which we fought.

In all, over 130,000 aircrew were trained under this great plan. Of these, 42,000 were trained for the Royal Air Force—an indispensable and vital contribution to the effective striking

power of the Royal Air Force. These figures bear impressive witness to the success of a scheme which was only made possible by a far-reaching co-operative effort between free and independent Governments on a scale never before attempted.

I am very glad to see here to-day the representatives of the United States Air Force. The ties forged between all our countries by two world wars will, I know, be solid and enduring, and who can doubt that the more effective our partnership, the greater the gain, not for ourselves only but for the peace and stability of the world. The organization of the Atlantic Treaty is beginning to take shape and owes much to Canadian statesmanship. The beginnings of real international teamwork both in Europe and in the wider context of the Atlantic Treaty have been promising, although their outcome still lies in the future. But if we can infuse this new international structure with the same spirit of mutual help and support, we can make it something living, positive and constructive.

Mr. Prime Minister—on behalf of the United Kingdom Government I am happy to join with representatives of Australia and New Zealand in asking you to accept these gates not only as a memorial to the past but as a symbol of the future. They commemorate a fruitful achievement of the British Commonwealth in the sphere of international co-operation. They symbolize the spirit of goodwill and understanding which made that co-operation possible. So long as that spirit continues, and I am confident that it will so continue, we can know that when we build and plan for the future we shall be building on sure foundations.

MR. CLAXTON:

Wartime Deputy Prime Minister and Minister of Defence in his own country, The Right Honourable Francis Forde, High Commissioner for Australia, himself played a notable part in the Plan. We welcome him because of his own great contribution as well as on account of the special place he has established for himself among us. Your Excellency, Ladies and Gentlemen, The Right Honourable Francis Forde, High Commissioner for Australia.

THE GATES
In Commemoration





MR. FORDE:

I deem it an honour to-day to represent the Australian Government and the people of Australia at this ceremony and to bring to you fraternal greetings from a sister Dominion, in which Canadians will be forever remembered for their great kindness and hospitality to 10,000 young Australians who were trained in Canada under the British Commonwealth Air Training Plan.

I sincerely thank the Minister of National Defence and Mrs. Claxton for the kind invitation extended to my wife and myself, and to other Australian citizens to attend this ceremony so efficiently organized by the R.C.A.F. for the presentation of the memorial gates by the United Kingdom, Australia and New Zealand to the people of Canada, in commemoration of the British Commonwealth Air Training Plan. This plan was a notable achievement in whole-hearted co-operation in the training of the flower of the Empire's manhood into a mighty British Commonwealth Air Force which played an outstanding part in bringing about the success of the Allied Forces.

We Australians are delighted that the Honourable Brooke Claxton has already paid two visits to Australia; and I have suggested to the Australian Minister for Defence, Mr. Dedman, that he should make an official visit to Canada at the earliest opportunity.

I have to apologize for the unavoidable absence of the Honourable A. S. Drakeford, M.P., Minister for Air in Australia, and for Air Marshal Jones, the Chief of the Royal Australian Air Force, who, because of ill health, is unable to be present. Air Marshal Jones was associated with the late Honourable J. Fairbairn who, as Australian Minister for Air in 1939, took part in the original Empire negotiations in Canada in connection with the launching of the British Commonwealth Air Training Plan.

At the outbreak of World War II, all the Dominions and indeed all the democracies, were quite unprepared. The strength of the R.A.A.F. at the outbreak of the war, in round figures, was 300 officers and 3,000 men which increased to approximately 21,000 officers and 152,000 men and women in 1944. Total enlistments in the R.A.A.F. during the war were

217,000. One of the major efforts of this Force was, in conjunction with the Royal Canadian Air Force, to train vast numbers of aircrew personnel for the war against Germany and later Japan.

Twenty-seven thousand four hundred members were fully trained in Australia and 10,000 in Canada. These Australians provided 15 squadrons for the Royal Air Force as well as thousands of individual crew members who served in R.A.F. squadrons. Australian squadrons in Europe flew 31,000,000 miles, made 66,000 sorties against the enemy and dropped 60,000 tons of bombs on enemy targets. Apart from other results achieved, they destroyed or damaged 240 ships and 350 aircraft.

These young Australians paid a heavy price; of the 9,700 odd total R.A.A.F. battle casualties in the war in Europe, 7,000 were killed, died of wounds, died while prisoners, or are missing and presumed dead; and of nearly 5,000 battle casualties in the war in the Pacific, 3,000 lost their lives.

The gallant service of these men who were products of the Commonwealth Air Training Plan was recognized by the award of some 3,600 decorations including two Victoria Crosses, 630 Distinguished Service Orders and over 2,000 Distinguished Flying Crosses.

The results achieved by the British Commonwealth Air Training Plan trainees of all Dominions are of the same high order and, while they demonstrate the high quality of the youth of the British Commonwealth of Nations who served in the air, they also indicate the tremendous strength of the British Commonwealth as a whole and what can be done when the various member nations co-ordinate their efforts and work as one team towards one common goal as was done in this plan.

I am delighted to see representatives here to-day of the American Air Force, because, as Deputy Prime Minister of Australia and a Member of the War Cabinet during the darkest period of the war, I am fully conversant with the magnificent co-operation and indeed outstanding leadership given by the American Air Force in the war in the Southwest Pacific. While

the British Commonwealth Air Training Plan co-ordinated the efforts of British Commonwealth countries in a maximum combined Empire Air Force, the same spirit of co-operation existed on a grand scale between the American Air Force and the combined Air Forces of Commonwealth countries. What was achieved in the way of all-round co-operation and mutual assistance during the war must be continued in this post-war period in finding a solution for the economic and social problems that confront the democracies of the world to-day. I believe that the two greatest factors operating in the world to-day towards a just, lasting and equitable world peace are the great American democracy on the one hand and the British Commonwealth on the other.

In conclusion, I wish to say that Australia deemed it a great privilege to participate in the British Commonwealth Air Training Plan and, while giving whole-hearted support to the United Nations Organization and hoping for a lasting world peace fashioned on the four freedoms, Australia is determined to maintain the nucleus of an adequate defence scheme that can be rapidly enlarged and developed in the event of any emergency that may arise.

I will at the appointed time have very much pleasure in handing over the key of one of these Memorial Gates bearing the Australian Coat of Arms to the Right Honourable L. S. St. Laurent, Prime Minister of Canada, who will receive it on behalf of the people of Canada.

MR. CLAXTON:

The smallest of the sister nations of the Commonwealth, New Zealand's own record of service was second to none. Small in size and numbers, stout in heart, we are glad to welcome the friendly representative of this gallant people, The Honourable James Thorn, High Commissioner for New Zealand.

MR. THORN:

As New Zealand High Commissioner to Canada I feel it is a great honour to be with you on this memorable occasion.

My Prime Minister has asked me to convey the following message to Canada and to our United Kingdom and Australian colleagues:

"The Commonwealth Air Training Plan was an outstanding example of what can be achieved by co-operation within the Commonwealth. Its great success and its powerful aid toward victory was one of Canada's magnificent contributions in the cause of the United Nations. A great tribute must be paid to the R.C.A.F. for the enthusiasm and ability with which it carried out the decisions of the Commonwealth governments, which participated in the Scheme. These gates which are being presented to-day stand as a memorial to those many thousands of airmen who trained in Canada and who served in the common cause, and as a reminder of the enduring friendship of the people of the British Commonwealth. New Zealanders, both Maori and European, will ever remember with gratitude the many kindnesses extended to their young airmen by the people of Canada. The Government and people of New Zealand are proud to be associated in this ceremony to-day with their kin of Canada, the United Kingdom and Australia."

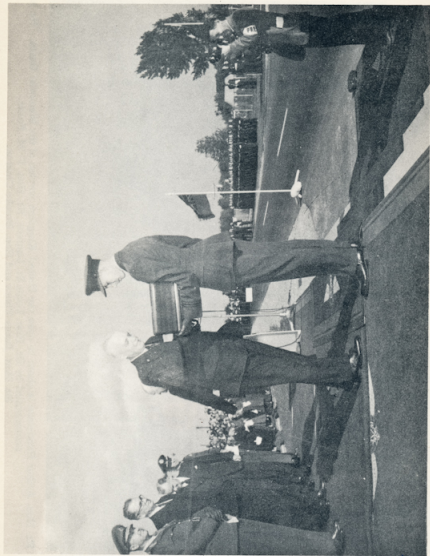
Perhaps it may be in order for me to say very briefly something concerning the performance of New Zealand in the air phase of the late war and in particular the Commonwealth Air Training Scheme. At the outbreak of war on September 4, 1939, the strength of the R.N.Z.A.F. was a little over a thousand men. At the end of the war it numbered over 33,000. This was an immense expansion for a country of only one and three quarter million people, particularly in view of the demands of the other services and of the war effort at home, including essential production of food for our overseas allies.

Under the Commonwealth Air Training Scheme, New Zealand sent overseas to the R.A.F. 2,743 fully trained pilots. In respect of Canada, 2,220 pilots, after elementary training in New Zealand, completed training and graduated here, and 4,782 air crew personnel, other than pilots, similarly completed training in Canada and graduated.

From 1942 on, New Zealand took an increased part in the air war in the Pacific. In all, the following R.N.Z.A.F. squadrons saw service in the Pacific: 6 bomber reconnaissance squadrons, 2 flying boat squadrons, 13 fighter squadrons, 1 dive bomber squadron, 2 torpedo bomber squadrons and 2 transport squadrons.



Rt. Hon. Arthur Henderson is about to open the United Kingdom portion of the Memorial Gates. He is accompanied by Rt. Hon. Louis St. Laurent, Rt. Hon. F. M. Forde, Rt. Hon. James Thorn and Hon. Brooke Claxton.



Rt. Hon. Louis St. Laurent, Prime Minister of Canada, has accepted the keys to the gates on behalf of the Government of Canada, and is placing them in their special case.

New Zealand's participation in the Commonwealth Air Training Scheme, and directly in the air war in the Pacific despite the fact that the initial location of the world war took place at a distance 12,000 miles from home, indicated our realization that our own fate was entirely bound up with that of the United Kingdom and the rest of the Commonwealth.

This attitude on our part continues to-day. A primary object of New Zealand policy is to participate in the closest possible way in Commonwealth defence measures. The installation of these Gates will serve this purpose. They are, and will always be, a reminder of a great joint effort in a crisis in our history. May all who see them, now and in the future, remember with gratitude the brave young men who were trained in Canada, and be inspired by their example to work for the strength and unity of our Commonwealth.

THE REPRESENTATIVES ARE PRESENTED WITH GOLD KEYS TO THE GATES AND PROCEED FROM THE DAIS TO THE GATES

ANNOUNCER:

Mr. St. Laurent and Mr. Claxton are now accompanying Mr. Henderson, Mr. Forde and Mr. Thorn to unlock the Memorial Gates. Each gate bears the crest of their respective countries. When the gates are unlocked the gate sentries will officially open them for the first time. On their return to the dais, Mr. Henderson, Mr. Forde and Mr. Thorn will present the keys to the Prime Minister of Canada, the Rt. Hon. Louis St. Laurent.

THE REPRESENTATIVES RETURN TO THE DAIS AND PRESENT THE KEYS TO PRIME MINISTER ST. LAURENT

ANNOUNCER:

Ladies and Gentlemen: The Prime Minister of Canada, The Rt. Hon. Louis St. Laurent.

MR. ST. LAURENT:

It is with deep appreciation that I accept, on behalf of the Government and people of Canada, this magnificent gift from the governments of the United Kingdom, Australia and New Zealand.

These wrought iron gates have been presented as a permanent memorial of the British Commonwealth Air Training Plan. It is not too much to say that the cause of freedom was saved by the young men who were trained in the great network of air stations established under that plan. It is true that air training did not reach its peak until after I became a member of the Government of Canada, but the Plan itself was conceived and the groundwork was laid and the actual training begun while I was still a private citizen.

While, therefore, I am accepting the gates as the Prime Minister at this time, I can speak of the conception and establishment of that great instrument of victory without taking any credit to myself. The Plan was proposed by the Prime Minister of the United Kingdom, but the proposal was eagerly accepted by our Prime Minister on behalf of the Government of Canada.

On the Canadian side, three men had the main responsibility for reaching the agreement that the United Kingdom, Australia, New Zealand and Canada would pool their resources to train thousands of airmen in Canada. The first of these men was Mr. Mackenzie King whose personal attention, at the critical stages, did so much to bring the Plan into being.

Mr. Mackenzie King had hoped to be present to-day and we all regret that he should not be here when this remarkable tribute is being paid to an achievement for which he is entitled to so large a share of the credit.

Mr. King asked me personally to join his thanks with mine to the representatives of the governments of the United Kingdom, Australia and New Zealand for this enduring memorial of the joint endeavours of our four nations, and also to say how very sorry he was that he did not feel equal to undertaking the journey to Trenton in addition to his other obligations at this time.

I said there were three Canadians who had the main responsibility for inaugurating the Plan. The other two were the late Norman Rogers, who was Minister of National Defence when the Plan was undertaken, and the late Col. J. L. Ralston, who as Minister of Finance had a large part in negotiating the agreement. These gates will be one of the memorials of those two patriotic servants of Canada.

I am sure we are all pleased that Mrs. Norman Rogers is present to-day to witness this ceremony.

The huge task of creating aerodromes was directed by Mr. C. D. Howe, but the man whose name is most closely associated with the development and direction of the Plan is the man who is known from end to end of Canada as "Chubby" Power. Mr. Power became Minister for Air on the eve of the fall of France, and he threw all his tremendous energy and enthusiasm into the acceleration of the essential task of producing an endless stream of fighting airmen. We are all pleased to have him here on this commemorative occasion.

In commemorating the Plan, we do not forget, among those who helped to create it, the members of Canadian civil flying clubs, thousands of Canadian "bush" pilots, the Royal Air Force personnel who helped to provide trained staff in the early stages, the experienced flyers from our neighbour to the south, and the co-operation we received even before the United States came into the war from their Government itself.

But, above all others, we are commemorating to-day the graduates of the British Commonwealth Air Training Schools who poured overseas in such large numbers.

Young men from Britain, Australia, and New Zealand who were trained here will long be remembered. By their presence in Canada they strengthened Commonwealth ties through the lasting bonds of friendship they established with our people.

To many a family throughout the Commonwealth this air contribution to victory brought tragedy.

These gates will remind us of the sacrifice of those who gave their lives so that we may live in freedom.

They will also stand as an enduring symbol of unity of spirit among the peoples of the British Commonwealth.

The gates will be a reminder to those, in the world to-day, who harbour aggressive intentions.

We are to-day dedicating an enduring monument to the vision of those who conceived the air training plan, to the energy of those who organized it, and to the trained airmen from its schools who fought and won victory in the air.

With humility and appreciation, I am very glad to accept the Memorial Gates for Canada.

Et je tiens à associer mes compatriotes de langue française à ces remerciements et à donner aux représentants du Royaume-Uni, de l'Australie et de la Nouvelle-Zélande, l'assurance que c'est la Nation canadienne tout entière qui leur exprime en ce moment, une gratitude qui sera aussi durable que le métal de cette grille.

ANNOUNCER:

On behalf of the Royal Canadian Air Force, Air Marshal W. A. Curtis, the Chief of the Air Staff, will now present silver plaques to representatives of the Royal Air Force, Royal Australian Air Force, Royal New Zealand Air Force and the United States Air Force, in appreciation of the co-operation received by the Royal Canadian Air Force during the successful operation of the British Commonwealth Air Training Plan. . . . Air Marshal Curtis.

A/M CURTIS:

Your Excellencies, Mr. Prime Minister, Honoured Guests, Ladies and Gentlemen: To-day is a proud day for the Royal Canadian Air Force.

As I stand here I cannot help but feel that this ceremony demonstrates to the world at large the comradeship and solidarity of the Armed Forces of the British Commonwealth of Nations.

The Royal Canadian Air Force to-day has received many gracious tributes. I should like to read one from His Worship Mayor Boraston of Holborn—where our Overseas Headquarters was located during World War II.

"As Mayor for the present year of the Borough of Holborn, with which Borough the Royal Canadian Air Force was so closely associated during the war years, I am delighted to take advantage of the opportunity so kindly afforded me by Sir Arthur Street to send to the Royal Canadian Air Force a message of greeting and goodwill from the Borough and people of Holborn.

It is a pleasure to all those who view the Maple Tree in Canada Walk, which was planted to commemorate the respect, friendship and affection existing between the sons and daughters of Canada and the people of Holborn, to know that at the Royal Canadian Air Force Station, Trenton, Ontario, English oaks serve to awaken in your hearts and minds memories as sincere and deep as those which our Maple tree keeps ever alive and fresh with us. Canada Walk, and the Maple tree in Lincoln's Inn Fields, the Ensign of the Royal Canadian Air Force which honours our Council Chamber and the commemorative plaque in the Mayor's parlour all testify to the warmth of the feeling which we cherish here in Holborn for those individual Canadians who worked among us and with us in the years of our trial, and to our lasting gratitude to the great country that sent them to us in our hour of need.

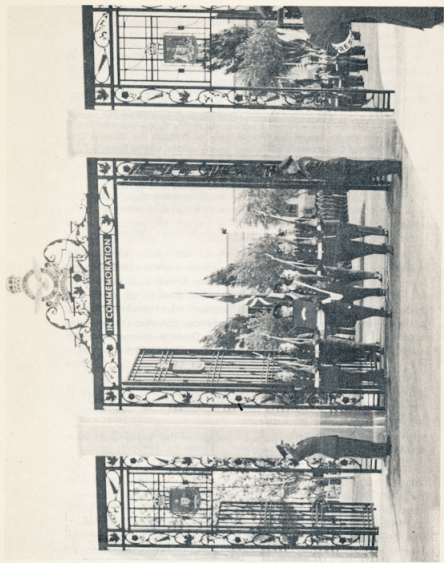
I pray that the association so firmly rooted and so happy in its results, may outlast even the Maple and the Oak, and am proud to contribute this message as some small token of its vitality."

(Signed: J. A. Boraston, Mayor)

Apart from the men and women of our lands who served in uniform, there were many others whose contributions helped in no small measure to spell success to the British Commonwealth Air Training Plan. Large indeed was the number of these fine people; they included men and women who served so ably in the Department of National Defence for Air, those who worked within R.C.A.F. Stations and Depots throughout the country, members of the Royal Canadian Flying Clubs Association and those who aided them in the operation of the Civilian Flying Schools, those in other Government Departments particularly the Department of Munitions and Supply and the Department of Transport, and all those in industry throughout the length and breadth of Canada.

To all of these I wish to pay, on behalf of the Royal Canadian Air Force, sincere and grateful tribute!

I must, too, express our grateful appreciation to those who came from both allied and neutral countries to join or help with the plan. They came from all parts of the American Continent, Bermuda, Nassau, Belgium, France, Norway and many other countries. Some had escaped from their homelands which had been over-run. They had travelled many miles, through neutral countries. Others were from neutral countries, mainly the United States of America. A number of these were experi-



The plaque party of the United Kingdom advances through the Memorial Gates.

enced pilots and their help at a time when we were extremely short of aircrew was of great value. The others trained with our own young men and served side by side in the cause of justice.

One of the highlights of the Plan, to my mind, was the Wings Parade held across Canada, first monthly and later almost daily. Many of you will remember the young men from the United Kingdom, Australia, New Zealand and Canada lined up in a hollow square, being presented with their Wings—the Wings which they cherished so dearly. The one thing in common with all these men was the expression of pride and joy which swept across their faces as the Wings were pinned on their tunics. The receipt of a sheepskin from a university, or even a marriage certificate from the parson, were minor events by comparison!

On this occasion, on behalf of the R.C.A.F. I would like to state that we are both highly honoured and extremely proud to be the custodians of the Memorial Gates.

I would like representatives of the Royal Air Force, the Royal Australian Air Force and the Royal New Zealand Air Force, partners in the Plan, and a representative of the United States Air Force with whom we have worked so closely, both during and since the war, to accept on behalf of their respective Services, a silver plaque to commemorate our close co-operation in the last war, and as a constant reminder of our readiness to stand together in the future and present a united front to any enemy.

I extend a very warm welcome to Lord Tedder, Chief of the Air Staff of the R.A.F., General Norstad, representing General Vandenberg of the U.S.A.F., Group Captain Pearce, representing Air Marshal Jones of the R.A.A.F., and Air Commodore Findlay representing Air Vice-Marshal Nevill of the R.N.Z.A.F., and would ask them to come forward and receive these silver plaques as a tangible memento of our continuing friendship.

ANNOUNCER:

At the command of Air Vice-Marshal C. R. Slemon, Air Officer Commanding Training Command, the plaque party of the United Kingdom will advance with the plaque to be presented to Marshal of the Royal Air Force Lord Tedder, Chief of the Air Staff of the Royal Air Force.



Air Marshal Curtis prepares to present the plaque to Marshal of the Royal Air Force, the Lord Tedder, Chief of the Air Staff, RAF.

A/V/M SLEMON:

Advance the Plaque Parties: United Kingdom.

PRESENTATION TO LORD TEDDER

ANNOUNCER:

The second plaque will be accepted by Group Captain C. W. Pearce, on behalf of the Chief of the Air Staff of the Royal Australian Air Force.

A/V/M SLEMON:

Advance: Australia.

PRESENTATION TO G/C PEARCE

ANNOUNCER:

Air Commodore J. L. Findlay will accept the third plaque from Air Marshal Curtis on behalf of the Chief of the Air Staff of the Royal New Zealand Air Force.

A/V/M SLEMON:

Advance: New Zealand.

PRESENTATION TO A/C FINDLAY

ANNOUNCER:

The fourth plaque will be accepted by Lieutenant General Lauris Norstad, representing the Chief of Staff of the United States Air Force.

A/V/M SLEMON:

Advance: United States.

PRESENTATION TO LT.-GEN. NORSTAD

ANNOUNCER:

Ladies and Gentlemen, Marshal of the Royal Air Force Lord Tedder, Chief of the Air Staff of the Royal Air Force.

LORD TEDDER:

Your Excellency, Ladies and Gentlemen, Air Marshal Curtis: One of the most difficult problems which faces free independent democratic people is how to achieve unity, without sacrificing that individual and national integrity which is the key of our beliefs. We airmen are, I suppose, some of the most individualistic people in our respective communities; and we're proud of it. Yet I think we can without any complacency feel proud that we have, I think, achieved as high a standard of unity amongst ourselves, as has been achieved in any other field of international affairs. I wouldn't put it higher than that. But it is in this connection and in this spirit that I accept on behalf of the officers, men and women of the Royal Air Force the beautiful plaque that you, Air Marshal Curtis, have given me. I accept it partly in memory of one of the finest bits of team work which allied airmen have achieved, but I think even more as a stimulant, and inspiration, to the future, reminding us that unity is no less necessary now and in the future than it has been in the past and it is up to us to do our utmost and go on doing our utmost to attain and maintain even a higher standard of unity amongst allied airmen and we will do our best in that spirit. I thank you.

ANNOUNCER:

This afternoon the crack exhibition aerobatic team of the R.C.A.F.'s first post-war fighter squadron, 410 Squadron, based at St. Hubert, will give a display of formation and single plane aerobatics similar to that which caught the fancy of audiences at the Canadian National Exhibition, the Cleveland Air Races and other American and Canadian centres where it performed this summer. Pilots of the Vampire jet aircraft are F/L W. R. Tew, D.F.C.; F/L D. C. Laubman, D.F.C. and bar; F/L R. D. Schultz, D.F.C. and bar; F/L J. A. O. Levesque, and F/O M. F. Doyle. All these men are experienced wartime fighter pilots and all are graduates of the British Commonwealth Air Training Plan. One of the squadron pilots, F/O M. G. Graham, D.F.C., is at present in the Control Tower; he is in direct contact with the pilots of the aerobatic team, and will give you a running commentary of the manoeuvres.

FLYING DEMONSTRATION BY 410 FIGHTER SQUADRON

MR. CLAXTON:

Ladies and Gentlemen: Before the ceremony to-day concludes, I would like to make one presentation. It is of a special key for the gates and I now present it to the man who, as Minister of Air, had more to do with the plan than anyone else. I refer to the friend of everyone here and the friend of the more than one hundred thousand aircrew whom the plan produced—Chubby Power.

PRESENTATION OF KEY TO MR. POWER

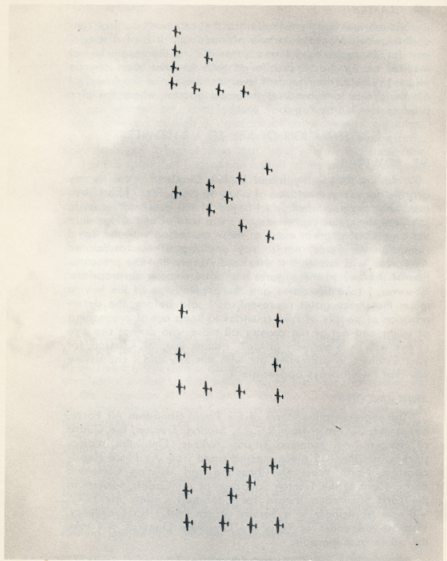
MR. POWER:

Your Excellency, my friend Brooke Claxton. I am deeply grateful for the presentation of a key to the gates. I had been somewhat puzzled when first I heard of this presentation as to just what the gates represented. I was sure of one thing—that the conduct of a great many of those connected with the Royal Canadian Air Force, not to say anything of our associated Air Forces, was such that it was hardly likely that the presentation of the key to these gates would be exactly appropriate. However, I take the gates and the presentation of the key to mean that these gates represent, as I said before, the determination of people of free countries to keep out of our manner of living and out of our country all those who do not see eye to eye with us in our way of life. I thank you, Mr. Claxton, for your kindness in presenting me with this key and I can assure you that I will always appreciate it.

ANNOUNCER:

The representative Wing of the Royal Canadian Air Force, comprising 300 men from R.C.A.F. Station, Trenton, the Guard of Honour from Manning Depot, Aylmer, Ont., the plaque parties and the 105 piece massed band from Air Force Headquarters, North West Air Command and Training Command and a flight of the Trenton Squadron of Air Cadets, winners of the Lord Strathcona award for Canadian Cadets for 1949, will now participate in a Service March Past. His Excellency, Viscount Alexander of Tunis, the Governor General, will take the salute from the dais.

MARCH PAST



A portion of the aircraft Fly Past.

ANNOUNCER:

During the operation of the British Commonwealth Air Training Plan, the experience gained by the R.C.A.F. was not being discarded. Even before the end of the war plans were already being laid for a peacetime successor to the Training Plan. To-day that peacetime plan is a reality and at Centralia and Clinton in Ontario and Summerside in Prince Edward Island, young men are being graduated as pilots, radio officers and navigators, and are taking their places alongside their wartime brothers. The aircrew students have a new rank, that of Flight Cadet, and the next display of training aircraft will be flown by these post-war Flight Cadets. From the Flying Training School at Centralia and Central Flying School here at Trenton 66 Harvard aircraft are already airborne to present a Fly Past. You will note that the forming aircraft are spelling the letters R C A F.

FLY PAST OF HARVARDS

ANNOUNCER:

When the trumpeter's "Still" is sounded it marks the preparation for the final event in to-day's celebration. According to military ceremonial this is a preparatory signal which is followed by the "Alert" signifying the termination of to-day's ceremonies with the playing of "O Canada", "The Star Spangled Banner" and "God Save the King".

BAND PLAYS FINAL SALUTE

ANNOUNCER:

The Guests of Honour will now pass through the Memorial Gates, and following their departure, the R.C.A.F. massed band will hold a band concert in the sunken gardens to which you are all invited.

Good afternoon, ladies and gentlemen.



The Guests of Honour pass through the Memorial Gates for the first time.

GUESTS WHO ATTENDED THE PRESENTATION OF THE
MEMORIAL GATES AT ROYAL CANADIAN AIR FORCE
STATION, TRENTON, ON THE INVITATION OF THE
HONOURABLE BROOKE CLAXTON, D.C.M., K.C., M.P.,
AND MRS. CLAXTON

His Excellency Field Marshal the Right Honourable the Viscount
Alexander of Tunis, KG, GCB, GCMG, CSI, DSO, MC.
Viscountess Alexander of Tunis.
The Right Honourable Louis Stephen St. Laurent, PC, KC, MP.
Mrs. St. Laurent.
Colonel the Honourable Colin Gibson, MC, VD, KC, MP.

Representatives and Guests from the United Kingdom:

The Right Honourable Arthur Henderson, KC, MP.
Sir James Barnes, KCB, KBE.
Lord Harold Harington Balfour of Inchrye, MC.
Lady Balfour.
Sir Arthur Street, KCB, KBE, CMG, CIE.
Marshal of the Royal Air Force the Lord Tedder, GCB.
Lady Tedder.
Air Chief Marshal Sir James Milne Robb, KBE, CB, DSO,
DFC, AFC.
Lady Robb.
Air Chief Marshal Sir Guy Garrod, KCB, OBE, MC, DFC.
Air Chief Marshal Sir Charles E. H. Medhurst, KCB, OBE, MC.
Lady Medhurst.
Air Marshal Sir Leslie Norman Hollinghurst, KCB, CBE, DFC.
Air Vice-Marshal Sir Lionel Douglas Dalzell McKean, KBE, CB.
Lady McKean.
Mr. R. L. Luke.
Mrs. Luke.
Squadron Leader F. B. Sutton, DFC.
Mr. W. F. Connelly.
Mr. A. L. M. Cary.

Representatives and Guests from Australia:

Group Captain C. W. Pearce, CBE, DFC.
Mrs. Pearce.

Representatives and Guests from New Zealand:

Air Commodore J. L. Findlay, CBE, MC.
Mrs. Findlay.

Representatives and Guests from the United States of America:

Lieutenant General Lauris Norstad.
Mrs. Norstad
Colonel Jerry D. Page.

Chiefs of Staff:

Air Marshal W. A. Curtis, CB, CBE, DSC, ED.
Mrs. Curtis.
Dr. O. M. Solandt, OBE.
Mrs. Solandt.
Rear Admiral F. L. Houghton, CBE.
Mrs. Houghton.
Major General H. D. Graham, CBE, DSO, ED.
Mrs. Graham.

Diplomatic Corps:

The Honourable Sir Alexander Clutterbuck, KCMG, MC.
Lady Clutterbuck.
The Right Honourable Francis Michael Forde, PC.
Mrs. Forde.
The Honourable James Thorn.
Mrs. Thorn.
His Excellency Lawrence A. Steinhardt.
The Honourable S. K. Kirpalani.
Mrs. Kirpalani.
The Honourable A. Adrian Roberts.
Mrs. Roberts.
Air Commodore C. W. Busk, CB, MC, AFC
Mrs. Busk.
Colonel J. G. Hodgson.
Mrs. Hodgson.
Major C. S. Kotze.
Mrs. Kotze.

Other Guests:

The Honourable W. A. Fraser.
 Mrs. Fraser.
 Major the Honourable C. G. Power, MC, KC, MP.
 Mrs. Power.
 Mr. F. G. Robertson, MP.
 Mrs. Robertson.
 Mr. F. S. Follwell, MP.
 Mr. C. M. Drury, CBE, DSO.
 Mrs. Drury.
 Mr. A. D. P. Heeney, KC.
 Mr. N. A. Robertson.
 Mr. A. Ross, CMG.
 Mrs. Ross.
 Colonel Paul Mathieu, DSO, ED.
 Mrs. Mathieu.
 Mr. J. A. Sharpe, OBE.
 Mr. B. B. Campbell, OBE.
 Mrs. Campbell.
 Mr. A. B. Coulter, OBE.
 Mrs. Coulter.
 Mr. S. L. deCarteret, CMG.
 Mr. H. F. Gordon, CMG.
 Mrs. Gordon.
 Mr. H. G. Norman, CMG.
 Mrs. Norman.
 Mr. T. Sheard, CBE.
 His Worship Mayor K. J. Couch, Trenton, Ont.
 Mrs. Couch.
 His Worship Mayor D. L. Storey, Belleville, Ont.
 Mrs. Storey.
 His Worship Mayor Clifford Curtis, Kingston, Ont.
 Mrs. Curtis.
 Air Chief Marshal L. S. Breadner, CB, DSC.
 Mrs. Breadner.
 Air Marshal R. Leckie, CB, DSO, DSC, DFC.
 Mrs. Leckie.
 Air Marshal G. O. Johnson, CB, MC.
 Mrs. Johnson.
 Air Vice-Marshal C. R. Slemon, CB, CBE.
 Mrs. Slemon.

Other Guests:—*Continued*

Air Vice-Marshal A. L. James, CBE.
 Mrs. James.
 Air Vice-Marshal H. L. Campbell, CBE.
 Mrs. Campbell.
 Air Vice-Marshal E. E. Middleton, CBE.
 Mrs. Middleton.
 Air Vice-Marshal R. E. McBurney, CBE.
 Mrs. McBurney.
 Air Vice-Marshal J. L. Plant, CBE, AFC.
 Mrs. Plant.
 Air Vice-Marshal C. R. Dunlap, CBE.
 Mrs. Dunlap.
 Air Vice-Marshal F. R. Miller, CBE.
 Mrs. Miller.
 Air Vice-Marshal G. E. Brookes, CB, OBE.
 Mrs. Brookes.
 Air Vice-Marshal A. T. N. Cowley, CBE.
 Mrs. Cowley.
 Air Vice-Marshal G. V. Walsh, CB, CBE.
 Miss F. Walsh.
 Air Vice-Marshal A. E. Godfrey, MC, AFC, VD.
 Mrs. Godfrey.
 Air Vice-Marshal A. Ferrier, CB, MC.
 Mrs. Ferrier.
 Air Vice-Marshal G. R. Howsam, CB, MC.
 Mrs. Howsam.
 Air Vice-Marshal T. A. Lawrence, CB.
 Mrs. Lawrence.
 Air Vice-Marshal C. M. McEwen, CB, MC, DFC.
 Mrs. McEwen.
 Air Vice-Marshal K. M. Guthrie, CB, CBE.
 Mrs. Guthrie.
 Air Vice-Marshal A. L. Morfee, CB, CBE.
 Mrs. Morfee.
 Air Vice-Marshal G. E. Wait, CBE.
 Mrs. Wait.
 Air Vice-Marshal J. A. Sully, CB, AFC.
 Mrs. Sully.
 Air Vice-Marshal F. S. McGill, CB.
 Mrs. McGill.

Other Guests:—*Continued*

Air Vice-Marshal A. Raymond, CBE.

Mrs. Raymond.

Major General H. F. G. Letson, CB, CBE, MC, ED.

Brigadier R. J. Orde, CBE.

Mrs. Orde.

Air Commodore F. G. Wait, CBE.

Air Commodore A. D. Ross, GC, CBE.

Mrs. Ross

Air Commodore J. G. Kerr, CBE, AFC.

Mrs. Kerr.

Air Commodore M. Costello, CBE.

Mrs. Costello.

Air Commodore R. C. Gordon, CBE.

Mrs. Gordon.

Air Commodore W. W. Brown.

Mrs. Brown.

Air Commodore J. L. Hurley, CBE.

Mrs. Hurley.

Brigadier H. L. Cameron, OBE.

Mrs. Cameron.

Air Commodore J. W. Tice, CBE, ED.

Mrs. Tice.

Honorary Air Commodore J. S. Duncan.

Group Captain R. C. Hawtrey.

Mrs. Hawtrey.

Group Captain G. P. Dunlop, AFC.

Mrs. Dunlop.

Group Captain J. A. Easton, OBE.

Mrs. Easton.

Group Captain F. S. Carpenter, AFC.

Mrs. Carpenter.

Group Captain J. B. Harvey, AFC.

Mrs. Harvey.

Group Captain S. A. Green, MBE.

Mrs. Green.

Group Captain C. A. Davidson, OBE.

Group Captain J. O. Rae.

Group Captain H. L. Wright.

Captain T. D. Kelly, CBE.

Mrs. Kelly.

Other Guests:—Concluded

Honorary Wing Commander L. A. Costello.

Honorary Wing Commander R. M. Frayne.

Mrs. Frayne.

Wing Commander R. C. Stovel, AFC.

Mrs. Stovel.

Wing Commander M. W. Brown, MBE.

Mrs. Brown.

Wing Officer K. O. Walker, MBE.

Lieutenant Colonel H. G. Bates.

Mrs. Bates.

Squadron Leader E. J. W. Higgin.

Mrs. Higgin.

Squadron Leader J. F. Easton, DFC.

Mrs. Easton.

Flight Lieutenant A. F. Banville.

Mrs. Banville.

Mr. H. O. West

Mrs. West.

Mr. C. D. Taylor.

Mrs. Taylor.

Mr. C. Gordon Brown.

Mrs. Brown.

Mr. P. H. Garratt.

Mrs. Garratt.

Mr. Walter Deisher.

Mr. P. H. Bennett.

Mrs. Norman Rogers.

Mr. Stewart Jamieson.

Mrs. Jamieson.

Dr. K. N. E. Bradfield.

Mrs. Bradfield.

Mr. Thomas Dunbabin

Mrs. Dunbabin.

Mr. M. Belleau, MBE.

Mrs. Belleau.

Miss Anne Breadner.

MESSAGES WERE RECEIVED FROM THE FOLLOWING WHO
WERE UNABLE TO ATTEND THE CEREMONY
AT TRENTON

The Right Honourable Vincent Massey, High Commissioner for Canada in the United Kingdom from 1935 to 1946.

My warmest good wishes for the occasion which marks so great an achievement in commonwealth co-operation and so fine a chapter in our national history.

The Right Honourable Sir Archibald Sinclair, British Secretary of State for Air from 1940 to 1945.

The British Commonwealth Air Training Plan preserved the Royal Air Force and the Air Forces of the overseas Dominions from a paralysing shortage of aircrews and nourished the front-line squadrons with a regular flow of men, trained to the exacting and varying requirements of each phase of the Air War.

The Canadian Government and the Royal Canadian Air Force, by their vigorous and skilful administration of the Plan and by the titanic energy with which they concentrated resources on its swift development, made a decisive contribution to Allied Victory in the last World War.

Long may the Memorial Gates stand at Trenton to bear witness to a prodigious achievement of Commonwealth co-operation under the auspices of Canada and to preserve the fame of the valiant airmen whom Canada and the Commonwealth delight to honour.

Lord Riverdale, Head of the United Kingdom Mission to Ottawa and signer of the B.C.A.T.P. Agreement, December, 1939.

When the Commonwealth Scheme was really in running order no aircraft had to wait for training crew they were always ready. Further we would like you to know how much the boys of Great Britain, New Zealand, Australia and Newfoundland appreciated the way they were received in Canadian homes when they came over for training; this has had a lasting effect. Lady Riverdale and I send you our warmest greetings for a successful opening ceremony which records a memorable event of the war.

Air Vice-Marshal Sir Leonard Isitt, KBE, formerly New Zealand Air Liaison Officer in Canada and Chief of the Air Staff, R.N.Z.A.F.

I regret that distance makes it impossible for Lady Isitt and me to be present at Trenton on September 30 next, but our thoughts and good wishes will be with you on that day.

I was with the R.C.A.F. during the dark days of 1940 and was associated with them through the long, slow road to victory. The British Commonwealth Air Training Plan in its conception, organization, and implementation was an effort of which the whole Empire can be proud—particularly Canada and the R.C.A.F. on whom the burden fell—and the fine gateway at Trenton is a fitting memorial to this great effort.

