

## **THE BRITISH COMMONWEALTH AIR TRAINING PLAN**

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"...the major Canadian military contribution to the Allied [Second World] War effort,"

### **Introduction**

The Empire Air Training Scheme (EATS), established in 1939 and officially renamed the British Commonwealth Air Training Plan (BCATP) in 1942, was a massive, joint military aircrew training program for the Royal Air Force and other Commonwealth air forces during the Second World War.

EATS/BCATP remains the largest aviation training program in history and was responsible for training nearly half the pilots, navigators, bomb aimers, air gunners, wireless operators and flight engineers of the Commonwealth air forces during the war.

Students from many other countries attended as well, including Argentina, Belgium, Ceylon, Czechoslovakia, Denmark, Finland, Fiji, France, Greece, the Netherlands, Norway, Poland, South Africa and the United States.

### **Background**

With the air war raging above Europe, there was an urgent and continuing need for trained aircrew to replace those lost in combat, and to support future expansion. The United Kingdom was an unsuitable location for air training, due to the possibility of enemy attack, the strain caused by wartime traffic at airfields and the unpredictable climate. It was decided that the Dominions would train the majority of personnel.

The British Air Ministry set up its massive training program after participating countries signed an agreement in December 1939. The organizers initially planned to train approximately 50,000 aircrew each year, for as long as necessary: 22,000 aircrew from Great Britain, 13,000 from Canada, 11,000 from Australia and 3,300 from New Zealand. Under the agreement, air crews were to receive elementary training in the various Commonwealth countries before travelling to Canada for advanced courses.

The plan was agreed upon in Ottawa by delegates from the participating countries. Lord Riverdale led the British contingent, and the articles dubbed the "Riverdale Agreement", were signed on December 17, 1939.

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### The Agreement

The final agreement – signed by Canada, the United Kingdom, Australia, and New Zealand on December 17, 1939 – listed the percentage of trainees each country would send, the percentage of costs each would take on, the training schedule, and the aerodrome opening schedule. To accommodate its shortage of foreign currency, the United Kingdom paid its portion by supplying and transporting necessary materials that Canada could not provide, such as aircraft, spare parts, airframes, and engines.

When the BCATP came to a close on March 31, 1945, the four participating governments had spent \$2.2 billion on the training plan, \$1.6 billion of which was Canada's share. After the war, the Canadian government calculated that the United Kingdom owed Canada over \$425 million for running British schools transferred to Canada and for purchasing aircraft and other equipment when Britain could not provide the necessary numbers. In March 1946, the Canadian government canceled Britain's debt, absorbing the cost itself.

Under Article XV of the agreement, graduates from Dominion air forces were to be assigned to squadrons either formed by their own air forces, or with a specific national designation, under the operational control of the Royal Air Force (RAF). If it was intended that they would be under RAF control, Dominion air force squadrons were usually given numbers in the 400–490 range: 400–449 was allotted to the Royal Canadian Air Force, 450–467 to the Royal Australian Air Force and 485–490 to the Royal New Zealand Air Force. These were known as "Article XV" squadrons.

### Participants

The Commonwealth countries that signed the agreement for the provision of training were Canada, Australia, New Zealand, South Africa, and Southern Rhodesia.

**Canada:** Canada was chosen as the primary host for "The Plan", due to ample supplies of fuel, wide open spaces suitable for flight and navigation training, industrial facilities for the production of trainer aircraft, parts and supplies, the lack of any threat from Luftwaffe and Japanese fighter planes, and its relative proximity to both the European and Pacific theatres.

The RCAF ran the Plan in Canada, but to satisfy RAF concerns, Robert Leckie, a senior RAF commander (at the time in charge of RAF squadrons in Malta) and a Canadian, was posted to Ottawa as Director of Training. From 1940 he directed BCATP training in Canada.

Due to its prominence in the plan, US President Franklin D. Roosevelt referred to Canada as "the Aerodrome of Democracy", a play on his earlier description of the United States as "the Arsenal of Democracy." At its height, the Plan included 231 training sites (see Annex A) and more than 10,000 aircraft and 100,000 military administrative personnel. Infrastructure development including erecting over 8,000 buildings of which 700 were hangars or of hangar-type construction. Fuel storage totalling more than 26 million gallons was installed along with 300 miles of water mains and a similar length of sewer mains, involving two

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million cubic yards of excavation. A total of 100 sewage treatment and disposal plants and 120 water pumping stations were completed. More than 2,000 miles of main power lines and 535 miles of underground electrical cable were installed, servicing a total connected electrical power load of over 80,700 horsepower.

In late 1944, the Air Ministry announced the winding-up of the plan, since the Commonwealth air forces had long had a surplus of air crews. By the conclusion of the war, over 167,000 students, including over 50,000 pilots, had trained in Canada under the program from May 1940 to March 1945. While the majority of those who successfully completed the program went on to serve in the RAF, over half (72,835) of the 131,553 graduates were Canadians.

**Australia:** Initially, the Australians undertook to provide 28,000 aircrew over three years, which represented 36% of the total number of proposed aircrew. Prior to the Scheme, the RAAF had trained about 50 pilots per year. Within the Scheme, seven-ninths of the RAAF's intake was trained in Australia (all Elementary and some Advanced) with the remaining two-ninths trained in Canada (Advanced). The first Australian contingent embarked for Canada on November 14, 1940. The Royal Australian Air Force (RAAF) schools were established across Australia to support EATS in Initial Training, Elementary Flying Training, Service Flying Training, Air Navigation, Air Observer, Bombing and Gunnery and Wireless Air Gunnery.

Following the outbreak of the Pacific War, the vast majority of Australian aircrews remained in the South West Pacific theatre. By 1944, Australia's contribution to the scheme was wound back, at Great Britain's instigation, and the scheme effectively ended in October 1944, although it was not formally suspended until March 31, 1945. By this time, more than 37,500 Australian aircrew graduated under the Empire Air Training Scheme. Some finished their training in Canada and Southern Rhodesia, but the great majority of them, over 27,300, completed their training in Australia. They included navigators, air gunners and 10,800 pilots.

**New Zealand:** During the war, the RNZAF contributed 2,743 fully trained pilots to serve with the RAF in Europe, the Middle East, and Far East. Another 1,521 pilots who completed their training in New Zealand were retained in country; either as instructors, staff pilots, or manning operational squadrons formed during the latter half of the war. In 1940, before the British Commonwealth Air Training Plan was fully developed, New Zealand also trained 183 observers and 395 air-gunners for the RAF. From 1943 onwards, the training of wireless operator/air-gunners, and navigators was carried on in New Zealand for Pacific operations. In addition, some 2,910 pilots were trained to elementary standards and sent to Canada to continue their training. More than 2,700 wireless operator/air-gunners, 1,800 navigators, and 500 bombardiers passed through the Initial Training Wing before proceeding to Canada. Of the 131,000 trainees who graduated in Canada under the Commonwealth Air Training Plan, New Zealanders formed 5.3%.

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**South Africa:** New flying schools were established at Pretoria, Germiston, Bloemfontein and Baragwanath, and a training command was set up to oversee the SAAF's overall training program. With the establishment of the Joint Air Training Scheme (JATS), 38 South African-based air schools were employed to train Royal Air Force, SAAF and other allied air and ground crews. Aircraft and other equipment required for the training was provided to South Africa free of charge by the United Kingdom. Under this scheme, the SAAF, by September 1941, increased the total number of military aircraft to 1,709 while its personnel strength had grown to 31,204, including 956 pilots. During its five year existence, the JATS turned out a total of 33,347 aircrew, including 12,221 SAAF personnel.

**Southern Rhodesia:** On the outbreak of war in September 1939, the Government of Southern Rhodesia made an offer to the British Air Ministry to run a flying school and train personnel to man three squadrons, which was duly accepted. The Rhodesian Air Training Group (RATG), operating 1940–1945, was set up as part of the overall Commonwealth Air Training Plan. In January 1940, the Government announced the creation of a Department of Air, and the inauguration of what became the second largest Empire Air Training Scheme, beginning with the establishment of three units at Salisbury, Bulawayo and Gwelo, each consisting of a preliminary and an advanced training school.

Rhodesia was the last of the Commonwealth countries to enter the Empire Air Training Scheme and the first to turn out fully-qualified pilots. No. 25 Elementary Flying Training School at Belvedere, Salisbury opened on May 24, 1940. The original programme of an initial training wing and six schools was increased to 10 flying training schools and bombing, navigation and gunnery school and a school for the training of flying instructors as well as additional schools for bomb aimers, navigators and air gunners, including stations at Cranbourne (Salisbury), Norton, Gwelo and Heany (near Bulawayo). To relieve congestion at the air stations, six relief landing grounds for landing and takeoff instruction and two air firing and bombing ranges were established. Two aircraft and engine repair and overhaul depots were set up as well as the Central Maintenance Unit to deal with bulk stores for the whole group.

The trainees came mainly from Great Britain, but also from Australia, Canada, South Africa, New Zealand, USA, Yugoslavia, Greece, France, Poland, Czechoslovakia, Kenya, Uganda, Tanganyika, Fiji and Malta. There were also pupils from the Royal Hellenic Air Force. Over 7,600 pilots and 2,300 navigators were trained by the RATG during the war.

### **The BCATP in Canada**

Canada had been the home of a major recruiting and training organization during World War I and the British again looked to it for aviators when the international situation worsened in the 1930s. Prime Minister Mackenzie King's peacetime caution about such schemes evaporated after the declaration of war in 1939 - a training program would keep Canadians at home, ward off demands for a large expeditionary force, and bury the politically divisive issue of overseas conscription.

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Negotiating the agreement was difficult. Canada agreed to accept most of the plan's costs, but insisted that the British consent to a public pronouncement that air training would take precedence over all other aspects of the Canadian war effort. The British expected that the Royal Air Force would absorb Canadian air training graduates without restrictions, as in WWI. The King government demanded that Canadians be identified as members of the RCAF by their shoulder badge.

Nevertheless, Article 15 of the agreement, providing for the possible organization of Canadian "units and formations" overseas, was vague and unsatisfactory, the more so because of Ottawa's understandable reluctance to pay both for training and for the maintenance of an operational force abroad. Most RCAF personnel overseas served with the RAF, not with their national air force, and the process of creating distinctly Canadian squadrons was slow and painful.

Canada administered and controlled the plan in accordance with standards and overall policy set by the RAF. The training program was carried out by the RCAF, supported by the Canadian Flying Clubs Association, commercial aviation companies and the federal Department of Transport. Training began on 29 April 1940, but was initially hampered by a shortage of aircraft, instructors and completed airfields.

After the fall of France in June 1940, the plan was accelerated, and the first of a series of transfers of RAF aircrew schools to Canada took place. In 1942, after renewal of the agreement and reorganization of the plan, all British units in Canada were integrated formally into the BCATP.

At the plan's peak, there were 107 schools and 184 ancillary units at 231 sites. The aircraft establishment stood at 10,906 and the ground organization at 104,113 men and women. The Canadian government paid more than \$1.6 billion, three-quarters of the total cost. Graduates totalled 131,553 pilots, navigators, bomb aimers, wireless operators, air gunners and flight engineers from the 4 founding partners, other parts of the Commonwealth, the US and countries of occupied Europe.

Almost half the total aircrew employed on British and Commonwealth flying operations were products of the BCATP. Canadian graduates numbered 72,835, providing crews for 40 RCAF home defence and 45 overseas RCAF squadrons, as well as constituting about 25% of the overall strength of RAF squadrons. This major commitment to the air war overseas, and particularly to Bomber Command, inevitably exacted a very heavy toll in Canadian casualties, a result very different from Mackenzie King's original aim.

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### The Training

The BCATP expected a lot from its recruits. The exhaustive curriculum and intensive schedule of classroom and flight training turned out air crew members at a dizzying pace, ready to serve overseas.

Elementary training took approximately eight weeks, which included at least 50 hours of flying. Aircraft commonly used at Elementary Flying Training Schools were de Havilland Tiger Moths, Fleet Finches, and Fairchild Cornells.

Successful trainees then progressed to Service Flying Training Schools for more advanced instruction. Because syllabus revisions were made throughout the war, the course length varied from 10 to 16 weeks, and flying time varied from 75 to 100 hours. Potential fighter pilots trained on single-engine North American Harvards while pilots selected for bomber, coastal, and transport operations received training on twin-engine Avro Ansons, Cessna Cranes, or Airspeed Oxfords.

After five weeks of theoretical training at Initial Training Schools, air observers would move to Air Observer Schools for a 12-week course on aerial photography, reconnaissance, and air navigation. This also included 60 to 70 hours of practical experience in the air. Observers learned the science of bombing during their 10-week stay at a Bombing and Gunnery School. With an additional four weeks at an Air Navigation School, recruits were then ready for posting overseas. After June 1942, the duties of the air observer were divided between navigators and air bombers, thus replacing the observer category.

Navigators specializing in bombing spent eight weeks at a Bombing and Gunnery School and 12 weeks at an Air Observer School. These men were then qualified as both navigators and bomb aimers. Navigators specializing as wireless operators trained for 28 weeks at a Wireless Training School and 22 weeks at an Air Observer School. Airmen studying to be air bombers spent five weeks at an Initial Training School, 8 to 12 weeks at a Bombing and Gunnery School, and six weeks at an Air Observer School. Besides learning how to drop bombs accurately, air bombers learned the map-reading and observations skills necessary for assisting navigators.

Wireless operators and air gunners spent 28 weeks at a Wireless Training School, where they became proficient in radio work. Gunnery training took six weeks at a Bombing and Gunnery School. Straight air gunners, also taught at Bombing and Gunnery Schools, underwent a 12-week program involving ground training and actual air firing practice. Later in the war, a flight engineer was added to heavy bomber crews. Besides being an aero-engine technician, flight engineers received enough training to be able to replace a pilot who was killed or injured. Most engineers were trained in the United Kingdom, but about 1,900 engineers eventually graduated from the Flight Engineers School in Aylmer, Ontario, once it opened in July 1944.

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### Local Impact

Although the BCATP was only in operation for five years and ended 55 years ago, its widespread impact can still be felt today. All provinces, except Newfoundland (which had not joined yet entered the Confederation), hosted schools, and many current-day communities can trace connections to the BCATP. Often, local residents joined the RCAF and attended those schools, while scores of communities hosted a main BCATP airport, relief aerodrome, or emergency landing field.

Coming on the heels of the Great Depression, the economic benefits of the BCATP were warmly welcomed by Canadian communities. Even before the final BCATP agreement was signed, local officials began lobbying the government to build an aerodrome in their community.

As bases were being built, local companies expected to win contracts for labour, gravel, and lumber supplies. Residents hoped to be employed on construction crews, while merchants anticipated that construction workers would spend their pay cheques on housing, food, clothing, and recreation.

Construction was not the only economic benefit of the BCATP aerodromes – large numbers of students, instructors, and their families brought business to local merchants. Host communities also benefited when local companies secured contracts for supplying electricity, water, natural gas, coal, and food to the base. Once in operation, the airport needed to fill many civilian positions, from clerical posts to aerodromes and aircraft maintenance.

Besides gaining employment as mechanics, cooks, clerks, engineers, and labourers at BCATP aerodromes, civilians also contributed to the training plan by instructing and operating schools. Twenty-nine Elementary Flying Training Schools and all 10 Air Observer Schools were run by local companies, airlines, and flying clubs. Incorporating civilians into the early stages of air crew training allowed the RCAF to take advantage of qualified instructors and already-built aerodromes as early as the spring of 1940. This civilian participation kick-started the BCATP even as the aerodrome infrastructure was being expanded and recruits were being trained as instructors for advanced pilot courses. Canadians took great pride in making the trainees feel a part of their communities, and the air force personnel warmly welcomed the morale-boosting recreation that came from meeting with local civilians, who were often invited to station parties and dances. Local residents attended wings presentations and graduation ceremonies, and bases were often open for the public to view and participate in sports competitions. Communities provided recreational diversions for airmen with summer fairs and winter carnivals, while station bands frequently provided the entertainment for community events. At some schools, airmen helped civilians bring in fall harvests.

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The mingling of residents and trainees often permanently altered the demographics of a community. When local women married airmen from Britain, Australia, or New Zealand, the new wives would leave their community and move to her husband's country. Conversely, many grooms relocated to Canada after the war, bringing with them different cultures and customs. By the end of the war, more than 3,750 RAF, RAAF, and RNZF members found Canadian wives.

### Post-War Legacy

Many reminders of the BCATP can be seen across Canada today. The airports of many cities and towns were once part of the BCATP aerodrome infrastructure. Some of these civilian aerodromes may have already existed in 1939, but they received significant upgrading and modernization, such as paved runways and runway extensions to meet BCATP requirements. Many other communities entered the world of commercial aviation for the first time by taking over the RCAF training aerodromes in their areas once the schools closed. Numerous military bases in use today were once BCATP schools, and even Canada's participation in NATO air training stems from the BCATP legacy of the Second World War.

Canadian communities have been left with other permanent reminders of the BCATP's impact on their history. Some pilots paid the supreme sacrifice – losing their lives in air training accidents without even leaving Canadian soil. Of the 856 BCATP participants who were either killed or seriously injured in aeroplane crashes that occurred at training schools, 469 were RCAF, 291 RAF, 65 RAAF, and 31 RNZF. Although the bodies of Canadian airmen were usually returned to their hometowns, Commonwealth recruits who died were buried in cemeteries of nearby communities. Usually, one town was chosen as the official burial site, and these graves can still be found today. The Commonwealth War Graves Commission maintains the graves of those members of the Commonwealth Forces who died in Canada.

The BCATP was a tremendous feat in itself: more than 100 aerodromes and emergency landing fields were built and more than 130,000 airmen were trained – all in only five years. The BCATP and its contribution to the Second World War air effort and the Allied victory should be remembered not only because it was an important chapter in Canada's history, but also because of its lasting legacy.

As the main participant, the Canadian legacy was a strong postwar aviation sector and many new or improved airports across the country, the majority of which are still in use. The classic BCATP airport consisted of three runways, each typically 2,500 ft (760 m) in length, arranged in a triangle so that aircraft could always land (more-or-less) into the wind – that was critically important at a time when most light training aircraft (such as the North American Harvard) were tail-draggers, which were difficult to land in strong cross-winds. In 1959, Queen Elizabeth II unveiled The Ottawa Memorial, a monument erected to commemorate by name, some 800 men and women who lost their lives while serving or training with the Air Forces of the Commonwealth in Canada, the West Indies and the United States and who have no known grave.

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Various aircraft, transport and training artifacts may be seen at the Commonwealth Air Training Plan Museum, located in Brandon, Manitoba. The Museum is a non-profit, charitable organization, founded and operated by volunteers. It is dedicated to the preservation of the history of the British Commonwealth Air Training Plan and serves as a unique memorial to those airmen who trained and served, and especially those who died, while serving their country in the air war of 1939–1945. This is the only museum in the world dedicated solely to this goal, located in Manitoba where so much of the training was carried out. The collection includes 14 aircraft on display with the museum's Auster, Harvard, Cornell and Stinson HW-75 airworthy.

*"It was just marvellously well organized, a great credit to Canada. I don't think it could have been done anywhere else but in this country. We had a tremendous mixture of people from all over the Commonwealth. The maintenance was excellent. We were doing over 14 000 hours a month on my station. I don't know how it ever got organized from Ottawa, but it's always been a marvel to me how well it worked".<sup>1</sup>*

### ANNEXES

- A. Maps of BCATP Facilities in Canada
- B. BCATP Facilities in Canada
- C. BCATP Aircraft Used in Canada

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6. Wikipedia,  
[http://en.wikipedia.org/wiki/British\\_Commonwealth\\_Air\\_Training\\_Plan](http://en.wikipedia.org/wiki/British_Commonwealth_Air_Training_Plan)
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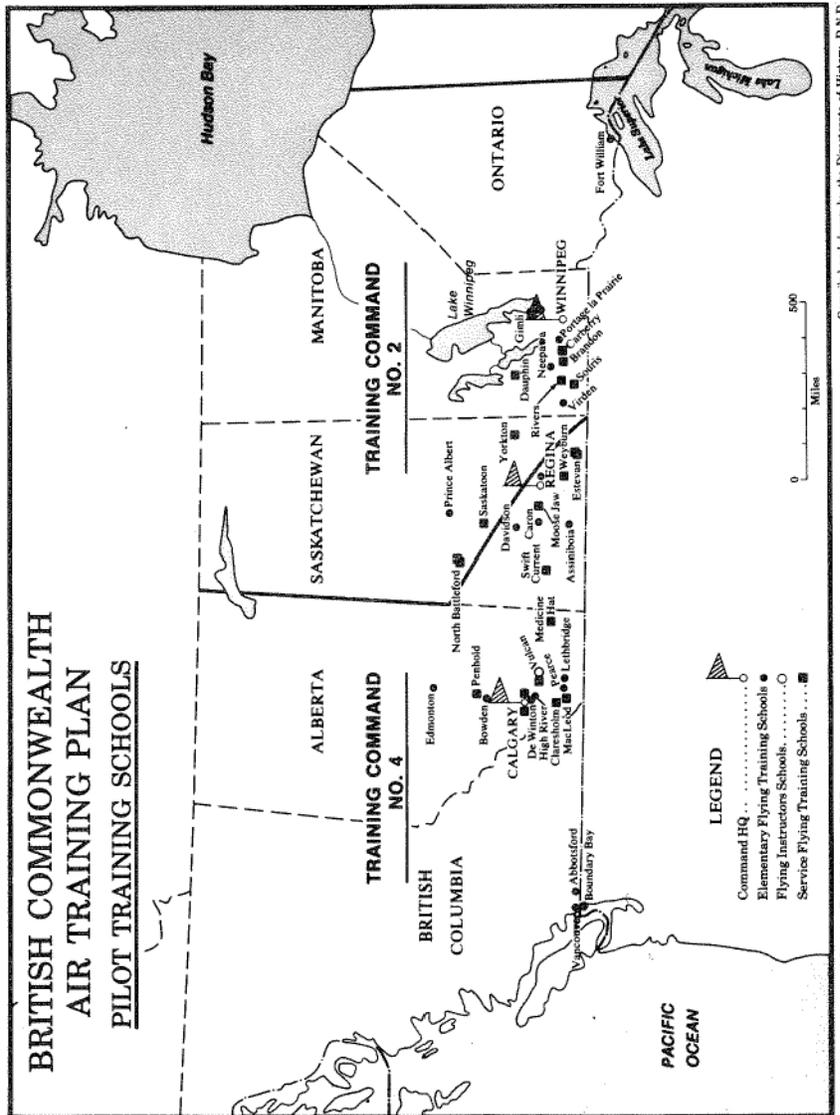
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12. Air Land Sea Weapons, <http://airlandseaweapons.devhub.com/blog/61140-the-british-commonwealth-air-training-plan/>.



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## ANNEX A Appendix 2

### BCATP PILOT TRAINING SCHOOLS – WESTERN CANADA



Source: F.J. Hatch, *Aerodrome of Democracy*

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### ANNEX B

#### LIST OF BCATP FACILITIES IN CANADA

The following is a list of the four Training Command Units and a thumbnail of their histories<sup>2</sup>. Many of the original BCATP airfields have continued to serve as airports to the present day. They are indicated by the present name in parentheses after the BCATP name.

##### No. 1 Training Command

- January 1, 1940: first formed at Toronto, Ontario
- January 14, 1944: moved to Malton, Ontario
- January 1945: merged with No 3 Training Command to form No. 1 Training Command

##### No. 2 Training Command

- April 15, 1940: first formed at Winnipeg, Manitoba
- April 15, 1940: Training School Number 7 set up in Saskatoon

**Elementary Flying Training Schools:** gave a recruit 50 hours of basic aviation instruction on a simple trainer like the Moth or Finch. Pilots who showed promise went on to advanced training at a Service Flying Training School. Others went on to different specialties, such as wireless, navigation or bombing and gunnery.

- No.2 Fort William (now Thunder Bay International Airport)
- No. 6 Prince Albert, Saskatchewan (now Glass Field Airport)
- No. 14 Portage la Prairie, Manitoba (now Southfield Airport)
- No. 19 Virden, Manitoba (now the Virden R.J. Andrew Regional Airport)
- No. 23 Davidson, Manitoba (moved to Yorkton January 1945) (now Yorkton Municipal Airport)
- No. 26 Neepawa, Manitoba (now Neepawa Municipal Airport)
- No. 35 Neepawa, Manitoba (RAF school incorporated into No.26)

**Service Flying Training Schools:** provided advanced training for pilots, including fighter and multi-engine training.

- No. 4 Saskatoon, Saskatchewan (reformed from No 7 Training School) (now the John G. Diefenbaker International Airport)
- No. 10 Dauphin, Manitoba (now the LCol W.G. (Billy) Barker, VC Regional Airport)
- No. 11 Yorkton, Saskatchewan (now Yorkton Municipal Airport)
- No. 12 Brandon, Manitoba (now Brandon Municipal Airport)
- No. 13 North Battleford, Saskatchewan (now Cameron McIntosh Airport)

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<sup>2</sup> <http://airlandseaweapons.devhub.com/blog/61140-the-british-commonwealth-air-training-plan/>

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- No. 17 Souris, Manitoba (now Glenwood Airport)
- No. 18 Gimli, Manitoba (now Gimli Industrial Park Airport)
- No. 33 Carberry, Manitoba (RAF)
- No. 35 North Battleford, Saskatchewan (RAF school incorporated into No.13)

### **Air Observers**

- No. 5 Winnipeg, Manitoba (now James Armstrong Richardson International Airport)
- No. 6 Prince Albert, Saskatchewan (now Glass Field Airport)
- No. 7 Portage la Prairie, Manitoba (now Southfield Airport)

### **Central Navigation School**

- No. 1 Rivers, Manitoba (now Rivers Municipal Airport)

### **Wireless School**

- No. 3 Winnipeg, Manitoba (now James Armstrong Richardson International Airport)

### **Bombing and Gunnery Schools**

- No. 3 Macdonald, Manitoba
- No. 5 Dafoe, Manitoba
- No. 7 Paulson, Manitoba
- November 30, 1944 merged with No 4 Training command to form No 2 Air Command

### **No. 3 Training Command**

- March 18, 1940: first formed as Training Group No 2 at Montreal, Quebec
- April 29, 1940: re-designated No. 3 Training Command
- January 15, 1945: merged with No 1 Training Command to form No. 1 Training Command

### **No. 4 Training Command**

- April 29, 1940: first formed at Regina, Saskatchewan
- October 1, 1941: moved to Calgary Alberta

**Initial Training Schools:** Recruits started their training with a few weeks at an Initial Training School, to learn the basics of military life.

- No. 2 Regina Saskatchewan (now Regina International Airport)
- No. 4 Edmonton, Alberta (now Edmonton International Airport)

**Elementary Flying Training Schools:** gave a recruit 50 hours of basic aviation instruction on a simple trainer like the Moth or Finch. Pilots who showed promise went on to advanced training at a Service Flying Training School. Others went on to different specialties, such as wireless, navigation or bombing and gunnery.

- No. 5 Lethbridge, Alberta (moved to High River, Alberta June 1941) (now Lethbridge County Airport)
- No. 8 Vancouver, B.C. (Now Vancouver International Airport)

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- No. 15 Regina, Saskatchewan (now Regina International Airport)
- No. 16 Edmonton, Alberta (now Edmonton International Airport)
- No. 18 Boundary Bay, B.C. (now Boundary Bay Municipal Airport)
- No. 24 Abbotsford, B.C (now Abbotsford International Airport)
- No. 25 Assiniboia, Saskatchewan (now Assiniboia Municipal Airport)
- No. 31 De Winton, Alberta (RAF) (now De Winton/South Calgary Airport)
- No. 32 Bowden, Alberta (RAF)
- No. 33 Caron, Saskatchewan (RAF)
- No. 34 Assiniboia (RAF school incorporated into No. 25) (now Assiniboia Municipal Airport)
- No. 36. Pearce, Alberta (RAF)

**Service Flying Training Schools** - provided advanced training for pilots, including fighter and multi-engine training.

- No. 3 Calgary, Alberta (now Calgary International Airport)
- No. 7 Fort Macleod, Alberta (now Fort MacLeod Municipal airport)
- No. 8 Weyburn, Saskatchewan (now Weyburn Municipal Airport)
- No. 15 Claresholm, Alberta (now Claresholm Industrial Airport)
- No. 19 Vulcan, Alberta (now Vulcan Municipal Airport)
- No. 32 Moose Jaw, Saskatchewan (RAF) (now Air Vice Marshal C.M. McEwen Airport)
- No. 34 Medicine Hat, Alberta (RAF) (now Medicine Hat Municipal airport)
- No. 36 Penhold, Alberta (RAF)
- No. 37 Calgary, Alberta (RAF) (now Calgary International Airport)
- No. 38 Estevan, Saskatchewan (RAF) (now Estevan Municipal Airport)
- No. 39 Swift Current, Saskatchewan (RAF) (now Swift Current municipal airport)
- No. 41 Weyburn, Saskatchewan (RAF school incorporated into No.8)

### **Flying Instructor School**

- No. 2 Vulcan, Alberta (Moved to Pearce, Alberta May 1943)

### **Operational Training Squadron (WAC)**

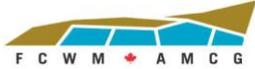
- No. 13 Sea Island (moved to Patricia Bay, B.C. November 1940) (now Vancouver International Airport)

### **Operational Training Unit (WAC)**

- No. 3 Patricia Bay, B.C.(now Victoria International Airport)
- No. 5 Boundary Bay, B.C. (now Boundary Bay Airport)
- No. 6 Comox, B.C. (now Comox Valley Airport)
- No. 32 Patricia Bay, B.C. (RAF school incorporated into No.3)

### **Air Observers Schools**

- No. 2 Edmonton, Alberta (now Edmonton International Airport)
- No. 3 Regina, Saskatchewan (moved to Pearce, Alberta in September 1942)



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### **Wireless School**

- No. 2 Calgary, Alberta (now Calgary International Airport)

### **Bombing and Gunnery Schools**

- No. 2 Mossbank, Saskatchewan
- No. 8 Lethbridge, Alberta (now Lethbridge County Airport)

### **Operational Training Units (WAC)**

- No. 3 Patricia Bay, B.C. (now Victoria International Airport)
- No. 5 Boundary Bay, B.C. (now Boundary Bay Airport)
- No. 6 Comox, B.C. (now Comox Valley Airport)
- No. 32 Patricia Bay, B.C. (now Victoria International Airport)
- Nov 30, 1944: merged with No 2 Training Command to form No 2 Air Command

### **Manning Depots**

The BCATP had two principal Manning Depots at Toronto, Ontario and Brandon, Manitoba.

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## ANNEX C

### AIRCRAFT USED BY THE BCATP IN CANADA

**Airspeed Oxford**



**Avro Anson**



**Boeing Stearman**



**Bristol Bolingbroke**



**Cessna Crane**



**De Havilland Tiger Moth**



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**Fairchild Cornell**



**Fairey Battle**



**Fairey Swordfish**



**Fleet Finch**



**Fleet Fort**



**Noorduyn Norseman**



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## THE BRITISH COMMONWEALTH AIR TRAINING PLAN

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**North American Harvard**



**North American Yale**



**Stinson 105**



**Westland Lysander**



**Northrop Nomad**

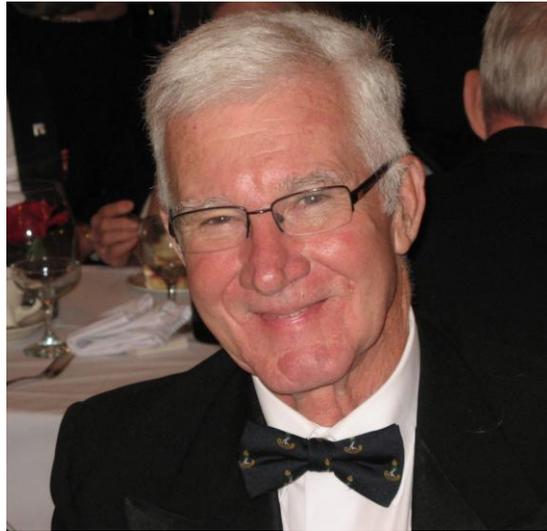


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## THE BRITISH COMMONWEALTH AIR TRAINING PLAN

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### Captain (N) (Ret'd) M. Braham, CD



Mike Braham is a graduate of the Royal Military College (1965) and a former naval officer and senior official with DND. He has an abiding interest in military history.