

Subsection 3.—Aircraft.

The Manufacture of Aircraft.—The construction in Canada of aircraft and equipment required for aviation is essential to the development of flying. Canadian Vickers was the pioneer firm. Several manufacturers are now producing original types especially suited to operation in Canada, and a number of manufacturers from England and the United States have formed branches in Canada for the assembly and servicing of their products. There are also a number of plants for the manufacture of landing gear, especially skis and pontoons, designed to meet the particular requirements of Canadian conditions.

The principal statistics of the aircraft industry, i.e., those establishments for which aircraft or parts are the chief product, are shown for the latest available year in the Manufactures chapter (Table 9, p. 416). There are also firms principally engaged in the manufacture of other goods that produce aircraft as well. The total aircraft produced in Canada in recent years was as follows: 18 valued at \$117,689 in 1934; 58 at \$479,614 in 1935; 109 at \$1,210,910 in 1936; 110 at \$1,461,626 in 1937; and 160 valued at \$3,336,689 in 1938. During 1938, 48 aircraft valued at \$2,883,059, and 296 aeroplane engines valued at \$1,602,840 were imported, almost entirely from the United Kingdom and the United States.

3.—Licensed Civil Aircraft in Canada, as at Dec. 31, 1938.

Aircraft.	Dominion and Provincial.	Private.	Flying Clubs.	Commercial. ¹	Total.
	No.	No.	No.	No.	No.
Gross Weight.²					
Up to 2,000 lb.	31	49	44	98	222
2,001 to 4,000 lb.	13	13	1	86	113
4,001 to 10,000 lb.	21	4	Nil	94	119
Over 10,000 lb.	Nil	Nil	"	17	17
Totals	65	66	45	295	471
Type.					
Sea boats	15	2	1	5	23
Amphibians	1	2	Nil	Nil	3
Land planes	30	53	36	125	244
Convertibles	19	9	8	165	201

¹ Includes aircraft of international companies licensed in Canada. with supplies and full load.

² Total weight of aircraft May be equipped with wheels, floats, or skis as conditions demand.

Section 3.—Finances and Employees.

Investments.—The development of aviation requires a considerable outlay of capital not only for the provision and replacement of aircraft but also for the provision of landing fields or harbours, buildings, service shops, etc.

4.—Investment of Provincial Governments, Flying Clubs, and Commercial Organizations for Civil Aviation in Canada, 1938.

Note.—International companies not included.

Item.	Provincial Government.	Light Aeroplane Clubs.	Commercial, Canadian. ¹	Total.
	\$	\$	\$	\$
Land and buildings	7,000	31,942	1,097,483	1,136,425
Aircraft	84,267	91,896	5,091,308	5,267,471
Tools and equipment	4,750	11,188	759,141	775,079
Furniture and office appliances	Nil	3,918	66,789	70,707
Organization expenditures	"	2,196	1,054,986	1,057,182
Totals	96,017	141,140	8,069,707	8,306,864

¹ Includes Trans-Canada Air Lines.