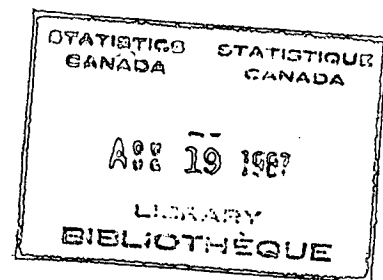


## R E P O R T

OF

CIVIL AVIATION BRANCHFor the year 1933.

The Controller of Civil Aviation is responsible to the Deputy Minister of National Defence for the administration of Air Regulations and the control of commercial and private flying in Canada, the location and equipment of airways, construction of airship bases and the oversight of flying clubs.

Air Regulations

Provision is made for the control of civil aviation in Canada by the Aeronautics Act, 1919, and in accordance with its terms an Order in Council was passed on December 31, 1919, approving and promulgating the Air Regulations 1920, which cover in detail the air law of Canada and provide a complete act of rules which have proved in practice to be fundamentally sound. These regulations conform in essentials to the International Convention for Air Navigation and the standards laid down in it are their basis. No amendments were made during 1933.

Air Regulations DivisionOrganization and Duties

This division, in charge of the Superintendent, has two Inspectors at Headquarters, Ottawa. Branch Offices are established at St. Hubert Airport, P.Q., Toronto, Ont., Winnipeg, Man., Edmonton, Alta., and Vancouver, B.C., each in charge of a District Inspector, Civil Aviation.

The duties include the inspection and registration of aircraft and their certificates for airworthiness, the examination and licensing of pilots, navigators and air engineers, prevention of dangerous flying, inquiries into the causes of air accidents; international flying, including the import and export of goods by air, and immigration and emigration of persons by air.

Licenses

During the year 443 applicants for air pilots or air engineers licenses were examined and 393 were granted. Also 125 aircraft registration certificates and 97 airworthiness certificates were granted to operators.

Issued Extended Lapsed Renewed Cancelled

Private Air Pilots	213	163	265	104	4
Commercial Air Pilots	79	507	271	265	11
Air Engineers	101	10	23	19	14
Private Aircraft	28	-	21	9	10
Commercial Aircraft	97	-	34	111	48

Totals in force December 31st, 1933.

Private Air Pilots ..... 405  
Commercial Air Pilots ..... 474  
Air Engineers ..... 403

Private Aircraft ..... 49  
Commercial Aircraft ..... 296

### Accidents

In accordance with Air Regulations, aircraft operators are required to report all accidents involving death or injury to personnel or damage to aircraft. During the year 21 accidents involving death or injury were reported and Boards of Enquiry were convened to determine the cause of each accident. In addition, 90 accidents involving damage to aircraft only, were reported, and subjected to analysis.

### Light Aeroplane Clubs

A further extension of the Club scheme was granted and revised Standard Conditions authorized. During the year 120 private and 26 commercial air pilot's licenses were granted. Four clubs qualified for the grant of additional aircraft by purchasing aircraft themselves and were issued with used aircraft. Five clubs were issued with used aircraft to replace aircraft which no longer met the requirements of airworthiness.

The activities of the clubs were:- Members 2,075. Aircraft used 68. Members under instruction 499. Hours flown 9,971.50. Miles flown 896,690.

### Aircraft Operators

Ninety commercial aircraft operators were variously engaged in transportation of mail, passengers and freight, flying instruction, air photography, timber cruising, forest and fishery patrols, exhibition, mining exploration and prospecting, etc. These firms were located as follows:- 1 in Prince Edward Island, 3 in Nova Scotia, 3 in New Brunswick, 23 in Quebec, 20 in Ontario, 8 in Manitoba, 4 in Saskatchewan, 9 in Alberta, 18 in British Columbia and 1 in the Yukon.

Forest fire protection operations were carried out by the Air Services owned and operated by the Provinces of Ontario, Manitoba and Saskatchewan.

The flying activities of these operators were 43,327 hours flown 69,126 passengers, and 4,205,901 pounds of freight carried, Miles flown 3,641,625.

### Information

The Branch maintains a mailing list of licensed air pilots, air engineers, aircraft manufacturers, and operators, medical examiners etc., amounting to approximately 1,550, to whom are sent Information Circulars dealing with various matters necessary to the well being of the aircraft industry. During the year 63 circulars were prepared and despatched.

The Controller of Civil Aviation acts as Liaison Officer with other Governments of the Empire. A News Letter on Civil Aviation is compiled and distributed each quarter.

Summaries of civil aviation certificates and licenses are prepared and distributed monthly. Statistics and information for Government, International Commission and other Reports, are prepared as required.

## AIRWAYS AND AIRPORT DIVISION

### Organization and Duties

This division is in charge of the Acting Superintendent, Airways. Branch offices are established at St. Hubert, P.Q., and Regina, Saskatchewan.

The duties of this Division includes:-

(a) The inspection, licensing and registration of airports and seaplane bases, to meet the requirements as laid down in Air Regulations. Aircraft operators operating commercially are required to license their regular bases or carry out their operations from licensed airports.

The suitability of proposed airport sites is carefully studied and when they have been developed to meet stipulated minimum requirements, licenses are issued. The factors given special attention are safety of flying involving aerodrome conditions and freedom from dangerous obstructions, location, plan, arrangement and facilities provided for operators; and in the case of seaplane bases, the water area and depth, currents, freedom from exposure to heavy seas, slipways, floats and similar facilities.

(b) The supervision, development and maintenance of the Government airports at St. Hubert and Rimouski. These airports were developed during 1928. St. Hubert is the Customs Airport for Montreal and earns a substantial revenue from commercial companies operating regular services to New York and down the St. Lawrence, and from miscellaneous flying operations. Rimouski Airport is the Eastern terminus for the air mail service connecting with European ships operating up the St. Lawrence.

(c) The investigation, survey, construction and maintenance of air mail routes, including communication systems for the collection and dissemination of meteorological reports and radio for the guidance of aircraft in flight, lighting where required for night flying and the provision of intermediate aerodrome where necessary.

An organized airway is provided with the following facilities: Intermediate aerodromes at intervals of 25 to 30 miles; revolving electric beacons at intervals of 10 to 30 miles or, alternatively, gas beacons at intervals of 5 miles; radio beacon stations for the guidance of aircraft along the route; teletype service for ground communication purposes and a meteorological service.

### Personnel

The personnel of the Airways Division consists of a Superintendent and two Inspectors at Headquarters, a District Inspector, Eastern Airways at St. Hubert and a District Inspector of Western Airways at Regina, the latter assisted by one stenographer and one Airways service man.

### Wireless Services

Five radio direction beam stations are located at Forrest, Man., Regina, Sask., Maple Creek, Sask., and Red Deer, Alta., providing a complete radio beacon service for aircraft flying from Winnipeg to Edmonton, via Regina, Moose Jaw, Medicine Hat, Lethbridge and Calgary.

## Meteorological Services

When the airways are operating, the meteorological service is provided by the Department of Marine in co-operation with the Department of National Defence. Trained weather observers are located at all airports and other strategical points along the routes. The teletype communication system is used for disseminating the weather reports to the airports and the radio stations for communicating these reports to the aircraft in flight.

### Licenses

Fourteen airharbour licenses were issued during 1933, making a total of 105 in good standing.

### Trans-Canada Airways.

An organized airway is provided in Eastern Canada between Montreal and Windsor, equipped with lighting and other necessary facilities. This airway was used by American Airways Ltd., during part of the year, between Detroit and Toronto. This firm was granted the use of lighting facilities over this section.

An organized airway is also provided in Western Canada, from Winnipeg to Edmonton, complete, with 27 lighted intermediate aerodromes and 5 radio beacon stations. This airway is at present closed down and on a maintenance basis.

Under the Government Unemployment Relief Scheme, 42 intermediate aerodromes were approved for development to link up to complete trans-Canada airway, which may be summarized as follows:-

1. Municipal or commercial airports forming part of system .....	20
2. Intermediate aerodromes completed prior to 1930 .....	30
3. Intermediate aerodromes completed under the Unemployment Relief measure .....	1
4. Additional intermediate aerodrome sites acquired .....	42
5. Intermediate aerodromes under construction, winter only (included in item 4) .....	25
6. Intermediate aerodromes under construction - winter and summer - (included in item 4.) ...	34
7. To be developed, Spring 1934 .....	7

Thirty-seven intermediate aerodrome sites are yet to be obtained to complete the trans-Canada system.

### St. Hubert Airport

The Government Airport at St. Hubert, P.Q. is the terminal of the Rimouski-Montreal air mail service, and the Montreal-Albany International air mail service.

Extensive use has been made of the airport by Canadian operators and visiting United States aircraft. It is also used by the Montreal Aeroplane Club.

The revenue derived from landing fees, storage of aircraft, passenger toll, servicing, rentals, etc., for the fiscal year 1933-34 was:- \$4,691.51.

### Air Mail Services.

During 1933, Seventeen regular air mail services were operated by Commercial firms, under Post Office Contracts; 539,358 pounds of mail was carried. 480,215 Route miles were flown. 3,802 Single trips were made. The following services were maintained:-

Yearly Services:- Montreal-Albany, Sioux Lookout-Narrow Lake, Fort McMurray-Aklavik, Peace River-North Vermilion, Prince Albert-Lac La Ronge, Amos-Siscoe-Pascalie, Winnipeg-Pembina, Big River-Ile a la Crosse, Lac du Bonnet-Bissett.

Summer Services:- Rimouski-Montreal, Vancouver-Victoria.

Winter Services:- Leemington-Pelee Island, Quebec-Sept Iles, Sept Iles-Natashquan, Havre St. Pierre-Port Menier, Moncton-Charlottetown, Charlottetown-Magdalen Islands.

Statistics:- The following summary includes all operations of Commercial and Provincial-owned aircraft, light aeroplane clubs and air mail operators, in fact all flying in Canada, except Government and Private-owned aircraft.

	<u>1933</u>	<u>1932</u>	<u>1931</u>
Aircraft miles .....	4,538,315	4,569,131	7,046,276
Flights .....	106,252	102,219	144,080
Hours .....	53,299	56,170	73,645
Passengers .....	85,006	76,800	100,128
Passenger miles .....	3,816,862	2,869,799	4,073,552
Freight and express (Pounds) ....	4,205,901	3,129,974	2,372,467
Mail (Pounds)- .....	539,358	413,687	470,461

