

paragraph (d) the minister stated that from the Ottawa Car Manufacturing Company of this city the government purchased eight Avro Avian light aeroplanes, mark IV, powered with Genet engines, at \$3,408 each, sales tax included. I wish to direct the attention of the minister to the fact that planes of this type were condemned as obsolete many years ago. I must admit that perhaps they are quite airworthy for the purpose of primary instruction, but I desire to point out that to supply equipment of this type to civil aviation clubs, under the regulations now existing, prevents the civil aviation clubs from modernizing their equipment for at least three years. I am open to correction if I am wrong in that.

Mr. MACKENZIE (Vancouver): I am afraid my hon. friend is wrong.

Mr. MacNEIL: I understand that if they accept a machine now they cannot secure another one for a period of three years.

Mr. MACKENZIE (Vancouver): They generally request a specific plane, and I think I am right in saying that in every case these particular machines were desired by clubs. That is the information given me by the officials of my department.

Mr. MacNEIL: I would like to point out to the minister that men in civil aviation clubs with whom I am acquainted desire most earnestly to secure a type of plane that will enable them to secure instruction in blind flying. These planes obviously are not suited for that purpose, and clubs which accept planes of this type will not have an opportunity to secure more modern equipment for at least three years, so in that way they are precluded from keeping abreast of the technical requirements of modern aviation.

I should also like some information from the minister with regard to the report which is in circulation, and which has been confirmed in some degree, that these planes were condemned as obsolete many years ago and that they were offered for sale in 1926, I think, at a price much lower than that which has been paid by the department.

Mr. MACKENZIE (Vancouver): With reference to the last part of the question asked by my hon. friend, my information is that these planes were never condemned. Some of the worn out ones might have been condemned years ago but not because of any special scientific features of their construction. My information is that in every case the flying clubs, before the planes were supplied, were asked if they would be satisfied with this type of plane, and the answer was always in the affirmative.

[Mr. MacNeil.]

Mr. HEAPS: How old are these planes?

Mr. MACKENZIE (Vancouver): I cannot tell my hon. friend.

Mr. HEAPS: The hon. member for Vancouver North (Mr. MacNeil) said that they were of the 1926 type. Is it true that they are ten years old?

Mr. MACKENZIE (Vancouver): I am informed that the type is fairly old, but the age of the machine is an entirely different matter. These may be the 1926 type; I do not know, but the age of the machine is an entirely different matter. It is a model of a former year constructed more recently.

Mr. HEAPS: I do not know whether the hon. member for Vancouver North is correct, but he has stated that the same machines were offered for sale in 1926 at a lower price.

Mr. MACKENZIE (Vancouver): I could not speak as to that. I do not know.

Mr. HEAPS: Would the officials have that information?

Mr. MACKENZIE (Vancouver): My information is that they were built in 1928 or 1929.

Mr. HEAPS: Had they been in use before that?

Mr. MACKENZIE (Vancouver): No.

Mr. HEAPS: Nobody but the government wanted them?

Mr. MACKENZIE (Vancouver): I think the flying clubs wanted them; otherwise they would not have been obliged to take them.

Mr. MacNEIL: I think it is common knowledge that these machines have been in stock at the Ottawa Car Manufacturing Company since 1928 or 1929. They were condemned because of obsolescence, and they are a very slow type of machine, quite out of date and certainly not acceptable in any sense to the British war office, though they may be air-worthy and suitable for the purpose of elementary instruction. I am also informed that when these machines were sold to the government the fabric, struts and wooden parts were in such a state of deterioration that it was necessary for the Ottawa Car Manufacturing Company to replace them completely. As a matter of fact not all the planes have yet been delivered because of inability to furnish parts. The machines are so obsolete that the company in England which manufactured them has been unable to supply these parts. I suggest that the greatest care should be exercised, particularly in regard to