

The CHAIRMAN: Shall the item "Personnel" carry?

Mr. HAMILTON (*York West*): In connection with personnel you have a permanent agreement I presume with C.A.L.P.A. in connection with pilots?

Mr. MCGREGOR: Yes. It is renewed roughly on an annual basis; sometimes 14 months and sometimes longer, but re-negotiation can be requested by C.A.L.P.A. or the company.

Mr. HAMILTON (*York West*): Are you in those negotiations now by any chance?

Mr. MCGREGOR: No. They were concluded about 8½ months ago.

Mr. HAMILTON (*York West*): I do not want to get into that problem which Mr. Churchill spoke about either, but do you anticipate any problem in re-negotiating that agreement because of the these questions which have been raised?

Mr. MCGREGOR: I am inclined to doubt it.

Mr. HAMILTON (*York West*): In other words you are strictly adhering to the agreement you have now and there have been no complaints?

Mr. MCGREGOR: That is right.

Mr. HAMILTON (*York West*): No official complaints to you?

Mr. MCGREGOR: The tendency has been for the pilots to try to fly their time in short periods because they are limited as to their overall time per month and the more time they have off the better they like it and the requirement of the company is to prevent too much of that packing in.

Mr. HAMILTON (*York West*): I do not know if this is a proper question, but Mr. McGregor is an old time flyer himself. Is there any real reason because someone does have a pilot problem that he should not be given another chance to fly?

The CHAIRMAN: I am wondering if that comes within internal management of the company and whether Mr. McGregor is in a position to answer that question just now. I think that is getting pretty close to a situation which might be difficult.

Mr. HAMILTON (*York West*): As a matter of fact I think it is a question connected with personnel.

The CHAIRMAN: I agree, that it has to do with personnel but I do not know whether Mr. McGregor is in the position to be able to make a statement of that kind.

Mr. HAMILTON (*York West*): For instance, in the helicopter service they say that every man is entitled to one crack-up and to be reemployed. Is that statement generally true?

Mr. MCGREGOR: If I may answer the question, I think it would depend entirely on circumstances. In the first place, we as a major passenger carrier have, I think, to be very much more careful than has to be the case in the movement of goods, particularly by helicopter. Furthermore, I think that helicopters are slightly more prone to crack-ups than conventional types of aircraft. We have reemployed pilots who have had minor difficulties such as bending a wing tip against a hangar door and that sort of thing, but, as I say, it would be purely a matter of the circumstances.

Mr. HAMILTON (*York West*): Provided they were re-examined physically and there was no difficulty in that way?

Mr. MCGREGOR: And providing there were no other disquieting conditions.

Mr. HAMILTON (*York West*): I presume, then, that you make a complete survey as to the qualifications of a pilot, regardless of what somebody else may have said about him.