

Mr. SYMINGTON: I am afraid we have not any in reserve.

Hon. Mr. HANSON: All are being operated?

Mr. SYMINGTON: Oh, yes, that is one of our difficulties.

Hon. Mr. HANSON: That is a handicap when you haven't got a plane in reserve.

Mr. SYMINGTON: Yes, we should have several reserve planes. If something happens, say, in Toronto, we have to fly a plane from Winnipeg to take its place and that results in a lot of expense.

Hon. Mr. HANSON: You are quite right. Now, let me refer to personnel on the same page. I see that you have a personnel of 2,343 operating twenty-three planes?

Mr. SYMINGTON: Oh, well—

Hon. Mr. HANSON: All right, now, wait a minute, I would like to have a breakdown of this personnel matter if it is not in the report, and I do not think it is. Now, a certain portion of this personnel of 2,343, I presume, is being used to handle the overhauling of military aircraft for the government?

Mr. SYMINGTON: Yes.

Hon. Mr. HANSON: How many of them?

Mr. SYMINGTON: 606. May I give you a statement which I have prepared?

Hon. Mr. HANSON: Yes, I should be glad to have that.

Mr. SYMINGTON: Personnel at December 31, 1943, 2,343; 1942, 1,662.

Deduct war contract, Trans-Atlantic and return ferry service, 1943, 606—

Hon. Mr. HANSON: That is both of these trips?

Mr. SYMINGTON: Yes. 1942, 410; a total in 1943 of 1,737 and in 1942 of—

Hon. Mr. HANSON: 1,737 adapted to Trans-Canada?

Mr. SYMINGTON: I will give it to you. 1942, 1,252.

Per aircraft operated, 1943, 72; 1942, 52.

Add increase proportionate to increase in passenger revenue (traffic) of 37 per cent to your 52 and you have 21.

That gives you per aircraft operated in 1942, 73 and in 1943, 72.

It is generally accepted in the air transport industry that for each aircraft operated the operator should have three complete crews and for each man in the air there should be from six to ten ground employees.

Hon. Mr. HANSON: That seems reasonable.

Mr. SYMINGTON: As of December 31, 1943, T.C.A. had 2½ crews per aircraft and an average of nine ground personnel to each member of a crew.

Our experience is also with due regard to the very grand work they are doing that because of physical and other causes it takes about three women to do the work of two men, and that is the situation when we have to consider that 35 per cent of our personnel are women.

Hon. Mr. HANSON: What is the standard from which you are quoting? Is that the experience of American air companies?

Mr. SYMINGTON: Yes, those are generally accepted ratios.

Hon. Mr. HANSON: That is based on the experience of American companies?

Mr. SYMINGTON: Yes.

Hon. Mr. HANSON: And you are arguing from that to your own position?

Mr. SYMINGTON: Quite so.

Hon. Mr. HANSON: That is information that I thought I would like to have.

Mr. SYMINGTON: I am glad you asked for it.