

On July 24, Mr. H. J. Symington, K.C., became President of the Company, succeeding Mr. S. J. Hungerford who resigned from that position and from the Board of Directors. Concurrently, Mr. R. C. Vaughan succeeded Mr. Hungerford as a Director.

The directors record with pleasure their appreciation of the loyal and capable services of the officers and employees of the company.

For the Directors,

H. J. SYMINGTON.

President.

The CHAIRMAN: Is there any discussion at this point?

Mr. SANDERSON: Where are these shops located?

Mr. SYMINGTON: The main shops are at Winnipeg—we have a shop at Malton, and at all our airports—but the main shops are at Winnipeg, Malton and Montreal. Some of the work done in these shops is on account of war service and the demands of this nature are growing very rapidly. I am informed that our costs are below that of anybody else giving a similar service.

Mr. DONNELLY: I believe it was stated that every 600 miles you give an engine a complete overhaul—how many man-hours does it take to give a complete overhaul to these engines?

Mr. SYMINGTON: It takes 450 man-hours.

The CHAIRMAN: If you would care to file a copy of that material.

Mr. SYMINGTON: I will.

Mr. MAYBANK: Where is that cost-plus that you referred to reflected in the income account; that \$303,000?

Mr. SYMINGTON: Mr. Cooper, could you answer that?

Mr. COOPER: That is on page 10, under the heading of gross revenue and incidental services.

Mr. MAYBANK: That \$303,964.44?

Mr. COOPER: That is it.

Mr. MAYBANK: Is that pretty well made up of these cost-plus jobs?

Mr. SYMINGTON: Yes.

Mr. MAYBANK: Or, does it come from some other place too?

Mr. SYMINGTON: No. That includes the overhaul of instruments including bomb-sights, camera guns, and all other instruments of British, Canadian and American manufacture for the R.C.A.F. It includes the overhauling and conditioning of metal propellers; the overhaul of engines to the account of the Canadian government and Ferry Command—we do overhaul of engines for Ferry Command before they go across the ocean if there is anything wrong with them. It includes B.O.A.C.—that is, the transport engines of the British Overseas Airways Corporation. It includes the overhaul of plane engines at Winnipeg for the R.C.A.F.; if there are crashes or injuries to planes; the overhaul of twin-engined aircraft for the R.C.A.F. at Malton, and the rebuilding of aircraft after accidents. Flight personnel—we do test work for others; that is, generally, with respect to overhaul, at both Vancouver and the Maritimes. It includes the servicing of R.C.A.F. aircraft moving out of T.C.A. stations; and all B.O.A.C. ground work at Montreal.