

Mr. MCGREGOR: The length was, also as I remember it, in the order of 22,000 miles, and there were considerable delays at various points where the flight, due to its nature, was to be held for the occupants, due to the nature of their duties, and those hold-over times were also included in the company's tendered quotation for the charter, and I think there was a total of about 3½ weeks involved for the whole trip.

Mr. MUTCH: You charge demurrage on a trip like that?

Mr. MCGREGOR: Yes. The aircraft would be out of other earning service.

Mr. DREW: I wonder if you would confirm the details of that tender, Mr. McGregor, the official details of the tender and forward the same to the chairman for inclusion in the record.

Mr. JAMES: Would there be a possible increase over and above the contract price in the event of a delay or anything like that?

Mr. MCGREGOR: Delays caused by the occupants, yes.

Mr. JAMES: So it might have reached a figure of \$65,000 by the time the trip had been concluded?

Mr. MCGREGOR: Yes.

Mr. HATFIELD: Did you run into any other competition than that of the RCAF?

Mr. MCGREGOR: Your question would have to be answered at some length. It is difficult to say that it is competition. There is transportation carried on by the RCAF for other than RCAF personnel.

Mr. HATFIELD: That might come in?

Mr. MCGREGOR: That might come in, but we are not sure that it would.

Mr. MUTCH: And for the most part you would know perfectly well why it would not.

Mr. FRASER: No, No. You are wrong there.

Mr. MUTCH: Well, my opinion is worth as much as that of anybody else and I have just one man's opinion having ridden both ways. It is just one man's opinion.

The CHAIRMAN: Shall the item carry?

Carried.

Mr. FULTON: I did not get Mr. McGregor's answer to a previous question: whether that bid was a confirmed bid or subject to modification if, through no fault of the TCA, but at the request of the occupants, further delays had been encountered.

Mr. MCGREGOR: It was a firm bid according to the flight as planned, but if there had been a departure therefrom, then the additional cost would have been added.

Mr. FULTON: You would have had the right to increase?

Mr. DREW: You have answered "yes" to the question as to whether you furnished the details of that firm bid.

Mr. MCGREGOR: That is right.

The CHAIRMAN: On one or two occasions when you were being questioned by members of the committee, Mr. McGregor, you were interrupted in your answers.

Mr. DREW: There is still item 3 to be dealt with.

The CHAIRMAN: Oh, yes, are you ready to carry on, Mr. Drew.

Mr. DREW: Yes. Now, Mr. McGregor, you recall when we were discussing item 3, which embraced "Aircraft Component Equipment", there was a question