

Mr. MCGREGOR: One of the pre-takeoff checks is a full test of all three sets of controls.

Mr. HAMILTON (*York West*): It would not have been possible in this case for the plane to have made the flight at all without reacting.

Mr. MCGREGOR: No, Mr. Hamilton, there was nothing wrong with the aircraft.

Mr. HAMILTON (*York West*): It would be known right away

Mr. MCGREGOR: Yes.

Mr. HAMILTON (*York West*): Under those circumstances there might have been a possibility on a major overhaul of someone down the line making a change, mightn't there?

Mr. MCGREGOR: Yes, but aircraft are test flown after overhaul before any revenue passengers are carried in them.

Mr. HAMILTON (*York West*): That is an additional precaution, that even if it were due to some error in the manufacturer's overhaul manual, it would have shown up on a test flight prior to passengers being carried?

Mr. MCGREGOR: That particular aircraft had been in use for crew training purposes, and later for regular service for over three months.

Mr. HAMILTON (*York West*): Can you tell me how long before flight you would have had an overhaul check which would have affected that part of the aircraft?

Mr. MCGREGOR: There was nothing wrong with any part of the aircraft.

Mr. HAMILTON (*York West*): But how long before would there have been a check of that part?

Mr. MCGREGOR: I can't say that. It might have been the day before or a week before.

Mr. HAMILTON (*York West*): In connection with these regulations that we have been talking about and that Mr. Churchill is talking about, are you satisfied now we have got the best regulations we can obtain for controlling aircraft in the area at airports that your company is using?

Mr. MCGREGOR: I would say the regulations are very good. Naturally an airline or any other operator would always like to see the millenium in which any aircraft not operated in the airway ever approached within 10 or 15 miles of it so I can't give an unqualified yes to your question, but I can say the regulations, if adhered to, are entirely adequate and should eliminate any possibility of a repetition of Moose Jaw.

Mr. HAMILTON (*York West*): Considering you say you can't ask for more, have you got anything to offer this committee as something you would like to see which would be an improvement?

Mr. MCGREGOR: Other than the one we have already referred to in which there would be a reserved band of altitudes I have no recommendations.

Mr. BELL: Mr. McGregor, some people were always inclined to say when this good record of Trans Canada Air Lines is mentioned: "Oh well, that is all right, but we have more rigid flying weather at the extreme". Would you comment on that? I am not trying to dispel the good record for a minute, but quite often people will say we don't go up too often in the bad weather. What is the story on that?

Mr. MCGREGOR: I would say we operate in bad weather more than any other scheduled airlines in the world, because we have the weather conditions that require it. Our limitations with respect to permissible altitudes and visibility at airports are exactly the same as used by other operators under the same conditions.