

*Committee on Railways and Shipping*

I submit, Mr. Speaker, that that kind of questioning is not good enough, having in mind the fact that the results of an inquiry of this kind should be fair to the members of the crew and should be fair to the public in the sense that the facts of the case should be brought out if at all possible. That is my submission, Mr. Speaker. It is a great deal shorter than I had intended it to be for reasons that are now obvious to everyone.

Let this be crystal clear. My whole complaint is over the decision of the Minister of Transport not to hold a public inquiry, as was his original intention. I am not levelling any complaint against T.C.A. I have, as we all do, the highest praise for the tremendous safety record of this organization. Indeed I am proud of it as is the minister. I register no complaint against the pilots' association for any arrangement they may have made with Trans-Canada Air Lines. I am not attempting to set myself up as a judge of the technical factors involved in this huge document, though I have read it with a great deal of interest and I have learned a good deal in doing so.

However, it does seem to me that, as an ordinary human being, I have a right to comment on what 61 hours of duty in four days at work, during an elapsed period of six days, would do to anyone. In the light of that I call upon the Minister of Transport to go ahead with his original intention and have a public inquiry set up. I remind him I am not alone in this view. There are a number of newspapers in the country which have expressed this opinion editorially, but I shall not bother to quote from them. I have three such editorials on my desk, one from the *Globe and Mail* in Toronto and one from the *Ottawa Journal*. Lest he remind me that those papers do not support the government, even though that should not matter in a case of this kind, I shall tell him I have one from the *Saskatoon Star-Phoenix*, which does support the government very strongly. While I have not checked all the newspapers in the country to see whether or not there are others, I have no doubt there are many people in this country who share the view that I have put forward.

I have no doubt there will be discussions on side issues. But the central issue is that the Minister of Transport said initially that, in addition to the technical board of inquiry by officials within the department, there would be a public board of inquiry. In my view the failure of this report to bring out all the facts and to deal with them properly makes it imperative that the minister now go ahead with his original intention.

**Right Hon. C. D. Howe (Minister of Trade and Commerce):** Mr. Speaker, I am sure my hon. friend from Winnipeg North Centre (Mr. Knowles) will appreciate that to convey to the public of Canada the thought that Trans-Canada Air Lines send out pilots under situations which will make them subject to fatigue is very damaging to the air lines. I think the facts have not been brought out fairly, as deduced from the report, and I would like to amplify the remarks of the hon. member for Winnipeg North Centre as regards pilot fatigue.

I would point out first that the terms of service of an air lines pilot are governed by an agreement between T.C.A. and the air lines pilots' association. I have the document here, and it is in great detail. Roughly however it provides that no pilot in four-engine equipment shall fly more than 900 hours per year and that, so far as possible, no pilot in four-engine equipment shall fly more than 75 hours per month. And that, I think, is a tighter regulation than applies for any other air line in the world. I know that in the United States—

**Mr. Winch:** How much in 24 hours?

**Mr. Howe (Port Arthur):** That is not specified, for the simple reason that if a pilot is flying across the ocean he must get to the other side before his hours run out. And if the aircraft is delayed by head winds he cannot stop on the ocean. It is not practical therefore to set the limit of flying time in one day.

**Mr. Winch:** How much in 24 hours of actual flying? It does not take 24 hours to cross the Atlantic.

**Mr. Howe (Port Arthur):** Well, it could. I have been 22 hours coming back from the United Kingdom, as a result of a head-wind. However, it is not practical to place such limits, and there is no regulation which makes provision for the time of flying in 24 hours; although, by and large, it is not the practice to set up pilot cycles which call for much over eight hours of flying time per day. However, as I say, pilots flying between Montreal and London airport do fly longer cycles than that.

It is the business of T.C.A. pilots to fly aircraft. That is the way they earn their salaries. I often think that perhaps members of parliament do not realize that the air lines' pilots are the economic royalists of the labour movement. While they belong to the American Federation of Labour, I think there is no other branch of the federation that is paid nearly as well as the pilots. They all get considerably more money than members