

I see it is given a very good boost in a later page—would the North Star not be considered a tourist type of aircraft in the United States during the past two or three years?

Mr. MCGREGOR: No. A very close approximation of the North Star is the DC-6 as distinct from the DC-6-B.

Mr. HAMILTON (*York West*): Are you sure it is not closer to the DC-4?

Mr. MCGREGOR: Quite sure. The DC-4 is not pressurized and the DC-6 is. The North Star and the DC-6 have about the same wing span and the same undercarriage but with a pressurized cabin of the approximate dimensions of the DC-4.

Mr. HAMILTON (*York West*): You feel the amenities and riding comfort are equivalent to the planes in the states in the last three or four years?

Mr. MCGREGOR: Since the installation of cross-over exhaust I would say yes.

Mr. HAMILTON (*York West*): When was that put in—late in 1953?

Mr. MCGREGOR: We have had them in during the last year and a half, just about.

Mr. HAHN: Mr. McGregor, in these short hops such as from Vancouver to Victoria and Victoria to Seattle where it takes you as long a time to get to the airport as it does to get to the destination, what consideration, if any, has been given to the use of helicopters between those particular points?

Mr. MCGREGOR: Mr. Hahn, it has been very closely investigated both by our own airline and many others and so far it does not come within a very wide margin of proving in financially. Helicopters are small in capacity, extremely expensive to operate because of severe maintenance problems associated with the rotors and landing helicopters in congested areas in cities has many operating problems. So far, helicopters are considered to be extremely difficult to fly on instruments and to bring them into gusty areas in the vicinity of high buildings is not thought well of. There are some services operating in Europe with helicopters and I am told they are extremely unprofitable so far. I don't know if that will always be the case, but so far it is.

Mr. HAHN: I was thinking of the ones in Europe.

Mr. LEGARÉ: In view of your service overseas do you think the name Trans-Canada should be applied?

Mr. MCGREGOR: Well, it is not very descriptive of that operation going over the ocean. On the other hand, as you know, we also use the name Air Canada.

Mr. CARRICK: I would like to ask one or two questions along the lines of the questions asked by Mr. Hamilton of York West. My understanding is when you try to calculate what the Trans-Canada Air Lines would have paid if they could have used that space that was used by persons on passes you have to proceed on the basis that they would not get any revenue out of it unless those places were sold and paid for. Am I right in thinking that the only reason you let these people use these passes is that they have not been sold and paid for and the plane would travel empty anyway if these people with passes did not use them?

Mr. MCGREGOR: That is right, Mr. Carrick. The passes are issued on a space-available basis which simply means that if at the time of departure there is neither a reservation passenger there or a revenue "no show" passenger then the pass holders will travel.

Mr. HAMILTON (*York West*): It would not apply to all passes?

Mr. MCGREGOR: Not to all passes.