

for the commercial plane there instead of at Dorval where we were very much crowded for space. But there are all sorts of safety devices, instruments and so on and engine changes that have to be made to convert. As I say, a plane that was built for speed, to go into a territory and out again and back into the maintenance shop, has requirements quite different from one that has to do a long steady grind twice a week across the ocean—it is a different breed of cat and there is a good deal of changing and converting to do.

Mr. EMMERSON: Did you say there were engine changes?

Mr. SYMINGTON: Engine changes, yes—engine adjustments and changes. The engines come for the bomber in pairs, in groups. Those engines, as I say, were built for speed, dashes running at great speed. You cannot cross the ocean with them at that speed because you cannot carry enough gasoline to do it. So you have to operate them at a cruising speed; and the combustion and the points and so on in the engines had to be completely readjusted, mostly by trial and error, in order to arrive at a safe cruising operation across the ocean.

Hon. Mr. HANSON: That sounds reasonable. At some time would you hand in a breakdown of the categories of the personnel?

Mr. SYMINGTON: I could give you that now, I think.

Hon. Mr. HANSON: Very well. I am not asking for individual salaries, but rather the amounts paid out in each category. How many categories are there?

Mr. SYMINGTON: It is quite a long list.

Hon. Mr. HANSON: Perhaps it could be handed in and put on the record.

Mr. SYMINGTON: All right. I will hand it in.

Hon. Mr. HANSON: I cannot follow it when you are just reading it off, but I can read it over afterwards.

Mr. SYMINGTON: I will hand it in. That is the whole employment that I have given you.

Hon. Mr. HANSON: Divided into categories, if that is the right way to express it.

Mr. SYMINGTON: The categories are under general office staffs, flight and dispatch, captains, first officers, first officers in training, communications and stations, maintenance and overhaul and so on. There is a complete accurate record.

Hon. Mr. HANSON: That will go into the record, then.

(See Appendix A)

Mr. JACKMAN: Dealing with this paragraph on self insurance on page 6, do you feel that the line can have a big enough average and enough diversification to carry its own insurance? I am thinking of a motor car judgment in Ontario against one man, which went as high as \$120,000. If you had a plane loaded with expensive executives who were killed, you would find that reserve of \$647,000 would be gone and a lot more.

Mr. SYMINGTON: That may be so. But I think we were rather pressed by this committee—at any rate, we did last year go in for self insurance except for the hangars where there is a tremendous concentrated risk from fire; and we built up a reserve fund, charging regular rates, to \$647,000, which we meet as insurers. If we could keep that up for a year or two, we would be in pretty fair shape to take care of things.

Mr. JACKMAN: Can you tell me what your gross premiums or your gross charges on operations for insurance have been, and how much has been paid for risks?

Mr. SYMINGTON: I can give you full particulars.