

whether a lookout was possible, there could be no close approach of aircraft if the regulations are observed, and the reason that is the case is that aircraft moving in one direction on an airway are always separated by 1,000 feet of altitude from aircraft moving in the other direction. There is one level of altitude with respect to eastbound traffic and another with respect to westbound aircraft. Aircraft crossing through the airway are required now to do so, whether they are proceeding under visual or instrument conditions of flying, at an altitude of 500 feet, midway between the thousand foot multiples.

Mr. CHURCHILL: Are these regulations applicable all across Canada.

Mr. MCGREGOR: Yes.

Mr. HAHN: How long have they been in operation?

Mr. MCGREGOR: With respect to visual flying regulations, that has only been in force for a short time.

Mr. SEAGRIM: About six months.

Mr. CHURCHILL: That sounds like quite an improvement. On the other hand there is the danger that pilots will accept the fact that there is no possibility of anyone being in their way. They know that an approaching plane should either be below them or above them. Is there any danger there that a lookout might not be maintained as closely as in the past?

Mr. MCGREGOR: I do not think so. When visual conditions exist, and particularly in areas where there are known to be training planes being operated, there is a close lookout kept. But your point is well taken, because that was one of the reasons—this false sense of security referred to—why we and the air force doubted the wisdom of this announcement of the approaching passage of aircraft.

Mr. CHURCHILL: I am not putting this forward by way of criticism of the pilots, or anything of that kind. But I think we are all rather concerned about these things, and it is only two years ago I was mentioning how pleased everybody was with the remarkable record of safety of the T.C.A. So the questions I am asking are not of a critical nature at all. Is there a blind spot in the cockpit on the planes that you have now?

Mr. MCGREGOR: Yes. There are posts supporting the deck of the aircraft in exactly the same manner that there are in the windshield of an automobile. On the other hand these posts are kept as narrow as structural necessities will permit, and it only requires a very small movement of a pilot's head to enable him to see on either side of them and eliminate the blind spot.

Mr. CHURCHILL: I understand that on some occasions there is an automatic control system which is made use of?

Mr. MCGREGOR: An automatic pilot.

Mr. CHURCHILL: Is the same visual lookout maintained when the automatic pilot is being used?

Mr. MCGREGOR: Probably a more effective one.

Mr. CHURCHILL: There is less to look at on the panel?

Mr. MCGREGOR: Exactly.

Mr. CHURCHILL: Are the pilot and co-pilot normally together in the cockpit at the same time?

Mr. MCGREGOR: Yes.

Mr. CHURCHILL: And both are required to keep as good a lookout as possible?

Mr. MCGREGOR: Yes.

Mr. CHURCHILL: But they are hindered, are they not, by the complexity of the panel, the making of the log, and things of that nature?