

Mr. JACKMAN: The reason I made the statement is that I wanted to be sure we did our share.

Hon. Mr. HOWE: We were asked to lead the way and we did. We presented the first two planes that went into that pool.

Mr. JACKMAN: The T.C.A. was the first air line on this continent to give up planes for war services?

Hon. Mr. HOWE: That went into the particular pool you are talking about—fifty planes which were required overseas.

Mr. JACKMAN: I do not know anything about the pool, but I do know that the commercial lines in the States did give up planes, and the article which I read said that the T.C.A. by reason of pressure by American air lines gave up certain planes.

Hon. Mr. HOWE: You should not believe all you read, especially in the isolationist press.

Mr. BERCOVITCH: What would be the average life of a plane?

Mr. SYMINGTON: We depreciate them every four years, but the average life is longer.

Mr. DONNELLY: After how much flying do you give a complete overhaul to each of your planes?

Mr. SYMINGTON: 600 miles in the air. They are continually serviced when they do come in, but a complete overhauling occurs after every 600 miles in the air.

Mr. DONNELLY: Where do you do that?

Mr. SYMINGTON: Largely in Winnipeg. We have a very finely equipped shop there.

The CHAIRMAN: Next item.

Mr. SYMINGTON: Ground Facilities:—

The hangar at Montreal Airport (Dorval) constructed under arrangement with the Department of Transport, was completed during the summer. Agreements were entered into with Canadian Colonial Airways Limited, Northeast Airlines, Inc., and Quebec Airways Limited, to provide those companies with storage and servicing facilities in the new hangar.

Airway Facilities

Early in the year the Department of Transport took over from the municipal authorities for the duration of the war the operation and management of the airports at Vancouver, Lethbridge, Calgary, Edmonton, Regina and Winnipeg. This measure was necessary in order to maintain adequate airway control because of the increasing use of the facilities by military aircraft for defence purposes. All airports in Canada used by the company are now under the direct control of the government.

A continuing programme of improvements to runways, field facilities, lighting, and navigational aids was carried on by the Department throughout the year, including terminal airports and intermediate and emergency fields. Owing to the heavy military and commercial traffic over Canadian airways steps are being taken by the Department to establish a system, similar to that in effect in the United States, of regional traffic control zones to expedite the movement of airborne traffic.

The weather reporting service, operated by the Meteorological Branch of the Department, was extended and its personnel augmented to meet the growing needs of military and civil aviation.

Runways and other field facilities of the Montreal Airport at Dorval were completed in August and the airport was opened on September 1. On the same date the St. Hubert Airport was transferred to the