

We had an eminent lawyer, now a judge of the Supreme Court of Canada, who prepared a report basically stating that the Canadian Aviation Safety Board was in a grave state of disagreement and that things need to be patched up and repaired immediately. We had all of those things occurring. Afterwards, of course, we had the final report of the Canadian Aviation Safety Board supported by five members and the minority report supported by four members. The only reason there were four on the minority side was because one of the dissenting members by then had quit. Otherwise, we would have had five people supporting the report, five dissenting, and probably again a situation where the chairman would have had to cast a second and deciding vote in order to break the tie.

What we have is obviously very tragic in terms of what happened at the Canadian Aviation Safety Board. Even more fundamental, there are families of American servicemen, families wondering what exactly happened to their loved ones and why 256 people died in the most serious accident ever to occur on Canadian soil. I do not have the answer to that question. However, the probable cause of the accident, as was determined by the Board, has been determined by many people as not being a likely scenario at best. It is difficult to say what caused the crash.

• (1600)

I have certain items that I would like to bring to your attention, Madam Speaker. First, there is another company that frequently transports troops from the United States. It is known as Transamerica Airlines. At one point in time that airline was transporting American military personnel and had an unusual incident happen. A parcel fell out of the bag that a military person was carrying in which it was identified that there was a detonator cap. The military authorities immediately made the discovery of live ammunition as being part of the luggage of this particular military person. At that point in time the authorities asked everyone on the plane to leave it. They then told all the passengers that if they wanted to they could immediately surrender all arms and ammunition that they had on board and that they would not be punished. However, if they failed to do so within the space of a few minutes then of course they would send in the sniffing dogs and anything that they found. Then the military people in question would be charged for illegal possession and illegal transportation of these arms and military hardware.

#### *Transportation Accident Investigation Board*

Do you know what was found, Madam Speaker? On board that flight was found six rolls of detonator caps, eight static fire blasting caps, three 20-millimetre projectiles, nine 20-millimetre practice rounds, five .50 calibre machine rounds, one .308 millimetre shell, one .208 millimetre shell, nine slap flares, one green smoke flare, one 45-70 line cutter, one simulated grenade fuse, one practice bomb, one smoke-bomb, one signal flare, and eighteen 5.56 shells.

Following that incident Transamerica complained bitterly to the United States military. The United States military established procedures at that point to ensure that nothing like that would happen again.

I have in my hand an internal document from the United States military. It is dated July 28, 1986. I would like to read what it states. It is written in military jargon and I may not be able to decipher it all. It is also a very bad photocopy of an original document. The document was sent by Lieutenant-Colonel M. L. Becker of the United States Air Force. The subject of the document is hazardous materials prohibited on PAX aircraft. It states:

On two MTMC arranged commercial air movements that have moved in the last 60 days, hazardous items were found in the stowed baggage of troops. On 26 Feb. 86, a quantity of hazardous munitions items was identified which included 20 mm, 50 calibre, 40 mm and 5.56mm ammunition; detonating cord; nine slap flares; smoke flares and grenade simulators.

Perhaps if I had the attention of all Members who are busy conversing on various issues, such as the Secretary of State for External Affairs (Mr. Clark), we could proceed with this debate. The document states further:

The procedures require that troop commanders check to ensure stowed and carry-on baggage does not contain hazardous contraband. This procedure further requires commanders to certify on the passenger manifest that anti-hazard inspection was made and baggage was checked.

I draw the following sentence to your attention, Madam Speaker, because I believe it is of the utmost importance. It is:

In light of the fatal air crash of a DC-8 in Gander, Newfoundland, on 12 Dec. 85, request that all concerned with the movement of troops aboard commercial aircraft, contracted by MAC or MTMC, do their part to ensure that hazardous items do not get aboard aircraft.

What does that mean? Anyone who would be reading that document for the first time could be led to the following conclusion. I took the document and handed it to someone asking them this question: "Do you remember what caused the Gander crash in Newfoundland?" The individual told me: "No". I said: "All right. Take this document, read it and then tell me if you know".