

Vancouver International Airport

opposition, I am glad the motion is made by a Liberal member, because for that reason I doubt if it will be called a want of confidence motion. We may expect to have it discussed on the basis of the issue involved, and to reach a decision, something which I know members of all parties from British Columbia most earnestly desire.

As was pointed out, just prior to coming to this session of parliament the lower mainland members of all parties, on a semi-official occasion, had the opportunity of meeting with the airport board at Sea Island, and I am sure we were all amazed by the information we were given. The growing importance of this airport can be demonstrated by the fact that we were told that, in the light of its present business and the growth of Vancouver as a calling point on the international air routes, inside of the next ten years the airport will require the expenditure of not less than \$35 million. This will give some indication as to what is taking place. Yet, sir, we have this, the only major international airport in British Columbia, most certainly on the coast, at which we have not only all the commercial flying but also a great deal of private flying and the R.C.A.F. stationed there.

I do not know whether the gentleman to whom I am going to refer is now or was a high-ranking officer in the R.C.A.F., but I do know that one of the members of the airport board met with us. He very definitely said that in the view of the R.C.A.F., as a matter of policy, they had to be stationed at the airport on Sea Island. Personally, I cannot see why, with the high speed of R.C.A.F. planes at the present time, their training could not be done at some other location either on Vancouver Island or nearby on the lower mainland. I want to point out, sir, that there obviously has not been the necessary co-operation and co-ordination between those who are responsible for the various types of flying on that field. As I said, the R.C.A.F. are stationed at this major airport. I am not going to repeat the figures given by the hon. member who moved this motion. Not only do we have the R.C.A.F. stationed at the airport in Vancouver, but they do their training in the city of Vancouver area from that airport.

You know, some of the things they do are positively stupid. It can only come about under a government that has not realized the situation and recognized what is going on. On the very day that a number of members of parliament from Vancouver and the lower mainland were out at the airport at the request of the airport board, the R.C.A.F. put their paratroopers through a training period.

Where did they drop the paratroopers? They dropped them right on the Vancouver airport at about two o'clock or two-thirty o'clock in the afternoon. At this busy airport they not only have their planes stationed but they put their paratroopers through their spot landings right on this airport. Surely, sir, that particular type of training could be done somewhere other than at one of the major international airports in the Dominion of Canada.

Considerable reference has been made to the private planes. We were told at that meeting to which I have referred that, in the opinion of the R.C.A.F., the maintenance of those private flying clubs and the fact that young men and young women can learn how to fly at these clubs is a most important part of the defence training of Canada. I most certainly believe that it is. But, as has already been pointed out by the previous speaker, there can be no question but that with the heavy commercial business and the R.C.A.F. the time is very close at hand when that airport can no longer be used by private planes.

I have a great many friends who are members of these private flying clubs. I know a great many who are learning to fly through the medium of these clubs and their flying schools. Almost without exception they say they will have to give it up if they have to go too far away from the centre of the city. Surely in the lower mainland around the Vancouver area there are a number of locations that could be taken over by the federal government to establish fields suitable for their accommodation.

As has been said by the previous speaker, I am not an expert either, but I have heard the officials of those clubs say they think there is a location at Jericho Beach, which is in Vancouver itself. I know there is a location about six miles out of Vancouver on Burnaby lake. The hon. member for Burnaby-Richmond (Mr. Goode) has already mentioned a location in the neighbourhood of Coquitlam or Maillardville. All these places or locations are within six to twelve miles of the centre of Vancouver, and that would be no obstacle whatever to the maintenance and encouragement of the private flying clubs, and would give the necessary airstrips for the planes of any of our visiting private flying clubs.

After talking to these potential defenders of Canada, I do feel that to go too far out to places such as Abbotsford, or even to an excellent location at White Rock, about 34 miles from the heart of Vancouver, would be throwing a very great obstacle in the way of the maintenance of these clubs and the training of new fliers. Therefore, sir, I want to