

Supply—National Defence

In addition it was found that a well improved runway was required because the bomb load and the spare centre tank necessary to provide enough gasoline to give it any range at all were so close to the ground that if there was not a completely smooth runway there was the danger of the bomb load and the spare tank being knocked off the aircraft in its attempt to take off.

In addition, Mr. Chairman, the range of the aircraft is very short, only 120 nautical miles. This does not give it sufficient range to carry out effectively the close support and strike role which the minister has been saying it is ideally adapted to perform. With regard to the simulator which had been ordered for this aircraft there is a rather peculiar situation. I believe one of my colleagues will deal with this matter in more detail. However, just last Tuesday an article appeared in the *Ottawa Citizen* headed "Hellyer Denies He Ordered \$50,000 Study Of Jet Plane". In this article Mr. John Walker dealt with an interview he had with the minister in which the minister said, "We never ordered the simulator". This reporter then interviewed the Minister of Industry who said, "Well, of course we would never have entered into a contract if it had not been ordered". So the minister is apparently in the position of not even knowing what was decided in this regard and then attempts to brush the matter aside by saying this plane is so good that you do not need a simulator for it.

Mr. Hellyer: That is right.

Mr. Harkness: Anyone with any experience in these matters knows that a simulator is absolutely essential to save money and time in training pilots, to save lives and to make any training program really effective and economic. This, of course, will be the only combat plane the R.C.A.F. has now or has had in the past for which there has not been a training simulator. The statement the minister now makes that it is not needed just does not stand up on the basis of all the experience in this regard. I think that undoubtedly the real reason the simulator is not being bought is that stated in an article which appeared in the *Globe and Mail*:

But other sources said the cancellation was ordered soon after the U.S. Defence Department decided to purchase the U.S. . . . A-7 attack plane for the U.S. Air Force and not the American Northrop F-5 Freedom Fighter.

In other words, Mr. Chairman, with the Americans deciding not to order this plane there was not going to be sufficient sale and

use for a simulator to justify what the cost would be for Canada alone, in the minister's opinion at least. One other aircraft on which I think we should receive more information is the Buffalo. It is a very good aircraft for its purpose but I think the costs given by the minister so far cover only the airframe. I should like to know the cost of the aircraft, completely equipped because I think it is considerably more than we have been led to believe.

There has also been talk of the proposal, about which I have asked one or two questions in the house, to secure small, eight passenger French jets. I should like to know what R.C.A.F. requirements there are for these jets. There might be a requirement for two or at the most three, I believe, but the story given out that these are going to replace the present Cosmopolitans just does not stand up and does not make sense. The Cosmopolitan has a considerable carrying capacity with a side-door loading facility. It can carry 40 men. It therefore provides a considerable amount of transport capability to the R.C.A.F. These small planes which carry eight men would not meet that need in any way whatever.

As I say, Mr. Chairman, there might be a case for two or at the most three of these aircraft but in my opinion it would be very much better if we had at least two jet planes somewhat comparable to the Comets we had in the R.C.A.F. and which proved to be extremely useful indeed. I think this is one of the present deficiencies so far as the R.C.A.F. transport component is concerned, namely, the lack of jet aircraft with transport capability. The same amount of money spent on jet planes with a reasonable carrying capacity would be very much more justifiable and the money would be better spent than on any proposal for these small, French jets. I have a considerable number of other matters to raise, Mr. Chairman, but in view of the fact that I am already over my time I shall conclude at this point.

Mr. Winch: Mr. Chairman, I listened with a great deal of anticipation and interest to the statement made by the minister last night when he outlined matters and policies affecting the Department of National Defence. It is my own personal opinion that the minister in the preparation and delivery of his statement must have followed the advice of his political strategists and public relations officers to continue his policy of camouflaging the true