

Questions

(Prince Rupert), the South (Victoria), the West (Tofino) and the East (Prince George)?

3. Can the Grumman Albatross HU 16 B be used safely in its present configuration under instrument flight conditions on search and rescue missions from Comox Air Force Base in any direction considering the possibility of engine failure?

4. Can the Grumman Albatross HU 16 B take off with only one engine operative?

5. What is the average cost to bring an aircraft back to flying status after an engine failure?

6. In terms of dollars, what did the malfunction of a Grumman Albatross HU 16 B at Cold Fish Lake in 1968 cost the taxpayer?

7. How much of the low operational readiness figure of 53.2% for this aircraft is contributed to by (a) engine, accessory or propeller malfunction (b) airframe malfunction?

8. How many hours contour search are carried out annually by Comox Air Force Base search and rescue aircraft?

9. Can contour search in high elevation valleys be carried out without risking the loss of the aircraft in the event of an engine failure?

10. For how long can the maximum 190 feet per minute rate of climb on one engine be maintained?

11. What is the maximum permissible period for full power settings (a) on two engines (b) on one engine?

12. For how long can the aircraft maintain 5,900 feet on one engine without jettisoning exterior fuel tanks or other equipment?

Hon. Léo Cadieux (Minister of National Defence): 1. All actual searches are performed under visual flight conditions. However, it is sometimes necessary to perform mercy flights and to fly to search areas under instrument flight conditions. Taking these factors into consideration it is estimated that 32% of the total flying time performed by Canadian Forces Base Comox Search and Rescue aircraft is done under instrument flight conditions.

2. Prince Rupert, 7,100 feet; Victoria, 5,500 feet; Tofino, 8,000 feet; Prince George, 9,000 feet.

3. The Canadian Forces do not operate the Grumman Albatross HU16B. The HU16B is a United States Coast Guard designation for a version of the Albatross which has different engines and propellers from that of the Canadian Forces Albatross SA16B. The safeness of each operation would depend on variables of flight planning, weather and payload.

4. No.

5. An engine failure can occur for a variety of reasons ranging from minor to major component malfunctions. Assuming the worst case, which would be an engine change, the estimated maximum cost would be \$504 for

labour. If the failure involves a complete repair and overhaul this may entail an additional \$10,000.

6. There was no Grumman Albatross HU16B at Cold Fish Lake in 1968. However, the cost to repair the Canadian Forces SA16B was \$9,773.

7. Because the operational readiness figure of 53.2% was arrived at as a function of crew availability, logistic support, scheduled depot level maintenance and unscheduled unserviceabilities for the Canadian version of the Albatross, it is not possible to correlate this figure with individual component malfunctions without undertaking a costly study.

8. In 1968, 565 hours.

9. Yes.

10. One minute.

11. (a) Five minutes; (b) five minutes.

12. Five minutes.

CITIZENSHIP WAITING PERIOD

Question No. 1,439—**Mr. Aiken:**

1. For what reason has a period of five years been established as the length of time potential citizens of Canada must wait before being allowed to apply for Canadian citizenship?

2. Is it intended to change the length of this period and, if so, in what way?

3. Is it intended to change the procedures for applying for and securing Canadian citizenship in any other way?

Hon. Gérard Pelletier (Secretary of State):

1. A five year period of residential qualification was first introduced in Canada by the "British Nationality and Status of Aliens Act, 1914" which was re-enacted *mutatis mutandis* in this country. It is said to have been enacted to guard against the cases of persons becoming naturalized in a country requiring little or no previous residence, and then returning to their own country, or settling in some foreign country, with a claim to nationality and protection to which they had not become entitled according to recognized principles of international law by a bona fide change of domicile.

2. All the provisions of the Canadian Citizenship Act are now the subject of review which has not yet been completed. It is not possible therefore to say what changes are intended.

3. See 2 above.