

*Supply—National Defence*

the question of compatibility with other service families around them must be considered. It is true that naval wives whose husbands are at sea are provided with certain comforts but they have common problems. I think, however, that far graver problems arise with the younger generation at the school level as they progress toward maturity.

We have evidence that it takes a full academic year for the children of service families to adjust properly when they reach the secondary level if they should ever leave the service community and service schools. I hasten to suggest that this is not because of the level of teaching or the qualities of the teachers or the services provided by the government. I think it is simply the effect of the social upbringing of the children which makes it very difficult for them to adjust properly because they have not had the advantage of growing up next door to a doctor's son or daughter or going to school with a mechanic's child.

• (2:30 p.m.)

Instead the pattern of the family unit is constant. The child has the same companions, the same day to day friends.

In this context I would urge the minister to consider not only a method of providing equity ownership in homes which fall in the category of service housing but to carry the thought further and give consideration to the possibility of spreading such housing at random throughout urban centres. What has been done in Halifax is a prime example of what I think might be avoided. Remember we have well over 100 suburban developments which could easily accommodate ten or fifteen units, either single or multiple dwellings. This would at once achieve two basic needs. First, it would remove service men and their families from what has been described as ghetto-type living and enable their children to grow up in a community where they can go to school and enjoy the benefits of living in the free run of society as most of us understand it and enjoy it.

The second purpose is to achieve the aim put forward by the hon. member of providing an easy and practical method of permitting the building up of equity ownership in these properties. Service people would pay a portion of their rent to help the government pass along to successive tenants the continued responsibility for a portion of the upkeep and maintenance of these properties. This is not impossible, I suggest. Indeed, it is a matter of

current discussion among naval, air force and army people in the Halifax area.

My hon. friend spoke also of the removal of the minesweeping squadron from the concept of defence as we know it today. This is a matter of grave concern to those who are aware of the capabilities of other countries to lay minefields under water. These advances have left major questions in the minds of some of our senior people in the Halifax area. They are thinking aloud about this matter. Perhaps they do not have the opportunities of putting forward their thinking which are available to us in the House of Commons so I would re-emphasize what my hon. friend said on this question.

There is a third matter on which I wish to speak. I have raised it in another context and I do so again. It involves the utilization of certain military air bases by private aircraft operators and regional air carriers. The suggestion has been made in the house that the removal of Greenwood as an alternative landing site for Air Canada planes has created many difficulties. I know this to be the case. I have experienced them more than once myself. I have made the grand trip around the circuit and wound up back here in Ottawa. On another occasion I wound up in Newfoundland. I am not suggesting that private operators be allowed to use the facilities at military bases such as Chatham which are vital centres for our air defence and our support role in any defence of this continent. But I would suggest that airports such as Greenwood, Shearwater and others outside the maritime area are completely capable of accepting arrivals and departures of non-military aircraft without upsetting the routine or the readiness of the station, as I think the term is.

The efficiency of these stations would not be impaired by the occasional use of these bases without the formality of prior notification and permission. When a private flier lands at Greenwood because of a snowstorm or some other difficulty he is put in an embarrassing position by having to explain his presence though in all likelihood it has been caused by circumstances which prevented his going anywhere else to find a suitable and safe landing. I also think private fliers should be allowed to use certain landing and navigational aids which are the sole property of the Department of National Defence. On many occasions the possibility of using these navigational aids would be of advantage to operators of private aircraft and to small