

*Vancouver International Airport*

throughout Canada. I had the misfortune to be in Moose Jaw a few days after a certain very serious air traffic accident, and I saw what could happen in a region where there are no mountains to be contended with and visibility is unimpeded for many miles. On the other hand, we in British Columbia must consider the terrain wherever we put airports. I saw in Moose Jaw the terrible results brought about by certain circumstances, and it is not only beyond my comprehension how the same thing has not happened over Vancouver airport in the last two or three years but beyond the comprehension of the experts, having regard to the traffic conditions existing there.

Control of private aircraft is carried out almost entirely by means of the Aldis lamp. Most of us who were in the army are familiar with that lamp, having used it at one time or another, and we know how restricted its beam is. With 169,000 take-offs and arrivals a year at the airport, how the landing and take-off of private planes can be carried out by means of a beam lamp without accident is almost beyond anyone's comprehension. The hon. member for Vancouver East (Mr. Winch), the hon. member for Vancouver-Kingsway (Mr. MacInnis) and some others had the privilege some months ago of visiting Vancouver airport and watching these young chaps trying to bring in private planes on the grass crossways to the direction of the airstrips. At any moment of the day that could mean a collision between a great T.C.A. plane and one of these small aircraft.

Conditions are so serious that in the last few months four private planes have been literally blown off the airport by the blast of wind from the North Star engines. Four private planes had their propellers seriously damaged just by the force of the blast from the large North Star engines. It is easy to imagine that one of these days a private plane is going to come in crossways to the present airstrip, the pilot is not going to see a T.C.A. plane landing, and the resulting crash will kill many people.

It is because of these conditions, and that situation in particular, that I have brought this resolution before the house. Perhaps I might say something about seaplane traffic at the airport. As I said earlier, all seaplanes land on the north arm of the Fraser, which is also in my riding. From the time these planes get within about half a mile of the control tower until the time they land they are not within the visual control of the operators in the tower. Actually they are practically flying free of control. With 15, 20 or 25 private planes in the air on a Sunday over the airport, with a seaplane

beyond the control of the airport tower, perhaps a T.C.A. two-engine plane arriving from Victoria, a big T.C.A. plane arriving from Calgary, and another one or two planes taking off, you can imagine the immediate problem the control tower has with no radio control over the private planes that are crossing the airport runways and landing on the grass, because they are not allowed to use the runways.

As I have said, one of these days we are going to have an accident of major proportions. I hope the Minister of Transport (Mr. Marler) will take steps to avoid such a catastrophe by establishing a secondary airport in the lower mainland area that will take away from the very busy Sea Island airport private and visiting planes that could easily be handled at a smaller airport not too far from the present one. Most of these private pilots are paying their own tuition, and they are young chaps who have no more than ordinary jobs. If a secondary airport were established too far away from Vancouver it might mean that some of them would not fly any more. As I have said, these pilots are important in the over-all scheme of things as far as the R.C.A.F. is concerned.

There is a very fine airport at Abbotsford that Trans-Canada Air Lines use sometimes when weather conditions are not good on Sea Island. It might be possible to put the private planes there. However, as I have said, most of these young fellows do not have too much money. It costs a lot of money to get to Abbotsford, and with Sunday traffic as heavy as it is on the lower mainland at all times of the year I doubt whether too many of them would be interested in continuing their training. Therefore I believe the Minister of Transport will have to look for a location much closer to Vancouver.

When one brings a resolution of this kind before the house one should have a suggestion to offer as a solution. In its brief—I am sure the minister has seen it—the Vancouver board of trade suggested two or three locations. I can offer one more. They suggest that there is a place at Como lake near Maillardville where, in the opinion of their experts, there is plenty of good land available and the price is not too high. It is also suggested in their brief that the Kitsilano Indian reserve could be used. I am not too sure of the feasibility of that suggestion, but perhaps the Minister of Transport would take it under consideration.

Boundary Bay airport was used during the war by the Royal Canadian Air Force. I have seen the taxi-ways and the airstrips there in the last few months, and much