

Adjournment Debate

requirements is cost; and more specifically the cost per item to provide the service . . .

The major factor in the cost gap between government and contracted services is labour productivity, and to a lesser extent administrative and supervisory costs . . .

The performance of the service by the department withholds from the private sector a volume of business which could stimulate growth and development. Furthermore, government stands to lose the tax revenues which would normally be derived from contractor's profits and their purchase of gasoline and other materials . . .

In future the department should contract for city services unless there is conclusive evidence as to the unavailability of this service on reasonable terms from outside the department.

Mr. Deputy Speaker: Order, please. I regret to interrupt the hon. member, but the time allotted to him by the Standing Order has expired.

[Translation]

Hon. André Ouellet (Postmaster General): Mr. Speaker, I regret infinitely that the hon. member is trying to do indirectly what he was prevented from doing directly. He already tried—and he is at it again this evening—to table in this House the confidential report prepared by Samson, Bélair, Riddell, Stead, Inc., or to have it tabled and he was told at that time that he had not the privilege to do so.

I would rather refer him to Appendix "B" of *Hansard* of March 15, 1973, at page 2288, which describes the general principle applying for notices of motion for the production of papers.

I think that this consultant study on transport clearly falls under paragraph (1) of the clause on consultant studies in Appendix "B". The nature of the consultant study is identifiable and comparable to work that would be done within the Public Service and it should be treated as such.

I would also like to mention to the hon. member that his remarks are of course very incomplete and probably biased too, because he knows very well that the Department already implemented 36 of the 44 recommendations of this report.

Secondly, he knows very well that following this report, there was another, introduced by Mr. Goldenberg and that following the recommendations included in the Goldenberg report, issued one year after the Samson, Bélair, Riddell, Stead Inc., report the main urban transport services were integrated in order to reinforce the postal transport system and to ensure about 1,100 Canadians a permanent job.

Finally, the hon. member also knows very well that I cannot discuss this matter fully because of the proceedings initiated by companies which are affected by the integration.

[English]

SUPPLY AND SERVICES—CF-5 AIRCRAFT—REASON FOR ADDITIONAL PURCHASES

Mr. Doug Rowland (Selkirk): Mr. Speaker, on April 18 the Minister of National Defence (Mr. Richardson) and the Minister of Supply and Services (Mr. Goyer) replied jointly to my written question No. 1277 in which I had asked how many CF-5 aircraft had been purchased by the

[Mr. McKenzie.]

government, how many were currently in service, how many were in storage and how many had been sold to other nations. The answers, respectively, were: 135, 46, 45 and 20. The initial purchase order was 115 CF-5 aircraft. We have now purchased 135. Those 115 cost Canada \$225 million, about \$2 million per plane.

I should add that I followed-up my original written question with an oral question in which I asked the Minister of Supply and Services, as reported on page 3433 of *Hansard*, why, if more than half the aircraft initially purchased were not in use by the armed forces, we were arranging to buy another 20. The answer I received was as follows:

Mr. Speaker, I shall first study the question and then give an answer to the hon. member.

The point I wish to make is this. Before a written question is replied to, an answer is prepared by public servants and submitted to the minister concerned for examination. If we add the figures given in answer to my question, the number of aircraft in service, in storage and sold to other countries is 111. The number purchased is 135. If I were the minister I would want to know what had happened to the other 24 aircraft before I authorized that answer. The minister obviously failed to ask such a question, to judge from the nature of his answer in which he said he would have to find out.

I am appalled that the minister should have given a reply like that. I knew what had happened to the other 24 aircraft before I asked him the question. Six had crashed, and 18 were awaiting delivery from Canadair. The reason for our purchase of an additional 20 aircraft is that we are converting from CF-5s in single configuration to CF-5s in dual configuration because the aircraft is now to be used as a trainer for pilots designated for service in high performance jet aircraft.

On the surface, this decision by the Department of Supply and the Department of National Defence appears to be reasonable. However, the CF-5, which the people of Canada purchased at approximately \$2 million a copy, is a development of a training aircraft, the Northrup T-38 Talon which can be purchased off the shelf at about two-thirds the price of a CF-5. What we are doing is converting these expensive CF-5s to trainers when the CF-5 was itself developed from a trainer. If we want trainers, why not buy T-38s or have them built under licence? If we want a general purpose fighter aircraft—the original justification for the CF-5 when ordered in 1965—why not buy one that will serve that role adequately?

● (2220)

The CF-5 has beautiful flying characteristics, I am told, but little else can be said about it which is in its favour. As an interceptor it is too slow. Little good can be said about it in terms of air-to-air combat, in terms of photo reconnaissance or as a tactical ground support fighter. It is too slow for some roles, too delicate for others, too poorly armed for still others.

Its purchase, which I believe was decided upon when the hon. member for Trinity (Mr. Hellyer) was minister of national defence, has to be classed among the monumental blunders in an area where blunders have outnumbered wise decisions in recent years. I am speaking of equipment