

## Questions

Hon. Jean Chrétien (Minister of Indian Affairs and Northern Development): 1. \$27,000,000 as of November 10, 1969.

2. 7.24 per cent.
3. Average of 8 per cent.
4. Approximately \$5,000,000.
5. 7.24 per cent.

CF-5—ACQUISITION OF IN-FLIGHT  
REFUELLING AIRCRAFT

Question No. 375—Mr. Lambert (Edmonton West):

1. At the time the decision was taken to procure the CF-5 as a tactical support aircraft for the Canadian Defence Forces, what consideration was given to and what decision was taken for the acquisition of an in-flight refuelling aircraft to increase the operational range of the CF-5?

2. What efforts have since been made to acquire such an aircraft and with what results?

3. What aircraft were considered and why were they rejected?

4. Has it now been decided to acquire such an aircraft and, if so, what aircraft, at what cost and what was the date of the decision?

5. If the answer to part 4 is in the negative, is it because there has been a change in the indicated role and use of the CF-5 as announced by the former Minister of National Defence?

3. Aircraft Type

KC 135

KC 130: or modified Yukon

VC10

DC8-62F or Boeing 707-320C

C5 Galaxy

Hon. Léo Cadieux (Minister of National Defence): 1. Immediately following the decision to purchase the CF-5, steps were taken to examine all available options that would give this aircraft a rapid world-wide deployment capability. Because of the financial restraints imposed on DND, it was recognized that any aircraft chosen as a suitable tanker would also have to adequately fulfil at least one other role, i.e., long range strategic transport.

2. After numerous studies and proposals the C141 was selected and recommended as the best aircraft available with a multi-role capability. Acquisition approval was given for the purchase of four C141 aircraft to provide an in-flight refueller for the CF-5 and a long range transport to augment airlift resources. However, when negotiating the purchase of the C141, Lockheed advised that due to the advanced stage of their production line shut down, they could not re-open the line for an order of less than eight aircraft. The possibility of purchasing used C141s from the USAF was also explored with negative results.

Discarded in Favour of the C141 - because  
No new ones available  
No used ones available  
None available for lease

Flies too slow and too low for a CF5 ferry operation which would necessitate a rendezvous mission rather than the air-to-air technique considered essential

Vickers advised they could not respond to our requirement due to production shut down.

The C141 considered to be a more satisfactory military transport.

Too large and too costly to be a practical tanker, however, an excellent transport aircraft.

4. No—the subject is under study.

5. No.

POWER, BAY OF FUNDY TIDES

Question No. 381—Mr. Coates:

1. What is the present estimated cost of the economic and engineering feasibility study into the harnessing of the Bay of Fundy tides from a power point of view?

2. What is the breakdown of financial responsibility between the participating governments?

3. What is the present estimated date for the completion of this study?

Hon. J. J. Greene (Minister of Energy, Mines and Resources): 1. \$2,300,000.

2. Canada is paying  $\frac{2}{3}$  of the cost of this study, and New Brunswick and Nova Scotia are paying  $\frac{1}{3}$  each.