

HOUSE OF COMMONS

APPROVAL OF REPORT RESPECTING COMPENSATION
OF PERMANENT STAFF

Hon. W. E. Harris (Minister of Citizenship and Immigration): Mr. Speaker, hon. members will have noticed that yesterday you informed the house that the Clerk had laid on the table the report of the civil service commission with respect to the compensation of the members of the staff. In order to make these recommendations effective, it is necessary to have a motion passed by the house. I therefore move:

That the report of the civil service commission recommending changes in the compensation and classification of the staff of the House of Commons, tabled December 15, 1953, be now approved.

In making the motion, Mr. Speaker, may I say on behalf, I think, of all the members of the house that the staff of the house attends to our needs and the needs of the many thousands of tourists in an efficient and dignified manner which reflects great credit to them and to the Canadian people.

Some hon. Members: Hear, hear.

Mr. Knowles: May I ask the Minister of Citizenship and Immigration whether that motion includes the temporary or sessional employees, or is there another motion coming to cover them?

Mr. Harris: On November 27 Mr. Speaker announced the arrangements with respect to the sessional employees which took effect on December 1. This motion only concerns the permanent staff.

Motion agreed to.

VETERANS BENEFIT ACT

PROVISION OF VARIOUS BENEFITS TO MEMBERS
OF ARMED FORCES

Hon. Hugues Lapointe (Minister of Veterans Affairs) moved for leave to introduce Bill No. 101, respecting benefits for members of the Canadian forces.

Motion agreed to and bill read the first time.

QUESTIONS

CF-100 AIRCRAFT—ACCIDENTS

Mr. Gillis:

1. How many accidents have there been with CF-100's and how many of these can be classified as major and how many as minor?

2. How many lives have been lost as a result of these accidents?

3. In how many instances were inquiries held to determine the cause of the accidents?

4. What was the finding of these inquiries in each instance?

Questions

5. Have modifications been made as a result of these findings in either the Royal Canadian Air Force plans for use of the CF-100 or in the design of the aircraft to reduce the accident hazard?

Mr. Campney: I should like to reply to this question orally. In all, 37 accidents have occurred to CF-100's of which 11 can be considered major and 26 minor. Six Royal Canadian Air Force personnel have lost their lives in accidents since the aircraft was brought into service in the Royal Canadian Air Force, and hon. members will recall that seven civilians were killed in a most regrettable accident which occurred on the outskirts of Montreal. All accidents to Royal Canadian Air Force aircraft are investigated by experienced investigators who belong to a directorate especially established to maintain flight safety.

Of the 37 accidents which have occurred, final findings have not yet been arrived at in 14 of them. I might remind hon. members that the patient reconstruction of aircraft accidents is a time-consuming process if all possible factors are to be considered. Of those accidents in which investigations have been completed, seven were due to human error, two to inexperienced maintenance, ten to some minor factor in the aircraft which required correction, and four to other causes. As a result of these accident investigations minor modifications, none of them involving substantial structural changes, have been or are being made from time to time, as in the case of any other aircraft. In addition, of course, a constant effort is being made to improve flying training methods, operational procedures and maintenance practices.

May I say that the Royal Canadian Air Force has complete confidence in the CF-100. It was designed in Canada to meet a special situation and it is doing so in full measure. There have been no modifications in Royal Canadian Air Force plans with respect to use of the CF-100.

I think hon. members will be glad to know also that the accident rate of the CF-100 compares very favourably with the other jet aircraft in this or any other country. Considering that the CF-100 is a new type of jet aircraft, the accident rate has been gratifyingly low. May I point out too that, much as we regret it, a number of accidents are bound to occur in an air force such as ours which is growing to a considerable size and a large element of which is engaged in a training operational job of a hazardous nature. I can assure hon. members however that every possible precaution is being taken to ensure that accidents are kept to a minimum.