

offices. I am also advised that the matter has been further delayed by the postal drivers' strike. I suppose that is as good a reason as any for delay, but I have done my utmost to get the answers.

**Hon. Mr. Flynn:** You should not be shy about putting the reason forward anyway.

**Hon. Mr. Martin:** It is obvious that I am not shy.

With respect to Inquiry No. 4, the Department of the Secretary of State has requested answers from Senator Beaubien's organization, the Canadian Broadcasting Corporation. I have checked with the department today, and they are hopeful that the answers will be available early next week. If not, I shall have to give another explanation at that time, and in that connection I shall consult with the Leader of the Opposition.

**Hon. Mr. Flynn:** You don't have to—you do much better than I could do in your place.

**Hon. Mr. Martin:** Referring to Inquiry No. 5, the Department of Transport Minister's office advises me that the information necessary to answer these questions is being obtained from Newfoundland. They have been in touch with the Newfoundland office and expect to have answers next week. If I do not have them next week, I shall speak to Senator Cook.

As to Inquiry No. 6, the office of the Deputy Minister of the Department of Regional Economic Expansion checked with the National Capital Commission today, and advises that the answers are expected by the end of next week.

**Hon. Mr. Fournier (Madawaska-Restigouche):** Honourable senators, what about Inquiry No. 4?

**Hon. Mr. Martin:** That will have to stand.

**Hon. Mr. Flynn:** Without any reason?

**Hon. Mr. Martin:** Excuse me. I have given an explanation as to Inquiry No. 4. I indicated that the Secretary of State has requested answers from the Canadian Broadcasting Corporation. I checked with the department today, and they expect the answers early next week.

**Hon. Edgar Fournier:** Honourable senators, I do not know whether I am out of order in pursuing this subject. However, I first wish to thank the Leader of the Government for his efforts in trying to obtain these answers. I

know that he is doing everything within his power to get them.

A number of senators have asked me about the Custer Channel Wing Aircraft, referred to in Inquiry No. 4, and because it seems to be an odd question I would like to take a moment of your time, if I may, to develop it.

**The Hon. the Speaker:** The honourable Senator Fournier (Madawaska-Restigouche) wishes to say a few words with regard to Inquiry No. 4. Is it agreed that he do so, honourable senators?

**Hon. Senators:** Agreed.

**Hon. Mr. Fournier (Madawaska-Restigouche):** Thank you, honourable senators. I will be brief.

The Custer Channel Wing Aircraft was designed about 25 years ago. It is what we call a STOL aircraft, one designed with a short take-off and landing capability. You might call it a happy medium between the helicopter and conventional aircraft. The idea originated in the United States, but a company was formed in Canada five years ago to build this aircraft, and I am told that they ran into all kinds of problems with the Department of Transport.

After this aircraft was demolished in Canada, another aircraft was built and tested, and has proved to be successful. The *Toronto Telegram* of March 18 produced a picture of the aircraft flying in New York, and the *International Herald Tribune*, published in Paris, on March 23 contained an editorial on this aircraft, and I shall outline just one phase of it.

The article reads, in part:

Dr. Edward Blick, a professor of aerospace and mechanical engineering at the University of Oklahoma, which has a research contract on the plane, said the propeller induces a high-speed air flow through the channel...

Dr. Blick said that a Lockheed Electra turboprop airliner, which carries about 100 passengers, can take off in 252 feet if fitted with channels around each of its four engines. The Electra's take-off run is regularly 2,620 feet.

After surmounting a great many problems, this company about three years ago finally obtained permission to bring the aircraft to Canada. It was flown to Quebec City where it was viewed by the members of the press, and the C.B.C. was there to film the take-off and