

That, Mr. Chairman, of course is misleading as well.

I continue:

Despite this the F-104 is the most economical fighter plane currently available for U.S. defence needs, in terms of initial purchase price and maintenance and operating costs.

How can a plane which has to have its engines changed more often than every 100 hours be the most economical fighter plane to maintain? It just does not make any sense at all. In the minister's own words of a few moments ago, it is nonsense.

The advertisement continues:

Never before has a single airplane done so many things so well. The F-104's performance and versatility are unmatched by any other operational aircraft, either flying today or programmed for the 1960-65 time period.

If you read the evidence before the United States house appropriations committee, Mr. Chairman, you know this statement is not in accordance with the facts, and I hope the cabinet defence committee did not make its evaluation from reading this advertisement.

Never before has a single airplane done so many things so well.

This is repudiated categorically by the evidence before the United States appropriation committee.

**Mr. Horner (Jasper-Edson):** Will the hon. member permit a question? Has he had consultation with those other aircraft firms?

**Mr. Hellyer:** I shall mention that in just a few moments if the hon. member will contain his soul in patience. I hold in my hand another very classy looking advertisement. This deal, Mr. Chairman, may not have benefited the Canadian taxpayer directly. It may not benefit the R.C.A.F., it may not keep our NATO forces as strong as they should be, but it has been a bit of a bonanza for the newspaper publishers. This advertisement shows a Starfighter flying high with German markings.

**Mr. Hanbidge:** Are you going to put that in as Exhibit A?

**Mr. Hellyer:** This is Exhibit B. The next advertisement, Mr. Chairman, is even more subtle. Here Lockheed had their public relations people right on their toes. This lobby was grinding out its effort to secure the Canadian order. It is a picture of the F-104 against the background of a crown, in three different poses, appealing to our sympathy for royalty. How clever; how timely; how subtle can an aircraft lobby be? Then we were told by the minister about the selection by the federal German republic. I hold in my hand

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a page from the *Lockheed Star*, the official publication of the Lockheed Aircraft Corporation. It says:

Plans, patience, performance sell Germans.

**An hon. Member:** What is the date?

**Mr. Hellyer:** I do not know. There does not seem to be a date on it. If you read this through, Mr. Chairman—and I would suggest that the minister should—you will have some very serious doubts about the way in which the F-104 was evaluated for the German air force. You will see that the impression that was given was that of a prestige weapon. I read this:

What impressed the Germans most about our fighter?

One executive of the company asked another. The reply was:

"Low time to mach 2," is Colman's quick reply.

Then, Mr. Chairman, there is something else which is very interesting. The minister told us today we picked this plane because it has been adapted for some new role as a strike fighter, yet here it says:

Out of talks grew a new idea. The Germans didn't want an off-the-shelf airplane. They wanted an improved model, with more all-weather capabilities, more electronics.

**The Deputy Chairman:** Order. It is one o'clock.

At one o'clock the committee took recess.

### AFTER RECESS

The committee resumed at 2.30 p.m.

**Mr. Hellyer:** Mr. Chairman, at one o'clock I was discussing the choice of the F-104 by the West German government, and I was quoting from the *Lockheed Star*, the paper of the Lockheed aircraft plant, where it describes some of the tests and evaluations made by the German officers before recommending acquisition of the F-104. I would like to quote, if I may, a few paragraphs from it which will give the committee some indication of what characteristics the West German government were looking for. It says:

This visit earned a return from the Germans in December. We were ready then with our biggest weapon—the F-104 itself—and a set of U.S.A.F. clearances that gave the Germans their first chance to fly a Mach 2 airplane with wings so small they almost doubted it would do all the things we claimed for it.

"And this was the turning point," says Colman. "We took drastic steps this trip that paid off big."