

Supply—National Defence

new types of aircraft with short take-off and landing capabilities, with a view to reducing the parachute element of the mobile striking force and at the same time increasing its air-portable capacity.

This subject is still under intensive study, but it is possible that Canada's field force may be organized and trained so that any part of it may be assigned to the role which is now exclusive to the mobile striking force. In other words, the long-term aim will be to train and equip the army more and more as an air-portable force with parachute elements continued in some units.

This significant new development, which is incidentally in line with views expressed by some hon. members last year in the discussion of our estimates, is a subject of such import and involves so many subsidiary problems that the present chief of the general staff is giving—as his predecessor had done—personal direction to a careful study of the problem and all its ramifications. However—and I want to be quite frank about this—I do not want to give rise to anticipations that are impossible of fulfilment. The problems attendant on large-scale air transport and air support of army units are very great indeed.

For example, if aircraft such as the C-119 were used, apart altogether from the cost of ground facilities and air crew, but allowing for reserve aircraft, it would require 148 planes, at a cost of about \$150 million, to provide a one-up lift for an army brigade without its heavy equipment.

Some hon. members may recall what General Twining, chief of the United States air forces, told the senate armed forces committee a few months ago, that, with aircraft diverted from the military air transport services, the United States air force could manage to lift one airborne division, but without its heavy equipment.

It may also have been noted that in the United Kingdom the air ministry has agreed to provide air support for the army for one specially selected and trained infantry brigade, which would be immediately ready to move to any part of the world, again without heavy equipment. So it will be seen that even in respect of armies larger than ours haste is being made cautiously and slowly.

Here in Canada we have not so far attempted to provide air transport on any one lift for more than a portion of the mobile striking force, and then only within our own country. This force has provided a good background of experience on which we can now go forward, applying lessons learned to air transport for the army generally. Certainly, the task of designing and developing

[Mr. Campney.]

equipment suitable for air-portability is a long-term program. It requires and is getting joint consideration by our army and our air force planning groups.

For some time some hon. members have urged that increased attention be given to armour in the Canadian army. As I pointed out last year, in matters of army organization there are many factors to consider—not the least of them the emerging patterns of allied armies so that we keep in phase with them—that long and careful study must precede any change.

However, I am glad to be able now to announce to the committee that it is intended to form or activate a third armoured regiment. This, with the two regular armoured regiments now in being, will enable us to field the first Canadian infantry division with three brigade groups, each consisting of three battalions of infantry, one regiment of artillery, and one regiment of armour, with signals, engineers, and other supporting services. This conforms with the new type British infantry division and will make for flexibility of movement and provide a division, the components of which will be capable, on occasion, of independent action.

Another important new development on which the army is working is an armoured amphibious 9-ton tracked carrier. This will be an all-purpose tracked chassis adaptable to mounting field guns as well as lighter weapons, and also capable of moving 10 or 12 men across rough terrain at 20 or 30 miles an hour. It will be resistant to small arms fire and splinter, and suitable in design and weight for air transport. Interest in the development of this most useful type of multiple-purpose vehicle is being shown by our NATO allies.

In addition to the carrier, development on over-snow vehicles and Arctic clothing, and the testing and modification of vehicles and equipment for use in severe cold weather conditions, has been carried on at Fort Churchill with very considerable success.

The FN rifle, which takes the standard NATO round of ammunition, has been modified for Canadian use as a result of Canadian troop trials. The new rifle will be known as the FN-C1. Initial deliveries of this rifle from Canadian Arsenal plants are expected this year and will gradually replace the Lee Enfield .303 now in use.

The program for replacement of second world war types of wheeled vehicles by modern and standardized military pattern types has been largely completed. It may be useful to remind hon. members that the war-time Sherman tank has been replaced by the Centurion; the 2-inch mortar has been