

Supply—National Defence

a luncheon in Toronto and then of the decisions which the government would have to make. It says these are:

1. Whether to equip the Canadian brigade group in Europe with nuclear weapons.
2. Whether to change the role of the R.C.A.F. squadrons in Europe from interception to that of strike attack and tactical ground support. This would mean re-equipping most or all of the 12 squadrons with between 200 and 300 new strike attack aircraft, at a cost ranging between \$200 million and \$400 million.

Of the two issues, the future of the air division in Europe is considered the more pressing largely because a negative decision on the part of the government would virtually put the R.C.A.F. out of business in a few years time.

The article goes on to say:

R.C.A.F. evaluation teams have been visiting aircraft plants in the United States and Britain since last fall in a search for an aircraft to replace the Sabre in Europe. Recommendations were submitted to the government about two months ago, listing at least three aircraft in order of R.C.A.F. preference:

1. The Grumman F11F, or Super Tiger, to be produced by the Grumman Aircraft Company at Long Island, N.Y. This is a low-level attack aircraft, originally designed for aircraft carrier use, which could be modified to carry the radar needed for high level interception work as well.
2. The Blackburn NA-39, a naval aircraft built by the Blackburn and General Aircraft Company in Yorkshire, England. R.C.A.F. reservations about this aeroplane are understood to be that it is somewhat slower than its competitors.
3. The Northrop N-156F, built by the Northrop International Aircraft Company at Hawthorne, California. Its main advantage appears to be its cost—about \$1 million complete against just under \$2 million for the Super Tiger.

All three aircraft, it is understood, could be built in Canada under licence—

Then later in the article we find this:

Another proposal, however, developed only last month as a result of negotiations between Avro and the Republic Aircraft Corporation at Farmingdale, New York.

The proposal, as laid before defence minister Pearkes, defence production minister O'Hurley and Prime Minister Diefenbaker, was that if Canada would order Republic's new strike attack interceptor, the F-105D Thunderchief, for the air division in Europe, Republic would supply Avro with certain tooling at nominal cost, would agree to Avro making most of the airplane at Malton, and would also buy Avro-produced components for Republic's production of Thunderchiefs for U.S. air force requirements.

The article continues, Mr. Chairman, but there is no mention whatever of the F-104 Lockheed day fighter and air superiority fighter. It is not until just recently, Mr. Chairman, that we have any mention of the Lockheed at all; not until June 23, 1959 when the lobbying starts on parliament hill, that we hear of the Lockheed 104. In late June, months after other possibilities had been mentioned frequently—and I have here an article from the *Ottawa Journal* written by

[Mr. Hellyer.]

Dave McIntosh, entitled "U.S. Plane Builders Converge on 'hill'"—the real lobby begins. The article states:

The firms include Lockheed, Grumman, McDonnell, Northrop, Republic and the Convair division of General Dynamics.

Far from all these top-wheels in the aircraft business get to see a cabinet minister.

If they are extremely lucky—and this requires careful sounding out in advance through junior officials—they get in to see Prime Minister Diefenbaker.

At the same time, Mr. Chairman, members of parliament and the Canadian people begin to get in on the Lockheed Aircraft Corporation lobby. My, Mr. Chairman, you will never know the pressure that was put up by that corporation. They have sent to members of parliament copies of advertisements they have run in Canadian periodicals for the purpose of influencing both government members and the public at large. Here is a picture of the F-104 with its dainty gossamer wings, and below it are some statements about it which are not factual; they are misleading in many respects.

Mr. Morton: Will the hon. member permit a question? Can he tell us to which members of parliament these advertisements were sent?

Mr. Hellyer: I do not know.

Mr. Morton: I have not seen any.

Mr. Hellyer: I got one with a note asking me to phone them if I had any questions.

Mr. Pearson: They sent them out by the hundreds.

An hon. Member: Did you ask for them?

Mr. Hellyer: I did not ask anyone, they were quite gratuitous.

Mr. Pallett: The member for Trinity is the only one who received them.

Mr. Hellyer: In its own flowery description of this aircraft it says:

Lockheed's all-weather, multi-mission Starfighter is the world's outstanding fighter plane. Holder of the world's speed, altitude and seven time-to-climb records, the F-104 was recently purchased by West Germany for their own—and NATO's—use as a fighter-bomber, interceptor, superiority fighter, and advanced reconnaissance plane.

Now, Mr. Chairman, anybody reading this who knows anything about airplanes would stop and say, "This advertisement should be taken out of the paper" on the basis of the proposed new legislation having to do with misleading advertising. The advertisement goes on:

In addition to increased range and flexibility, the F-104 can be deployed to any combat area in the world within twenty-four hours. It is capable of delivering a wide variety of weapons, day or night, in any kind of weather.