

be leased to CAE in the Air Canada hangars to enable CAE to continue all of the repair, overhaul and manufacturing work now being done on defence aircraft and commercial aircraft. In particular CAE will be able to undertake the major 10,000 hour repair and overhaul of the National Defence Boeing 707 aircraft.

Later in the same letter the minister said:

The federal government has established as an initial objective the achievement of 800 aerospace jobs, including personnel working on the base for CAE as well as for Air Canada.

Later he said:

Because the major 10,000 hour repair and overhaul work on the National Defence Boeing 707's will be done in Winnipeg by CAE in the Air Canada buildings, Winnipeg will have a repair and overhaul capability equal to the aircraft repair and overhaul capability anywhere.

On December 28 an announcement was made that the contracts for servicing the DND planes had been given not to CAE but to Transair, despite the promises made by the Prime Minister and the Minister of National Defence to which I alluded. In 1971, CAE had a top employment of about 1,000. In the fall of 1974 this had fallen to 350. It is now down to about 200. The minister said again and again that there will be 800 workers working in the aerospace industry in Winnipeg. That may be true, although there are as yet no signs of that.

But the minister has given no assurances, and made no plans for the present CAE workers despite the promises made by the Prime Minister and the minister during the election campaign that the job rights of 200 CAE employees who were there a month ago—some of them are probably gone by now—will be given first opportunity on the work which supposedly Transair will get and which supposedly Air Canada will turn over to Transair.

These are the promises the minister made. Let me quote just one more which appeared in an article by Frances Russell in the *Winnipeg Free Press*. The minister is quoted as saying the following:

"I've been CAE's defender for five years and I don't want to see them shunted aside. We must resolve a phase-out with them and protect the jobs of the men until they can be taken by Transair and others.

I see that my time has almost elapsed. I am sorry that the minister is not here to explain the situation. I think he should be, not for me, but for the people to whom he gave such strong assurances. The minister and the Prime Minister promised that not only would the facility be maintained in Winnipeg, and that it would be expanded, but that the workers who had been working in the aircraft industry for CAE would continue to have jobs. Those promises so far have proven worthless, and I hope that the minister and his department can say very quickly what they propose to do to fulfil the promises which were made to protect the jobs of those who are there now, and to allay the real fears they have at the present time.

Mr. Leonard Hopkins (Parliamentary Secretary to Minister of National Defence): Madam Speaker, the minister regrets that he is unable to be here tonight, but the report I will give to the hon. member has been approved by the minister, and I want to make that quite clear.

As the hon. member knows, the contract for repair of Department of National Defence Boeing 707 aircraft has been awarded to Transair Limited of Winnipeg. The contract was let on the basis of the most effective use of

Adjournment Debate

public funds. That company is now in the process of hiring capable and responsible personnel and making preparations to commence overhaul work on the Boeings. The first aircraft is scheduled for overhaul in early June of 1975, with the remainder following at intervals of three to four weeks.

Transair Limited of Winnipeg has commenced hiring personnel, and preference is being given to CAE employees, especially to those who had previous employment with Air Canada. As the repair program develops more people will be hired, and it is anticipated that over 250 personnel will be in the employ of Transair by this summer.

When the Minister of National Defence (Mr. Richardson) responded to the hon. member's question on this subject last month, he said that the government commitments made in June last year are in the process of being fulfilled. One commitment was that the Boeing 707 repair overhaul would be undertaken in Winnipeg, and that is taking place. Another commitment was that there would be a larger Air Canada presence, and there has been an announcement of a new hangar, which is being constructed. Another commitment was the setting of an objective of creating 800 aerospace jobs. That objective is also in the process of being fulfilled.

I wish to assure the hon. member that every attempt is being made to find employment for CAE employees seeking employment at Transair or elsewhere, but particularly at Transair where the Boeing work is being done.

COMMUNICATIONS—ABANDONED PINE TREE RADAR BASE—GOVERNMENT ACTION TO PREVENT DAMAGE—INQUIRY AS TO POSSIBLE FUTURE USE

Mr. Jack Marshall (Humber-St. George's-St. Barbe): Madam Speaker, while I appreciate the appearance of the Parliamentary Secretary to the Minister of National Defence (Mr. Hopkins) this evening, I think the subject I will be presenting to him goes beyond the Department of National Defence to Public Works, and I was hoping to see the Minister of Public Works (Mr. Drury) or his parliamentary secretary here. However, I hope to get more definitive answers to my question regarding the need for action by the federal government to preserve the property and land known as the Pine Tree radar site located in western Newfoundland, about 10 miles from the fast growing area known as Stephenville in the Port au Port area. This site served the United States air force base during the second world war as part of a line of radar communication in their complete North American defence mission.

The United States Ernest Harmon air force base located in nearby Stephenville was vacated by the American air force in the early 1960's. The Pine Tree site remained in existence and manned until 1971, and the American government left the land and property to the federal government.

● (2220)

Just to give you an idea of the technical equipment remaining, there are two domed radar screens of untold value which were used to monitor all flights operating strategically in the defence mission, as well as saucer type