

*Aircraft*

The time has passed for any false sense of loyalty to a particular company or a particular contract to disguise what the truth really is. If the hon. member makes with conviction the statement he has just made—and I accept it on that basis—then he obviously has not been informed of the recommendation of many of the pilots flying these aircraft. Because if he were informed he would know that for some time past pilots have been recommending that the Pratt and Whitney motor be put in those aircraft so that they can give better flying service.

**Mr. McIlraith:** Do you want to sell Pratt and Whitney engines? Is that it?

**Mr. Drew:** That, Mr. Chairman, is exactly the type of specious argument that has hidden the truth about this thing all the way through. If the hon. member is so concerned about the use of American engines, then why does the government not give the contract now to the Rolls-Royce Company to make the Ghost engines right here in Canada. If he believes that we should have our own aircraft production, then let him urge his department, in the absence of the minister, to adopt an aircraft which today stands as one of the finest fighter interceptors ever produced, and let him urge that a contract be given for the production of Rolls-Royce engines, as has been done in Australia, as has been done in Sweden, and has been done in other countries.

In so far as these machines are concerned, the pilots and aircrew of the T.C.A. are under the same kind of restraint as that to which I have already referred. But the department knows—even if the hon. member does not know—exactly what those pilots think about the kind of engine they should have.

Because the government has refused to permit examination in detail, then it does become necessary, as a duty in this House of Commons, to state what the facts are. When the hon. member says that these North Star aircraft are giving service comparable with similar four-engine aircraft used on the air routes of the world, then he simply indicates that he is not informed as to the details which he should have in regard to the operation of these aircraft.

**An hon. Member:** Are you?

**Mr. Drew:** Yes, I am. And he would find, if he made careful examination, that these aircraft which are being used by T.C.A. are only being used in the air about one-third of the number of hours that Constellations, DC-6's and other similar four-engine aircraft are being used today by air lines throughout the world. And if he does not already know it, then let him check the files for February

[Mr. Drew.]

and find out how many engine failures there were in the DC-4's in that month of February alone.

**Mr. McIlraith:** I have checked a lot of files about aircraft and I am fairly familiar with them.

**Mr. Drew:** Then if that is so you might inform the house as to the number of engine failures in the DC-4 aircraft.

**Mr. McIlraith:** I know your record in the past about recommendations with respect to aircraft.

**Mr. Drew:** If you do, then you are better informed than I thought you were. The last time I was in Vancouver, and was coming east, I had an experience which is a common experience today with those flying on North Stars. I went out for the morning flight, as usual, and found that the plane was going to be some six hours late. The explanation was that one of the engines had gone out coming over the Rocky mountains the day before. But it was pointed out that this was quite a common experience.

**Mr. Rowe:** I had the same experience last week.

**Mr. Drew:** There are at least two hon. members—

**Mr. Nicholson:** Would the leader of the opposition give some indication of how frequently this has happened? It does destroy confidence in air travel; and I think any hon. member making that statement should support it with statistics.

**Mr. Drew:** I find that there are two members in the house, at least, that I know of—

**An hon. Member:** Three.

**Mr. Drew:** There are more than I thought—who have had the experience of engine failures within the last week.

**Mr. Cruickshank:** I have had that in my lawn mower.

**Mr. Drew:** But these are not lawn mowers. Perhaps you were not here when we started discussing this subject. We are discussing aircraft. I know that the experience of being held up because of engine failures is a common experience, and it has been my experience five times since January of this year.

**Mr. Probe:** You went to Newfoundland.

**An hon. Member:** Where?

**Mr. Drew:** There are other members who have had the same experience. The hon. member who has just spoken should know, if he does not know, that these records are