

International interest in unique airport fire-fighter

An airport fire truck designed especially for rugged and wet terrain will soon be tested at Resolute Bay in the Northwest Territories. The Canadian Delta Foam Boss, built to Transport Canada specifications, is probably "the only crash and fire vehicle capable of getting to a plane that bounces off a runway and into a swamp", says Bob Linden, a spokesman for Industry, Trade and Commerce. If further tests prove successful, the vehicle, which could someday travel on the surface of the moon, should attract international buyers. According to Mr. Linden, airport authorities from several countries have expressed serious interest in the unique fire truck.

One of several special features of the Delta vehicle is the "foam package", a water and foam compound which produces 6,000 gallons of foam a minute for a duration of two minutes. The foam can travel a distance of up to 225 feet. Only

one person is needed to drive the truck and operate the foam equipment.

The vehicle under test travels at only 30 mph; however, a larger one that can

reach a speed of 50 mph, is also being tested, and may become the main export version as well as a regular feature of Canadian airports.



Although the fire truck weighs 22 tons, its soft tires exert one-quarter the pressure a square inch of regular truck tires. (Above) the truck rambles over soggy terrain.

Learning materials for the blind

Ten volunteers recently completed an 18-week course that will qualify them to produce learning materials for blind students. The Braille Transcribers Training Program is run jointly by the Manitoba Department of Education and the Canadian National Institute for the Blind.

The ten graduates will work on their own, at home and without pay, producing things like recreational or supplementary reading materials for blind students in the regular Manitoba school system. Provincial Education Minister Ian Turnbull, who presented certificates to the graduates on May 25, said the work the volunteers would do would be an essential part of enabling blind students to continue in the school system.

"Without the learning materials these volunteers will supply, the students would not have enough material adapted to their special needs to enable them to keep up with their classmates."

The course, two-and-a-half hours a week at the Winnipeg Adult Education Centre, was taught by Bern Bileski, an itinerant teacher of the blind, and Doris Friesen, a transcription co-ordinator with CNIB.

The students, who range in age from

20 to over 65, learned the Braille alphabet and then complex shorthand symbols ('contractions') for prefixes, suffixes and very common words (such as "be", "is", "was"). They learned to use a Brailier, a six-key machine that looks something like a typewriter, and how to make the

necessary configuration of dots so that proper Braille letters are produced. The students also had sessions with blind and sighted people to give them an appreciation of the problems of blindness and the special nature of non-visual learning.



Sharon Taylor transcribes a supplementary reading book into Braille, for use of Manitoba's blind students.

She is using a Brailier, a machine a bit like a typewriter, with six keys.

The keys can make the six dots of the Braille alphabet in various combinations.