

## JUMBO JETS FOR AIR CANADA

It was announced recently by G.R. McGregor, President of Air Canada, that the airline had ordered three *Boeing 747* "jumbo" jetliners, each able to carry 368 passengers.

The *Boeing 747* is the largest commercial aircraft ever designed. The three Air Canada planes, which are due for delivery by the summer of 1971, will cost a total of about \$60 million. They will be put into service on Air Canada's transatlantic and transcontinental routes.

The main cabin of the *Boeing 747*, with a width of 20 feet, is broader by seven feet than the cabins of jets now in use. The cabin area extends into the nose of the plane, and, in the Canadian models, will be divided into five sections, by a galley and wash-

room facilities. There will also be room for a private lounge or private-passenger area.

### UPPER LEVEL

Behind the cockpit of the huge aircraft will be an upper level with room enough to accommodate a second lounge, a business office or a private stateroom with bed. This area will be connected to the main cabin by a circular staircase.

Twice as heavy as the DC-8 now in use by Air Canada, the *Boeing 747* is 42 feet longer and has 50 feet more wingspan. It has a cruising speed of 600 miles an hour.

Air terminals are being planned to accommodate the new air giant.

## NANCY GREENE SKI QUEEN

The spectacular feats of Nancy Greene in winning both gold and silver medals at the tenth Winter Olympics in Grenoble, France, recently brought congratulations from the Minister responsible for the National Fitness and Amateur Sport Programme, Mr. Allan J. MacEachen.

In a telegram to Miss Greene after her victory in the giant slalom event, the Minister said that her determination and skill were admired by all Canadians. The gold medal for the World Cup winner, showed that Canada had the best woman skier in the world, and that her achievements reflected the success of the Canadian Amateur Ski Association in developing the sport of skiing in Canada, Mr. MacEachen declared.

His Department had been pleased to assist the CASA in building a strong national ski team and in developing the sport throughout Canada.

"Miss Greene's success," the Minister said, "will surely encourage more young Canadian skiers in a sport which can be enjoyed by people of virtually all ages and all levels of ability."

The CASA is one of the national sports governing bodies supported by the Fitness and Amateur Sport Programme.

## ENGINEERS IN AID PROGRAMME

The first of a number of Canadian aid administrators to be posted overseas left Canada recently to take up responsibilities in economic development-assistance programmes in Asia and the Caribbean. Field representatives of the External Aid Office, who have been seconded to the Department of External Affairs, will work through Canadian missions in recipient countries to co-ordinate many aspects of the Canadian development-assistance programme.

Three engineers, who have gone to India, Pakistan and Trinidad and Tobago, will fill the first of several positions in aid-administration, which have

been established for engineers and programme administrators at both junior and senior levels. More specialists in these categories will be sent overseas later.

The engineers will serve as technical and engineering advisers to heads of mission at Canadian diplomatic posts. Their work will include liaison and supervisory functions relating to investigation, construction, administration and assessment of capital projects, and other aid duties.

## NAVY MISSILE SYSTEM

Beginning with the present shipbuilding programme, and for the first time in the history of Canada's seaborne forces, warships of the operational fleet will be equipped with all-weather, close range, surface-to-air missile systems.

The system, which is known as the *Canadian Sea Sparrow*, will be built into the Navy's helicopter-destroyers scheduled for construction within the next few years. The same device will be fitted into the new operational support ships after they are built.

Total costs for the *Sea Sparrow* programme will be more than \$25 million, though much of the planning will be applicable to future programmes of a similar nature.

In recent years it had become increasingly apparent that Canada's warships needed improved weapons to provide a more effective means of defence against air attack. Almost concurrent with the idea of helicopter-destroyers in 1965, a review of ships' armament showed a requirement for increased anti-aircraft effectiveness against modern, high-speed aircraft.

The new system will use the *Sparrow 111* missile, tested and employed by the United States Navy, coupled with a fire-control system designed in the Netherlands, with a Canadian launcher. The missile will not carry a nuclear warhead and will be