

### STOLport construction begins

Construction of STOLports in Ottawa and Montreal have begun in preparation for the two-year short takeoff and landing (STOL) passenger aviation demonstration service to be inaugurated in March 1974.

The building of taxiways, a parking apron, a car park and related services at the Ottawa STOLport at Rockcliffe will cost over \$600,000, while similar work at Montreal is estimated at over \$1.5 million. The cost of STOLport buildings has not yet been announced.

Construction expenses at Rockcliffe are lower than at Montreal because part of the existing Rockcliffe runway will be used for the service, whereas at the Montreal site a runway must be built.

The Ottawa and Montreal STOLports are small complete airports, specially designed to suit the characteristics of STOL aircraft, and to fit into the environment of the downtown and suburban areas of modern cities and of smaller communities.

Runways will be 2,000 feet long and 100 feet wide – less than one-third the dimensions required for conventional medium jet aircraft such as the DC-9 and the 737.

The terminal buildings are relatively small, with 5,000 square feet of floor space to accommodate the expected 90,000 to 120,000 passenger trips a year during the two-year demonstration service. Although STOL systems are expected to have many applications in Canada and abroad, it is expected that the clientele during the peak hours of the two-year service, will be largely people on business trips.

In Ottawa and Montreal 220 car parking spaces are being provided for passengers. Access by taxi or bus also will be convenient, as the Ottawa STOLport is only 12 minutes from the central business district and the Montreal port five minutes from the city core.

"The designers of the STOLport have sought to mesh all the essential elements of a new and unique air service. Passenger convenience and low total trip time are fostered by the STOLport design and location. All the inherent characteristics of STOL aircraft – "quiet, steep, safe" – will be fully exploited for the first time in world-wide aviation history," Transport Minister Jean Marchand stated.

### Oil spill clean-up expert to Chile

Canadian expertise in containing and cleaning-up after marine oil spills is being recognized far afield.

As a result of a call from the Government of Chile, following the recent grounding of a loaded oil tanker in Chilean waters, M.S. Greenham, Operations Officer with the Canadian Ministry of Transport, went to Santiago to advise Chilean Government staff on ways of coping with the resulting oil spill.

The vessel, S.S. *Napier*, of Liberian registry, 38,500 deadweight tonnage, ran aground on June 12 in a severe storm near Guambin Island, in the Chilean Archipelago. She was carrying a cargo of Bolivian crude oil.

Mr. Greenham has played an important part in clean-up of oil spills in Canadian waters in recent years.

### Energy Board chairman resigns

The resignation of Dr. Robert D. Howland as chairman of the National Energy Board was announced recently by Donald S. Macdonald, Energy, Mines and Resources Minister.

Dr. Howland, who has been a member of the Board since its inception in 1959, was appointed chairman for a five-year term in 1968.

The Minister stated that the past quarter-century had produced a remarkable development of the energy field in Canada and that Dr. Howland had made important contributions to Government policy-making.

Mr. Macdonald added that Dr. Howland's work with the NEB had been significant in establishing the regulatory patterns for the country's energy industries.

### Soviet agriculture specialists visit

*As part of the continuing co-operation engendered by the technology agreement between Canada and the U.S.S.R., a group of Soviet specialists visited Canada recently for a week to study farm machinery, specifically that used for grain production, and to discuss such matters as plant genetics, animal husbandry, cereal and oil-seed production and farm-mechanization systems.*

*The group was led by the Soviet Deputy Minister of Agriculture, I.N. Kuznetsov, seen in these pictures at the Massey-Ferguson combine-testing plant at Toronto and showing undivided attention to some of the mechanisms used in one of the company's newest combines being manufactured at Brantford, Ontario.*

*The group visited four provinces and came as a follow-up to the Canadian exhibits last September at the agricultural show in Moscow, which alerted Soviet technicians to Canadian expertise in agriculture.*

*The Agreement on Co-operation in the Industrial Application of Science and Technology was signed in Moscow in January 1971, and many exchanges have taken place since then between Soviet and Canadian experts. Eight working groups have been set up to cover various sectors of industry and to provide links between scientific and technological co-operation and trade.*

