

basic production model, equipped with the Twin Pac ST 6 United Aircraft of Canada engines, was due at the end of April. This is the first ACV specifically designed for the Arctic environment, although it is suitable for use in all climatic conditions.

#### SPECIFICATIONS AND USE

The *Voyageur* is basically a self-propelled cargo-deck that rides on a cushion of air. It is thus able to cross water, land, snow, ice and marshy areas. Sixty-five feet by 36 feet, the craft is unique in that it is based on a simple flat-bed configuration of modular units that permit it to be transported by air in the C130 freighter in three loads, and by rail, road or sea. It has a maximum over-water speed of 50 mph with a nominal payload capacity of 20 tons, plus five tons of fuel with a trade-off potential between the two.

Operated initially by the Northern Transportation Company Limited, under contract with the Transportation Development Agency of the Ministry of Transport, the vehicle will be employed in roles that will include maintenance of aids to navigation. It will also be used for logistical resupply in the Arctic, for search and rescue operations, to carry freight in special areas and for various tasks for other government departments.

The craft will also be available on a commercial basis for limited periods to demonstrate this new technology to the petroleum industry in resource-development schemes. After one year, this particular model of the *Voyageur* will replace some of the older conventional surface vessels in the Western Arctic with the Canadian Coast Guard.

The development of this new type of air-cushion vehicle is a joint venture between the Department of Industry, Trade and Commerce and Bell Aerospace of Canada under the aegis of the Program for Advancement of Industrial Technology for the development of new technology in Canada. The work between MOT and Industry, Trade and Commerce is an example of interdepartmental co-operation. The Canadian Government investment in the industry through PAIT, affirmed by this purchase by MOT, is also an expression of the Ministry's leadership in a new transportation technology, as well as an expression of Government confidence in a new vehicle manufactured in Canada.

#### MASSEY MEDAL FOR ICE EXPERT

Miss Moira Dunbar, a geographer with the Defence Research Board, has been awarded the Massey Medal by the Royal Canadian Geographical Society for research into Arctic ice conditions. The medal was presented to Miss Dunbar by Governor-General Roland Michener at Government House, Ottawa, on April 4.

Miss Dunbar began her Arctic ice studies when she joined the Board's scientific staff on coming to Canada in 1947. She was born in Edinburgh, Scotland, and obtained a master's degree in geography at Oxford. During the Second World War she was an actress, playing in London and in various provincial centres and also in presentations for the armed forces.

In the course of her studies of Arctic ice, Miss Dunbar has travelled widely throughout the Canadian Arctic both by air and aboard icebreakers. She has contributed important new knowledge on ice-distribution and the interpretation of ice photographs taken both by satellite and by infra-red photography.

In 1969 she was an observer on the Canadian escort icebreaker during the voyage of S.S. *Manhattan* through Canada's Arctic waters. Last winter and again this year, she was engaged in studies of ice conditions in Nares Strait, which separates Ellesmere Island, Canada's northernmost land mass, from Greenland.

Among Miss Dunbar's many accomplishments is the book *Arctic Canada from the Air*, written jointly with another winner of the award, Brigadier General K.R. Greenaway. In addition, Miss Dunbar has been the author of a large number of papers on sea ice, and has been published in the Russian journal *Oceanology*.

#### S. VIETNAMESE TB CENTRE

One phase of a para-medical assistance program for South Vietnam was brought to a successful conclusion recently when, at an official ceremony, the tuberculosis-control centre at Quang Ngai, was turned over to the Government of the Republic of South Vietnam.

The project was launched in 1967, with Canada providing part of the construction cost, equipment, medical supplies and advisers, and the Government of South Vietnam being responsible for its operation.

The centre concentrated on preventing the spread of TB as well as treating the disease and provided training for Vietnamese administrative and medical personnel, and practical nursing courses.

During the five years the centre, as part of Canada's development assistance program in South Vietnam, evolved into a fully integrated public health program with assistance from the Canadian Tuberculosis Association and the World Health Organization, among others.

Canada also helped South Vietnam set up, equip and operate a physical rehabilitation centre at Qui Nhon, 250 miles northeast of Saigon.

Other Canadian assistance includes organization of immunization programs, emergency hospital units, low-cost housing, public health training, providing food aid and assistance to education.