



The first of 115 CF-5s for the Canadian Armed Forces was rolled out at Canadair's Cartierville plant on February 6. The CF-5s will become an integral part of the newly-integrated CAF's Mobile Command. On hand for the ceremony were, right, Defence Minister M. Leo Cadieux (with hat), General J. V. Allard, Chief of the Defence Staff (in cockpit), and Canadair president Mr Frederick Kearns



quire to be voted by a new Government, perhaps after elections.

The Mirage 5 purchase will cost around £62.4 million if the originally planned 106 are bought. Delivery will be spread over six years. Tempting inducements were held out by the French Government during the long sales battle with the Northrop F-5 which preceded last week's decision. French negotiators had to overcome cogent arguments in favour of continuing the advantageous common-equipment policies of the Belgian and Netherlands Air Force, which has led with previous types to substantial economies in common training and maintenance programmes.

In recent months they had also to overcome Belgian resistance to buying from a country whose attachment to the Atlantic Alliance has weakened so drastically in recent years and which, as Israel can testify, has no compunction about withdrawing support for its customers at moments of crisis, if it suits French foreign policy to do so.

French inducements were, however, compelling. The French have undertaken to make offset purchases from Belgium worth about 70 per cent of the purchase

and it is understood that much of this amount will be in the form of sub-contracts from Dassault on both this Mirage 5 order and future orders from other countries, together with work on French Air Force Mirage 3 and F.1 contracts.

France is also said to have promised to associate the small Belgian aircraft industry with such important programmes as the BAC/Breguet Jaguar, the Anglo-French helicopters and the Anglo-Franco-German A.300 airbus. If given, this undertaking has been made without apparent consultation with the other partners in these collaborative ventures, and it is presumably the French Government's intention that parts of its own shares in these programmes will be sub-contracted to Belgium. Hr van den Boeynant's statement last Friday, however, seemed to suggest that the Belgians might consider at least a Jaguar purchase later, in return for which they would demand a stake in its production. A Belgian order for Jaguar would probably be restricted to the reconnaissance version (see previous page) as an RF-84F replacement and number less than 20 aircraft.

NVAF to Strike in New Campaign?

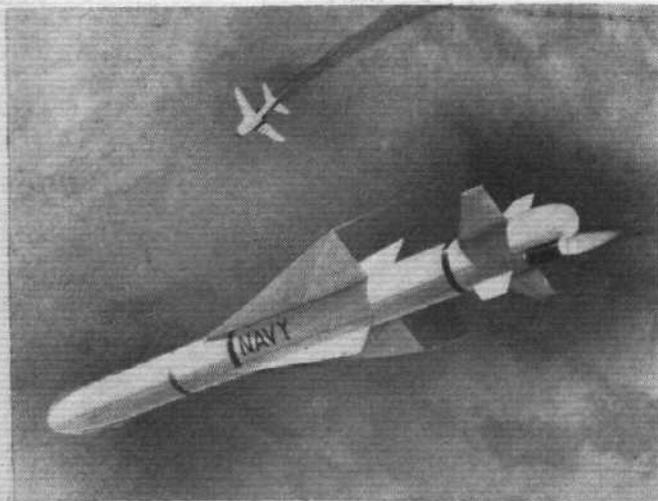
THE US COMMAND in South Vietnam is understood to be expecting North Vietnamese air intervention over South Vietnam imminently. For the North Vietnamese the air war has been wholly defensive to date, but Gen Giap, NV Defence Minister, is expected to throw II-28s, MiG 21s and other aircraft into close support of his forces in the US 1st Corps area immediately south of the demilitarised zone. Their appearance would be in keeping with the changing nature of the war and the current North Vietnamese/NLF offensive, which recently saw North Vietnamese tanks involved for the first time, in battles around Khe Sanh and Con Thien. This followed a Giap promise to North Vietnamese forces that they would enjoy armoured and air support.

RAF Plans to Rework Buccaneers

THE ROYAL NAVY'S HOPES that the fixed-wing Fleet Air Arm might remain in being as a land-based air arm after the Navy's carriers are scrapped in 1971, tasked primarily for fleet defence and support, are waning fast. Defence planners in Whitehall are now working firmly upon the assumption that the Navy's Buccaneers and Phantoms will be handed over to RAF control, and operated by RAF squadrons, once there are no longer any carriers to operate them from.

This is not to say that there might not remain some naval aviators flying these types after *Ark Royal*, *Eagle* and *Hermes* are broken up; it is almost certain that for an interim period at least type-qualified naval crews will serve out their tours, or their engagements, on the types, but they will do so as personnel seconded to RAF squadrons.

Already plans are being made to exchange the naval characteristics of the Buccaneer for other capabilities when this type is transferred to the RAF. Once it is regarded as a land-based aircraft it is possible to increase the gross



In advanced development at North American's Columbus Division is the AGM-53A Condor stand-off missile for the USN. It has TV guidance, operated through the A-6A's bombardier but becoming automatic once the missile locks on to an identified target. The data-link is by Hughes, and the primary contractor's Rocketdyne Division is responsible for the sealed liquid rocket motor