

bility, long loiter time, and good close ground support features. Our original deployment schedule called for activation of the first squadron in fiscal year 1968 with more to be introduced later. However, this schedule was predicated on an early decision to proceed with the deployment of an afterburner for the Air Force A-7.

Two considerations caused us first to delay and then change this decision. First, it appeared desirable, if possible, to find a new engine production source rather than add to the already crowded schedule of one of our principal engine manufacturers. Second, if a different, more powerful engine could be used, the load-carrying capacity of the A-7 would not have to be penalized by several hundred pounds of dead weight which the afterburner would involve. Such an engine, the Rolls Royce's "Spey," proved to be obtainable from Allison, who will produce it in the United States under license from the British firm. The net result of this decision will be a more capable aircraft but a delayed delivery schedule for the first aircraft. However, a new, faster production schedule will still permit the achievement of the projected force by the originally planned date.

Tactical reconnaissance

The present long-range objective for the tactical reconnaissance force remains the same as a year ago.

Because of anticipated southeast Asia attrition and higher training requirements, the RF-101 force had been expected to decline by the end of the current year and then level off. In order to maintain that level, we will have to modify additional F-101's to the RF-101 configuration.

With respect to the RF-4's, the force will be built up to its full planned strength, although projected attrition in southeast Asia will cause a slight delay in the scheduled buildup.

Ultimately, we will probably want to introduce a more advanced capability into the tactical reconnaissance force. To this end we initiated in fiscal year 1966 a development project which would provide a reconnaissance version of the F-111. This development provides for the necessary equipment to be installed in the attack version of the F-111 with minimum modification to the aircraft. Through fiscal year 1967, \$25 million has been devoted to this effort and \$2 million more is included in the fiscal year 1968 requested. An additional substantial sum is included in our request for the initial procurement.

Tactical electronic warfare support

With the increasing importance of electronic warfare, underscored by our experience in southeast Asia, we have decided to establish a separate tactical electronic warfare support (TEWS) force in the Air Force General Purpose Forces. This force will be composed of EB-66's converted from the RB/EB-66 aircraft previously shown in the reconnaissance category, and EC-47's (formerly RC-47's).

In order to provide sufficient aircraft for training, maintenance and advanced attrition, we plan to convert the RB-66's now in the force and WB-66's now in storage to the EB-66 configuration; this will involve some modification of the engines and provision of new ECM gear. A substantial sum is requested in the fiscal year 1967 supplemental for these modifications. Later, as advanced electronic equip-