

project (DSSP), deep research vehicles (DRV), and deep ocean technology (DOT).

No further funding is requested for the "combined gas turbine propulsion" program, pending further study of the results achieved to date.

The "active PLANAR array sonar" is concerned with the development of an experimental integrated ship sonar system.

The "ASW/ship integrated combat system" consists of two efforts: ASW command and control, and ASW integrated combat system (ICS).

The next item, \$13 million for "Reactor propulsion plants," will consist of three concurrent efforts in fiscal year 1968: the development of a "natural circulation" powerplant, a small combatant ship reactor, and a more powerful reactor for use in aircraft carriers.

The "advanced surface craft" consists of advanced development projects for three different types of surface ships, for which a total of \$10 million is requested in fiscal year 1968. The first effort, "surface effect craft" (e.g., air cushion vehicles and captured air bubble ships), is to acquire the technology and design capability needed to build large high-speed "surface effects" ships. In the second effort, "hydrofoil craft", we have built a 110-ton, 45-knot patrol craft (PCH) and have a 300-ton, 50-knot hydrofoil auxiliary ship (AGEH) over 90 percent complete. The third effort, "landing craft", is concerned with the development and test of high speed amphibious and assault landing craft concepts.

Air Force

The first five items on the Air Force list of advanced developments are all part of the V/STOL technology program which was discussed earlier.

Last year, we programed \$3 million for fiscal year 1967 to support preliminary work on a new "V/STOL assault transport." We have reconsidered the requirement for this type of aircraft and decided that it is premature to settle now on a specific design. Therefore, the project has been renamed "Light Intertheater Transport" and will be concerned with the development of a new aircraft to replace eventually the CV-2 (Caribou) and similar small transports. The \$2 million requested in fiscal year 1968 will be used for preliminary study of possible designs including V/STOL aircraft.

The fiscal year 1967 funds for "V/STOL aircraft technology" will, as previously described, support contract definition of a new V/STOL fighter aircraft, a project jointly financed with the Federal Republic of Germany.

No further funding is required for the next item, "Lightweight turbojet," which was principally concerned with demonstrating light turbine engines for V/STOL aircraft.

The \$3 million requested for "Tri-service V/STOL" development will continue operational testing of the XC-142A aircraft, as I noted earlier.

The next item, \$20 million for "V/STOL engine development," will provide for the continued work on two engines, a direct-lift engine and a lift/cruise engine or for forward propulsion. . . .

The next two items, "Overland radar" and "AWACS," were mentioned previously in connection with their potential application to