

keep business humming. Depending on the strength and weaknesses in the rest of the economy, so might the same rate a full year later. And if by some outside chance Vietnam and other commitments were to accelerate steeply and simultaneously, and annual military spending were to hit a rate of \$65 billion by late 1967, the Nation still might not have to resort to direct controls as it did during the Korean war. For a \$65 billion level would still represent a stepup of \$15 billion in 2 years. Given such a stimulus, the economy would be sure to grow, in the same period, by some \$60 billion, or four times the increase in defense spending. In other words, the productive power of this guns, butter, and "then-some" economy is so immense that it can take almost any foreseeable defense increase in stride.

WINGS OVER VIETNAM

Dirty little ground wars like Vietnam were low in the Pentagon's calculations when the U.S. jet-age air force was planned. Consequently the war in Vietnam has opened up new areas of plane and helicopter procurement. Among the favorites and the candidates:

1. Hughes's OH-6A light helicopter, designed for observation; 714 are on order for the Army, and as many as 4,000 eventually may be ordered. The war looks like one in which helicopters will take the place of tanks and tracks; the Army has increased its helicopter companies to perhaps 50 each with 30 machines.

2. Boeing's CH-47A (Chinook) medium transport chopper, good at moving cargo and combat troops. The Army will spend at least \$125 million on them.

3. Bell's UH-1 (Iroquois or Huey) helicopter, also for cargo and troop transport. The Defense Department has ordered at least 1,500 at roughly \$140,000 each.

4. Northrop's \$700,000 F-5 twin-jet tactical fighter, which can carry a heavy bomb load and yet fly (after dumping its load) at 1,000 miles per hour. None has yet been ordered, but the F-5 may be one successor to the 18-year-old Douglas A-1 Skyraider, a piston-engine fighter whose ability to carry more than its weight in bombs proved invaluable not only in Korea but in Vietnam.

5. Ling-Temco-Vought's A-7A, a light attack bomber that can carry twice as much as any other plane in its class and carry it farther. It is also a candidate to succeed the A-1.

6. Lockheed's C-141 is doing most of the air-ferrying of men and material to Vietnam. It will be succeeded, in 2 or 3 years, by the giant C5-A, which will carry as many as 700 men or as much as 110 tons.

7. For counterinsurgency (COIN) jobs the Pentagon is considering a number of light armed reconnaissance planes. One of the candidates of North American Aviation was the YAT 28.

8. Hoping for orders, General Dynamics has gone ahead and built prototypes of its own counterinsurgency plane, the Convair Charger.

9. Even civilian planes, such as the new Piper Cherokee 6, are being considered for counterinsurgency work. Piper is just working up to production of three a day for the civilian market.