

**editorial**

## **Penny-wise Cutback Might Be Dollar Folly**

There are reports from Ottawa that the government is being urged to abandon development of the well advanced missile carrying Mark 6 Avro CF-100 as an economy measure.

The suggestion is that a considerable saving might be realized by attempting to make do with a lash-up missile system which could be created through modification of Mark 5 CF-100s now in production at Avro.

The proposal is inconsistent both with sound aircraft development procedure and fulfillment of RCAF responsibility in the defense of North America.

The Mark 6 CF-100 has been designed as a missile carrying weapons system which would go into limited service with RCAF Air Defense Command squadrons as a prelude to over-all re-equipment with the all new delta-wing CF-105 Avro Arrow. As such, it is a necessary stepping stone, both for industry and the military.

Design and production of an airborne missile system is comparatively new ground in Canada. It is reasonable to assume that the industrial team which has been given responsibility for the project will greatly enhance their ability to come up with a system consistent with what is expected of Canada's ultimate manned aircraft (the CF-105), if they are permitted to proceed with initial design work on a vehicle adapted to the missile role. The Mark 6 CF-100 is that vehicle.

The use of an airborne missile system is new ground for the RCAF. It is reasonable to assume here that air crew teams

will enhance their ability to make most effective use of an ultimate airborne weapon by building up as early as possible a backlog of experience with advanced systems of this type.

Further in this regard, Canada's responsibility in the defense of North America demands an air force equipped with the best system that its industry can bring into current production. If we may be called upon to fulfill our commitment at any hour, and this is a situation which has dictated build-up of the largest "peace time" defense establishment in Canadian history, we must be ready with the best we have now—not two years hence.

Incorporation of a missile weapons system is not the only advance which the Mark 6 CF-100 represents over the Mark 5 version. Performance of the new mark, its Orenda power plants equipped with after burners, will be considerably improved over the Mark 5.

Two final points:

With tooling on the Mark 6 line almost complete and a start on production only weeks away it is doubtful if there would be a substantial economy in switching effort to modification on the Mark 5 aircraft.

If the Mark 6 experience may contribute to molding the CF-105 Arrow into a weapons system which performs with an efficiency which makes its service in squadrons of the air forces of our defense partners a must, then any move to preclude this development would be "penny wise" economy.