Powerplant of the F-104G is the 15,800lb-thrust J79-IIA, designed by General Electric's Large Jet Engine Department near Cincinnati. These examples are in the BMW factory at Munich, and other engines are being made by FN, Alfa Romeo and Ishikawajima-Harima.

**F-104 WORLD-WIDE**

The remainder of this account is a condensed survey of the countries associated with the F-104, arranged in alphabetical order.

**Belgium** Less prosperous than West Germany, Belgium is said to have chosen the F-104 largely on economic grounds. She is a member of the Western industrial group formed for F-104G manufacture, the genesis of these groups being given in the section dealing with Germany. The agreement forming the Western Group was signed by Belgium, Germany, Italy and the Netherlands in December, 1960. Despite difficult conditions created by loss of the Congo, unrest at home and severe criticism by the Socialist group in the Chamber of Representatives, Belgium's part in the programme is now firm. Avions Fairey and SABCA are establishing a joint production line and flight-test facility at Gosselies, near Charleroi, for the manufacture of 164 aircraft, and a further 30 will be erected from parts supplied by Fiat. Allocation of the aircraft is given in the table on the left. Tooling is well advanced, the first aircraft is due to be completed next September and the scheduled output of six aircraft per month should be reached by the beginning of 1963.

**Canada** Selection of the F-104G for the RCAF Air Division assigned to NATO in Europe was announced in July 1959, and on