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More Turkish Phantoms?
Talks between Turkey and the United States on the possible acqui-sition of a further 40 F-4 Phantoms are reported in Turkey to have ended in agreement. A deal would almost certainly form part of a new agree-ment between the two countries on manning and use of American bases in Turkey and the aircraft would he bought on credit terms rather than accepted as military aid. Negotiations on the American bases continue.

RAF Phantom lost

A Royal Air Force FGR.2 Phantom from Coningsby, Lines, crashed on the Solway coast in Cumbria on December 17. Both pilot and navi-gator were killed in the accident.

Japanese armed-helicopter contenders Kawasaki and MBB are both still hoping to be included on the short-list of contenders for a Japanese

Lockheed has delivered the 100th anti-submarine S-3A Viking to the United States Navy and has started work on a prototype US-3A Carrier On-board Delivery (COD) variant (see "Flight" last week, page 911)

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Ground Self-Defence Force armed helicopter contract. At present the front-runners are considered to be the Bell AH-1Q and the Aerospatiale/ Westland SA-341/342 (see photo-graph in Flight for December 18, 1975, page 882). MBB is proposing its BOH5 and Kawasaki its projected Light Twin Helicopter (LTH).
Having abandoned the KH-7 ten-seat utility helicopter, Kawasaki has switched to LTH development in co-operation with Boeing Vertol. The aircraft would weigh some 6,6001b and the Japanese company is hopeful of having a two-seat armed prototype completed within three years.

Ikara to be updated
The Australian Government Air-craft Factories Ikara anti-submarine missile is being updated and modified to carry different payloads. Total orders (for the Australian, British and Brazilian navies) to date exceed $A60 million (£37-5 million) and the Department of Manufacturing Industry believes that the new developments will lead to further contracts.

The first Vosper Thornycroft Mk
10 frigate for Brazil is now fitted with its Ikara system and the second vessel is having the equipment installed. Training programmes are under way and Brazilian personnel are now in Australia on technical courses. Additional contracts to cover Austra-lian technical support during the Brazilian installations and trials, plus the supply of spares, tools and test equipment, have been negotiated with Hawker Siddeley Dynamics. System support well into the 1980s by the Australian industry and establish-ments for Ikaras operated by the RAN and RN is now being planned.

Computer for the F-18
The US Navy expects to issue requests for proposals (RFPs) by March to at least 20 firms to develop a new airborne computer for the F-18 Navy Air Combat Fighter. Known as the Interim Standard Airborne Digital Computer, the equipment may become standard for all three US Services, with such new types as the Air Force AMST and various Army helicopters requiring it in the medium term.

Ultimate sales may reach 15,000 at

FLIGHT International, w/e 3 January 1976

The first of four Casa C.2I2 Aviocars destined
for the Royal Jordanian Air Force is seen in camouflage before its delivery flight to Amman

a projected average price of $33,000. Two companies are expected to be chosen for parallel development dur-ing the year, with the winning design being selected in 1977. The Navy is however likely to maintain two sources of supply, probably split in the ratio 60:40.

Companies known to be preparing bids include Control Data, IBM, Litton, Lear Siegler, Univac and Westinghouse. Other probable entrants are Delco, Teledyne, North-rop and Rohr. The computer will be an 18-bit system with 16 bits for normal operations. Specifications include compatibility of software with the Univac AN/UYK-20 shipboard mini-computer.

Japan: new training plan
Introduction of the Fuji KM-2B primary trainer will allow the Japan-ese Air Self-Defence Force to increase primary flying training time and reduce expensive instrument and formation flying training on jet air-craft. The higher speed and ceiling, and more advanced avionics, of the KM-2B compared with the current Beech T-34A Mentor are reasons for the change.
At present a JASDF student spends 40hr on the T-34A, 90hr on the Fuji T-1A/B and 120hr on the Lockheed T-33A. The new scheme will give 70hr on the KM-2B, 70hr on the T-1A/ B and lOOhr on the T-33 before moving on to the Mitsubishi T-2A.

Another successful Hast test

A Beech Hast (High-Altitude Super-sonic Target) has successfully carried out another test flight, being launched from an F-4 flying at Mach 1 • 5 over the Eglin AFB test range and reaching a height of 70,000ft together with a speed of Mach 2-5. The target covered 130 miles during its 296sec flight, going through an accelerated climb covering 20,000ft as well as S-turns and other manoeuvres.

Hast, powered by a United Tech-nologies Chemical Systems Division hybrid rocket motor, has been designed as a tri-Service target capable of flying at Mach 4 and heights between 40,000 and 100,000ft. During its next test flight the vehicle should reach 80,000ft and Mach 3.

Red Arrows to fly Hawks
The Red Arrows will re-equip with Hawker Siddeley Hawks after their present aircraft are phased out. Chief of the Air Staff Sir Andrew Humphrey has announced that the RAF aerobatic team will fly its Gnats for "two, or probably three more seasons" before converting to Hawks. Financial approval has been given for continua-tion of the team to the end of 1977.