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USAF wants more F-15s, E-3s
THE United States Air Force is ask-
ing Congress for another 460 McDon-
nell Douglas F-15 Eagles and Boeing
E-3 Sentries. Continental air defence
squadrons would absorb 60 of the
Eagles; the other 400 would be E models with improved ground attack capability. The classified number of E-3 Awacs would also supplement home air-defence units. The USAF had scheduled two F-106 Dart squadrons to receive Eagles from the original 729-aircraft order, and one of the units, the 48th Fighter Interceptor Squadron, is operational with F-15s at Langley AFB, Virginia. The USAF is insisting that three more 18-ai;rcraft F-15 units, together with a number of E-3s, is the minimum needed to protect the USA from a manned-bomber attack.
Secretary of the Air Force, Verne Orr, tells Congress that the US air-defence system has declined over the

last two decades both in early warn-ing capability and the numbers of dedicated air-defence aircraft avail-able, a fall from 2,600 in the early 1960s to the present-day level of 300. Orr says that the USAF could not de-fend the country against even a small-scale bomber attack at present. While not wishing to emulate the Soviet Union's massive air defence network, Orr immediately wants to "take the initial steps to deter the Soviet Union from starting to build a significant intercontinental bomber force. One highly visible—but reason-ably constrained—initiative towards credible air defence would be to buy a larger force of E-3s and F-15s than is currently programmed."

McDonnell Douglas was due to close F-15 production in 1983, but the Reagan administration has indicated that Eagle production will be con-tinued, requesting $125 million from

the 1962 budget to buy long lead-time materials—sufficient for at least a 765-aircraft total.
Gen Kelly Burke, tile USAF chief
of R&D, says that the F-15 with con-formal fuel tanks has a significant range/payload advantage over most existing aircraft in the same class, and $57 million requested for 1982 will start improvement of the F-15's strike/attack capability while retain-ing its current prowess in the air-to-air role.
There are 35 Sentries on order for the USAF, but presently the E-3 is only based permanently at two loca-tions outside the USA, Okinawa and Iceland. The purchase of further E-3s will enable the USAF to base more Awacs outside the USA. The USAF would like to have enough E-3s to base them eventually in Japan, Europe, the Middle East and perhaps Panama.

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Saab's AJ.37 Viggen attack variant seen with two Hughes Maverick (Rb.75) air-to-ground missiles. Our annual missile survey starts on page 1607

Australia seeks carrier proposals
AUSTRALIA'S next aircraft carrier
could cost $1,000 million, according
to US estimates. Litton Industries'
Ingalls shipbuilding division is work-
ing on derivatives of the LPH-2 Iwo
Jima amphibious assault ship and now-def unct Sea Control Ship and will present proposals to the Royal Aus-tralian Navy in time for a final selection in December.

Although Ingalls is the leading con-tender to replace Australia's existing carrier Melbourne around 1985, ship-builders in Spain (Spanish Sea Control Ship), Italy (Guiseppe Garibaldi heli-copter carrier) and Japan have been asked to propose designs. Australia is expected to select a V/Stol fighter, either the Sea Harrier or AV-8B, to equip the new carrier.

More Black Hawks for US Army
SIKORSKY has received the US
Army's go-ahead to start production
of the fifth batch of UH-60A Black
Hawk helicopters. The $238 million
contract includes an option to in-
crease the batch size over the present 80-aircraft level. This puts the UH-60 orderbook at 337 out of the 1,107 Black Hawks the Service requires. Sikorsky has delivered 140 UH-60s. The 101st Airborne Division

operates 90 Black Hawks at Fort Campbell, Kentucky. The 82nd Air-borne at Fort Bragg, North Carolina, has 30 UH-60s and is using them for paratroop jumps. The 9th Infanty Division at Fort Lewis, Washington, took delivery of its first UH-60s this month.
The UH-60 can lift 11 combat-equipped troops or carry 8,0001b underslung load.

Indonesia
re-orders
BAe Hawk . . .
THE Indonesian Air Force has com-pleted negotiations with British Aero-space for another four trainer/ attack Hawk T.53s. Indonesia bought eight Hawks the first time round, the last of which was delivered early this year.
Air Marshal Ashadi Tjahjadi, the Indonesian Chief of Staff, signed the contract, which includes spares and support plus the installation of smoke generators in the first eight Hawks and the provision of brake para-chutes in all 12 aircraft.
The Indonesians are pleased with the Hawk's performance. In one com-bined forces exercise, five Hawks flew 1,200 n.m. overnight, destroying all their targets in a dawn attack. To date the Hawk, in general service, has accumulated 100,000 flying hours. Individual Royal Air Force Hawks have flown 60hr a month.

. . . while Cameroun

orders Alpha Jet
CAMEROUN has ordered six Dassault-Breguet/Dornier Alpha Jets to replace five ex-French Air Force Fouga CM.170 Magisters delivered in 1976 and used for training and internal counter - insurgency work. Cameroun will be the tenth Alpha Jet operator and takes the order book total to 522. Other customers are: Belgium 33, Egypt 30, France 200 planned, Germany 200 planned, Ivory Coast 6, Morocco 24, Qatar 6, Togo
5. The Alpha Jet is, with the British Aerospace Hawk, a contender in the US Navy VTX-TS trainer competi-tion.