DEFENCE

Peru

updates
Mirage 5
systems
LIMA

The first four Peruvian Air
Force Mirage 5s to be equip-
ped with a new nav-attack
system have entered service
one month ahead of schedule.
The aircraft are fitted with an
inertial navigation system,
headup display, laser range-
finder, and new radio-
communications equipment.

Dassault-Breguet was
awarded the modernisation
contract in March 1982, with
delivery of the first four
aircraft set for mid-December
1983. Dassault is delivering
retrofit kits at the rate of
about one a month for inte-
gration by Peruvian Air Force
personnel under the direction
of an on-site Dassault team.

The number of aircraft to
be retrofitted has not been
disclosed. Since the aircraft
entered service in 1969, Peru
has received some 40 Mirage
5Ps and two-seat 5DPs,
although ten aircraft were
transferred to Argentina after
the Falklands war.

The modernisation pro-
gramme gives the Peruvian
Mirage 5s the capability to
carry Matra Magic heat-
seeking air-to-air missiles.
The inertial platform provides
self-contained navigation,
eliminating the need for
external radio aids such as
ADF. The laser increases
delivery accuracy on low-level
penetration missions.

Most significantly, the nav-
attack update introduces
automatic weapon release,
with several modes available
for use with guns, rockets,
low-drag and retarded bombs.
Waypoints and targets are
pre-programmed into the
system's memory allowing
low-level, high-speed, single-
pass attacks on designated
targets.

Dassault says that it has
already performed several
similar modernisation pro-
grammes for Mirage cus-
tomers.

More

Soviet

activity

TOKYO

Soviet air activity around
Japan intensified in Novem-
ber and early December, with
flights by 21 Tu-16 Badgers
and 13 Tu-95 Bears. On
November 15, 29, and Decem-
ber 2 flights of seven Badgers
flew over the Sea of Japan
and the Tsushima Strait; 12
went on to Vietnam while
nine, believed to include tank-
ers, soon returned to Siberia.
On November 14,15, 28, 29,
and December 1 and 2 flights
of two or three Bears flew
circuits around Japan via the
Sea of Japan, East China Sea,
Okinawa, the Pacific Ocean,
Kuril Islands, Sakhalin, then
on to Siberia. On three of
these occasions the Japan Air
Self-Defence Force sent
between 18 and 28 F-4s,
F-104s, and F-ls to intercept
the Bears, believed to be on
navigation training exercises.

General Dynamics' two F-16XL arrow-wing demonstrator aircraft have completed scheduled flight-testing, but continue customer demonstrations. The upper aircraft displays an interesting deceptive paint scheme

• Foreign submarines are
believed to have entered
Swedish waters at least 16
times since the autumn. After
one incident, the tracks of a
mini-submarine were found
on the sea floor close to a
military installation.
Sweden is buying passive
sonobuoy processing equip-
ment with which to equip its
anti-submarine helicopters.
This equipment, supplied by
Computing Devices of
Canada, will enable the
Swedes to locate and identify
intruding submarines before
forcing them to the surface
using new torpedoes and
depth charges scheduled to
become operational early this
year.

Sea Harriers

arrive

in India

GOA

The Indian Navy's first three
British Aerospace Sea Harrier
FRS.51s have arrived at their
Dabolim Airport base in Goa.
The aircraft arrived via
Malta, Luxor, and Dubai and
were escorted into Indian
airspace by a Navy Sea Hawk.
The Sea Harriers are to
take over from Sea Hawks on
the Indian Navy's aircraft
carrier INS Vikrant. The
remaining five Sea Harriers
and two Harrier T.60 trainers
will arrive in India between
February and May. A further
order for ten Sea Harriers and
one or two trainers is antici-
pated.

Mitsubishi

CCV delayed
TOKYO

Handover of the Mitsubishi
T-2 control - configured
vehicle (CCV) testbed has-
been delayed, possibly to
March, after the aircraft
experienced a sudden,
undemanded roll to the right
while on a flight-test from
Komaki airfield, Nagoya, in
mid-October. Mitsubishi and
the Japanese Defence Agency
Technical Research and
Development Agency are
discussing a new CCV deliv-
ery date, having missed the
November deadline.

FLIGHT International, 7 January 1984