MILITARY AIRCRAFT OF THE WORLD

MiaMtfefa*.

1,700th Lockheed C-130 Hercules (Japan Air Self-Defence Force)

tail rotor is under test.
The first of two YAH-64 prototypes flew in
September 1975. After winning the competitive
flyoff against Bell's YAH-63, a further three
prototypes were built, the first flying in Octo-
ber 1979.
Customer: USA 515 required

KAMAN

SH-2F Seasprite Production of the Seasprite Mk 1 light airborne multipurpose system (Lamps I) has restarted to meet a US Navy requirement for 48 helicopters to equip vessels too small for the SH-60B Lamps III. Deliveries began late in 1983.
A re-engined version of the Seasprite is scheduled to fly in January 1985. The T58 turbines will be replaced by two T700-GE-401s as used in the SH-60, offering increased range.
The Seasprite first flew in single-turbine prototype form in 1959, and Kaman delivered 88 SH-2Fs from May 1973 onwards. The first batch of 18 new-production SH-2Fs was ordered in 1981.

Nine of the second batch of 18 Seasprites will have an increased gross weight of 6,125kg, compared with 5,805kg, as will the final batch of 12.
Customer: USA 88 + 48

LOCKHEED

C-5 Galaxy Fabrication of the first of 50 C-5B Galaxy transports began ahead of schedule in August 1983. First flight is planned for Novem-ber 1985, with delivery to the US Air Force to follow in December of the same year. The 50th C-5B is to be delivered in 1989.
The C-5A first flew in June 1968, and Lock-heed delivered 81 to the USAF between July 1969 and May 1973. In December 1975 Lock-heed won the contract to design a stronger wing for the C-5A, increasing maximum take-off weight from 348,800kg to 379,660kg and 2g payload from 107,880kg to 124,740kg. Twenty rewinged C-5As had been returned to service by

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the end of 1983 and all 77 surviving C-5As are to be refitted by mid-1987.
The C-5B will have the same wing, improved General Electric TF39 turbofans, updated avionics, and better fatigue and corrosion resistance.
Customer: USA 81A + 50B

C-130 Hercules The 1,700th Hercules tacti-cal transport was delivered in December 1983 to the Japan Air Self-Defence Force.
The first prototype Hercules flew in August 1954, to be followed in 1958 by the C-130B, in 1961 by the C-130E, and in 1964 by the C-130H. To date, 1,731 have been sold.
The Hercules is available in Advanced H and stretched H-30 Super Hercules form with 37 per cent more cargo capacity. Maritime patrol and tanker versions exist.

Some military customers operate the com-mercially available L-100, stretched L-100-20, and L-100-30 (equivalent to the C-130H-30). Customers: Abu Dhabi 4, Algeria 14, Argentina 10, Australia 36, Belgium 12, Bolivia 2, Brazil 16, Britain 66, Cameroun 3, Canada 33, Chile 2, Colombia 3, Denmark 3, Dubai 2, Ecuador 3, Egypt 23, Gabon 4, Greece 12, Indonesia 28, Iran 60, Israel 26, Italy 14, Japan 4, Jordan 4, Kuwait, Libya 16, Malaysia 9, Morocco 19, New Zealand. 5, Niger 2, Nigeria 9, Norway 6, Oman 3, Pakistan 12, Peru 8, Philippines 3, Portugal 5, Saudi Arabia 49, Singapore 8, South Africa 7, Spain 12, Sudan 6, Sweden 8, Thailand 5, Turkey 8, USA 1,000+, Venezuela 7, N. Yemen 2, Zaire 7

P-3 Orion The first P-3C Update III with IBM Proteus acoustic processor will be deliv-ered to the US Navy in August (1984). A proto-type was delivered in August 1983.
Lockheed will deliver 12 P-3Cs in 1984, seven to the US Navy, one to Australia, and four to the Netherlands. The US Navy plans to buy nine P-3Cs a year for the following five years, all Update Ills.
The first prototype Orion flew in August 1958. The P-3C first flew in September 1968,

followed in 1975 by the P-3C Update and in 1977 by the Update II with Harpoon anti-ship missile capability.
Export aircraft have several changes: Austra-lia's P-3Cs use Marconi Avionics' AQS-901 acoustic processor, Canada's CP-140 Auroras are P-3s with S-3 avionics, and New Zealand's P-3Bs use Boeing's Udacs control consoles. Customers: Australia 30, Canada 18, Iran 6, Japan 45 planned (licence production), Nether-lands 13, New Zealand 5 (+1), Norway 5, Spain 6, USA 512

S-3 Viking Two S-3A shipborne anti-submarine aircraft are being updated to S-3B standard under a weapon-system improvement development contract awarded to Lockheed in 1981. The first is to be returned to the US Navy by October 1985.
Up to 160 Vikings could be updated begin-ning in 1987. The S-3B incorporates increased acoustic processing, expanded electronic support measures coverage, improved radar processing, a new sonobuoy reference system, and Harpoon anti-ship missile capability.
The S-3A first flew in July 1972. In addition, one KS-3A tanker and six US-3A carrier onboard delivery versions were built. Customer:USA 187

TR- 1 First flight of a tactical-reconnaissance TR-1 equipped with the precision location/ strike system (PLSS) was announced early in 1984.

Of the 35 TR-ls required by the US Air Force, ten will be equipped with PLSS, a system to detect and locate enemy emitters then direct attack aircraft to them.
Based on the U-2R airframe, the TR-1A first flew in August 1981. One aircraft was delivered to Nasa in June 1981 as the Earth-resources ER-2.
Lockheed has delivered two TR-1B two-seat trainers, and at least two strategic-recon-naissance U-2Rs have been built in addition to the initial batch of 12 completed in 1968. Customer: USA 35 planned

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