DEFENCE

GE picked
for ATF

displays
BURBANK

General Electric's (GE)
Aircraft Instruments Depart-
ment at Wilmington has been
selected hy the Lockheed
Aeronautical Systems Com-
pany to supply the multi-
function displays for the
United States Air Force's
YF-22A Advanced Tactical
Fighter (ATF) prototype.
The GE multi-function
displays will feature flat-
panel, full-colour liquid
crystal technology to display
maps, flight data, and
other information to the
pilot.
Functioning as primary and
secondary displays, they will
be integrated with the
aircraft's headup display. The
pilot will manipulate the
displays by touch-sensitive
panels, voice activation, or
hand controls.
At present, Lockheed and
its team members, Boeing and
General Dynamics, are devel-
oping two flying prototypes of
the YF-22A for the demon-
stration-validation phase of
the programme.

Team

forms for

Turbo

Tracker
ABBOTSFORD

Conair Aviation and IMP
Aerospace have joined
forces to develop a Pratt
& Whitney Canada PT6-
powered turboprop conver-
sion of the Grumman S-2
Tracker.
The partnership has led to a
division of responsibilities
between the two Canadian
companies for the certifica-
tion and marketing of the
Tracker conversion to mili-
tary and civilian customers.
Each company will develop
a turboprop model of the

Tracker, using a version of the
P&W PT6A-67 gas turbine
engine driving a five-blade
Hamilton Standard propeller.
IMP Turbo Tracker is
targeted at the military
market, and the Halifax-
based company is hopeful of
winning a contract to re-
engine the 29 CAF CP-121
Trackers still on strength.
Conair has aimed its efforts at
certificating a PT6-powered
version of its successful Fire-
cat firebomber variant of the
S-2.
The IMP version will be the
first to fly, and a PT6 is
now installed on a CP-121
on loan from the CAF.
IMP will develop the engine
mounts, intake and cowlings
for both military and com-
mercial versions. The proto-
type conversion is expected
to fly before the end of the
year.
Re-engining the CP-121
would increase the aircraft's
service life beyond the year
2010 and allow the aircraft
to deploy further from
home base, because many
military airbases in Canada
and the USA no longer stock
Avgas.
The CAF has made no
formal commitment to the
Turbo Tracker programme,
but the recent Canadian
Defence White Paper recom-
mended "modernising the
existing fleet of medium-
range patrol aircraft".
De Havilland is offering a
maritime patrol version of the
Dash 8 should the CAF elect
to replace rather than
modernise the CP-121 fleet.
Conair has completed 28
Wright R-1820 Cyclone-
powered Firecats at its
Abbotsford, British Columbia
facilities, with two more
aircraft scheduled to enter
service early next year. Conair
expects to fly the prototype
Turbo Firecat in March 1988
and have the aircraft certifi-
cated by June.
• Flight evaluation of a
Grumman-built Firecat was
completed this summer to
gather baseline performance
data.
With a maximum take-off
weight of 26,0001b, the Turbo
Firecat will have a normal
retardant load of 3,2951it (725
Imp. gal.) plus 1731it (39 Imp.
gal.) of foam concentrate.
The most promising poten-
tial customer for the Turbo
Firecat is France's Securite
Civil, which purchased 14 of
the piston engine version.

Since the French firebombing
fleet flies fixed patrols during
high hazard periods, the
Conair proposal includes
outfitting the aircraft with
external fuel tanks to increase
its range and endurance.
Conair also plans eventually
to re-engine its own fleet of
Firecats.

Meanwhile, France spent
the summer evaluating
Conair's firebomber conver-
sion of the Fokker F.27. The
F.27 is being considered as a
possible replacement for
Securite Civil's Douglas DC-
6B firebombers.
Securite Civil also char-
tered four of Frontier Heli-
copters' (a Conair subsidiary)
Bell 205s for operations
in Sardinia this past summer.
Each helicopter had a belly-
mounted fire retardant tank.
Conair reports that these
operations were successful
and that the company sees a
large market for helicopter
firefighting tanks not just in
France, but also in other
Mediterranean countries.

Canadair is also looking to
France as a launch customer
for the new Pratt & Whitney
Canada PWlOO-powered
Canadair CL-215T. Industry
reports suggest an initial
order for 15 aircraft. There is
also a proposal to convert the
11 P&W R-2800-powered
CL-215s still in service to
PW-100 power.

Spain has ordered 18 Aero-
spatiale AS.332 Super Puma
Mk II helicopters in exchange
for the purchase by France of
five Casa C.212 Aviocar trans-
port aircraft.
The Spanish Army already
has 30 AS.332s in service. The
new helicopters will be assem-
bled at Casa's facility near
Madrid.
The French Air Force,
which is getting 12 Lockheed
C-130 Hercules to supplement
its fleet of Transall C.160s,
has temporarily put off the
purchase of the Franco-
Italian ATR42M military
transport in favour of the
Casa 212s.

TRACER

British Aerospace has
developed a 4in-diameter
spherical radar reflector to
enhance the radar signature
of small target drones. The
CPL4 reflector gives a 0-5m2
cross-section at 8GHz and lm
at 10GHz. The reflector
consists of a number of
concentric nesting plastic
spheres, each of a different
dielectric constant.

Royal Air Force aircraft will
continue to use Goose Bay,
Labrador, as a low-level train-
ing base even if Nato selects
Koniya the Turkish rival
base, UK Defence Minister
George Younger has indicated
to Ottawa.

PLO pilots now number
about 200, according to Israel.
Members of PLO are said to
have been trained in Libya,
Cuba, Pakistan, North Korea,
and the Soviet Union. Israel
says that PLO pilots have
flown helicopters to
Nicaragua.

Purple Warrior, one of the
largest exercises ever to be run
in the UK, is being held until
November 21. It involves
20,000 troops, 40 ships, and
130 aircraft. The exercise will
include amphibious and air-
borne landings to protect and
stage a large-scale civilian
evacuation from hostile
forces.

Japan's Defence Agency
has ordered three more Lock-
heed C-130H transport air-
craft at a cost of $92-8
million. The three Hercules
are scheduled to be delivered
by March 1990, and will be
assigned to the Air Self-
Defence Force's Air Trans-
port Wing.

Mitsubishi's T-2 modified
control-configured (CCV)
research aircraft has com-
pleted its allotted flight test
programme. The aircraft will
be used in future as a specia
trainer for test pilots.

Madrid City Council wants
the USAF's Torrejon de
Ardoz air base on its outskirts
to be dismantled. The Madrid
Council has no power to
enforce the motion, but the
vote will have an influence on
the Spanish Government's
current negotiations with
Washington over the with-
drawal of some US forces
from Spain.
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