DEFENCE

Boeing and
Grumman

clash on

JStars
BETHPAGE

Grumman has received a
request from Boeing Military
Airplane for a $122-5 million
price increase on a subcon-
tract issued to Boeing by
Grumman.

Grumman, prime contrac-
tor on the US Air Force/Army
Joint Stars (Joint surveillance
target and attack radar
system), awarded Boeing an
$80-2 million subcontract to
modify two Boeing 707-300
freighters to E-8A Joint Stars
configuration. Boeing alleges
that certain Grumman tech-
nical directives represent
changes to the requirements
of the contract between the
two companies. Grumman has
initiated a comprehensive
review of Boeing's request.
Although Grumman's
preliminary evaluation has
revealed no unwarranted act
or omission on its part that
would appear to justify
Boeing's request, it will
present a detailed response to
Boeing as soon as practical.

Before receipt of Boeing's
request, Grumman had been
preparing a claim against
Boeing for damages caused by
alleged deficiencies in per-
formance of the subcontract.
This claim is to be submitted
to Boeing, says Grumman.
The first E-8A was
delivered to Grumman's
Melbourne facility in Florida
in July last year, and is
presently being fitted out with
the Joint Stars electronics
system. The first flight of this
aircraft is set for March 31,
and the second E-8A is sched-
uled to arrive at Melbourne in
August.

MDCandGD

win ATA
WASHINGTON D.C.

The United States Navy has
picked the General Dynam-
ics/McDonnell Douglas team
to build the Navy's Advanced
Tactical Aircraft (ATA), beat-
ing the rival team of Grum-
man, Northrop, and LTV.
The initial contract is
worth $241 million, but will
eventually be worth about $35
billion. The Navy and Marine
Corps will eventually need
some 500 ATAs to replace the
Grumman A-6 Intruder in the
night/all-weather strike role.
A so-called "black" or secret
programme, the ATA will

employ a high degree of
stealth technology. The air-
craft is expected to be a two-
seat, twin-engined design.
Of the losing team, Grum-
man is most hard hit by the
Navy's selection of GD and
MDC. Northrop is building
the B-2 Advanced Tactical
Bomber, and LTV has already
indicated that it is to concen-
trate more on subcontract
work. Grumman, for years the
Navy's prime supplier, has at
present little to fall back on in
the long term.

US Navy
evaluates

anti-ship
Opher
NAS CHINA LAKE ~

The United States Navy is
evaluating the Opher terminal
guidance system made by
Elbit in Israel. This is a
substitute for the Skipper
laser-guided bomb now in use.
The Navy will test the IR
seeker of the Opher against
ships, on the Mk.83 general-
purpose bomb. The tests,
which are to be conducted
under a foreign-weapon evalu-
ation programme, will be
completed during 1988.

Opher is a low-cost termi-
nal guidance kit designed to
bridge the gap between
general-purpose bombs and
smart weapons. It can be
released in drop, toss, or
computed auto-release modes.
The first phase of the bomb's
flight is ballistic, but 1,000m
from the target the IR seeker
acquires it and directs the
bomb until impact. Opher can
be used on all types of aircraft,
and no modifications are
needed to the carrying
aircraft.

Sweden will

re-life

Saab 105s
LINKOPING

The Swedish Air Force has
contracted Saab to modify 135
Saab 105 (Sk.60) light attack/
trainers to extend their
service lives beyond the year
2000.
Worth SK50 million, the
contract includes modifi-
cation of the wing spars. All
135 aircraft are scheduled to
be refurbished before the end
of 1991. The 105 first flew in
June 1963, and 190 have been
built; 150 for the Swedish Air
Force, with Turbomeca
Abisque engines, and a
further 40 105OEs for
Austria, with General Electric
engines.

USSR develops AEW Antonov

The USSR's Antonov design bureau has developed an airborne early warning variant of the twin-turbofan An-74 Coaler light St transport, known by the Nato reporting name Madcap. This provisional side view shows Madcap's unique fin-mounted rotodom which appears to be about half the size of the Flat Jack rotodome used on the 11-76 Mainstay and the earlier Tu-126 Moss. Li
is known of Madcap, but it is thought to be in the early stages of flight test, with only one or two prototypes flying. The fin-mounted

aerial avoids the upwards reverse thrust of the An-74's engines, which would be a problem with a more conventional fuselagmounted dorsal rotodome.

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FLIGHT INTERNATIONAL, 2/9 January 1988 9