YAKOVLEVS TALENTED TUTOR

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f Yakovlev wins the contract to design
the Commonwealth of Independent
States air force's (CISAF's) new jet
trainer, the promised machine will be
nol just an aircraft, but an extensive train-ing system. Innovative features of the Yak UTS would include a re-configurable flight control system, a fighter-like, high angle-of-attack capability and simulator capability in the cockpit itself.
In December 1991, a joint industry/air force commission evaluated competitive submissions for the new training-aircraft requirement for the CISAF. That was the concept definition phase, and submissions were filed by Yakovlev, Mikoyan, Sukhoi and Myasischev.
The Yakovlev Yak-UTS [a Russian acro-nym for trainer aircraft] was proclaimed the winner, although Mikoyan and Mayasischev continues intensive lobbying, hoping to get funds for further studies. Some sources say these efforts may bear fruit, prolonging the competition into the next phase of develop-ment, known as the "sketch design project". Yakovlev aims to replace some 1,000 Czechoslovak-built Aero L-39 Albatros jets comprising the bulk of the CISAF and air clubs' jet trainer fleet. Yakovlev veterans, like Yuriy Zasypkin, head of the analytical information department, feel that this might be a chance to get even with Aero for the

Russia's Yakovlev is the favourite

to supply the new basic training aircraft for the Commonwealth of

Independent States air force. The

many innovative features of the

proposed Yak-UTS may make it attractive worldwide, reports Alexander Velovich.

selection of the Czech L-29 Dolphin over the Yakovlev Yak-30 trainer.
Zasypkin, remembering, says: "It was a voluntaristic [sic] decision based on ideol-ogy, rather than technical aspects, to strengthen co-operation of the aircraft in-dustry of the socialist bloc."
The L-39 was the L-29's automatic suc-cessor — the Soviet air force did not evem ask for an indigenous trainer design. That proved to be a costly choice as, in the mid-1980s, the L-39's price was equal to • that of the Mikoyan MiG-29 Fulcrum.
With the collapse of the East European communist regimes, the Soviet Union and its former allies proclaimed hard-currency accounting for trade between them. Then the economic crisis in the CIS killed any hopes for further L-39 deliveries. Even

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spares were hardly available. By 1995, the L-39 fleet will be halved and by 2000 there will be no aircraft in flying condition as the Albatros has a 4,000h life.
Nickolai Dolzhenkov, Yakovlev's chief designer, says that the crucial question for the UTS programme is financing for re-search and development. If well-funded, a late-1994/early-1995 first flight should be possible, with service entry a year later. Series production is planned for 1995-2000 for a run of not less than 1,000 aircraft.

KEYS TO SUCCESS
Dolzhenkov outlines four features as the keys to his company's success in the traine competition: Yakovlev's experience in trainer design and manufacture (more than 20,000 Yakovlev trainers of various models have been built since the 1930s); Yakovlev offers not just the aircraft but a training system with integrated simulators; guaran-teed performance characteristics based o windtunnel model tests; and, finally, the low-risk choice of a Process design bureau A1-25TLM engine, a slightly modernised variant of the existing turbofan powering
the L-39. Dolzhenkov says that computer
training courses will give cadets general
knowledge of an aircraft, its performance
and flying theory, while procedural simula-
tors will provide detailed training.

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