

Kamov reveals two-seat Ka-52 mock-up

KAMOV HAS unveiled an engineering mock-up of its two-seat, fully combat-capable Ka-52 derivative of the Ka-50 (Hokum), with company officials claiming that the new helicopter will be equipped with a millimetre-wave (MMW) radar.

Meanwhile Mil, which still claims to be contesting the Russian army requirement, unveiled the first prototype of its MMW-equipped Mi-28N (Havoc) all-weather attack helicopter.

A small number of prototypes of the Ka-52 (sometimes referred to as the V-80SH2) are now being manufactured, with a first flight of the helicopter expected in 1996.

The Russian army's aviation section appears to be interested in

the ability to operate a mixed fleet of single-seat Ka-50s and two-seat Ka-52s, with the latter carrying out "special missions", according to a company official.

Sergei Mikheyev, Kamov's general designer, says: "The Ka-52 will share 85% commonality with the Ka-50. Only the cabin will be modified."

Mikheyev also says that Kamov is offering the Ka-50 to India to meet its combat-helicopter requirement. According to Mikheyev, 12 aircraft have been produced at the Arseniyev plant. He adds that Kamov has a production order from the Russian army, but for a limited number of airframes.

Discussing the Ka-52 programme, Nicolay Emelyanov,



Kamov's two-seat Ka-52 is a derivative of the Ka-50, but has a modified cabin

deputy chief designer at Kamov, says that it has received approval from the army "...to manufacture the first prototypes". He admits, however, that financing the project remains difficult.

He says that the Ka-52 will have a nose-mounted MMW radar with a performance comparable in range to that of the Lockheed Martin Westinghouse Longbow MMW radar fitted to the McDonnell Douglas Apache-AHH 64D.

According to Emelyanov, the

Ka-52 will improve the "combat efficiency" of the single-seat Ka-50 by providing a "reconnaissance" capability. With an air-launched MMW-guided anti-armour missile thought to be under development, it is likely that the Ka-52 would provide a stand-off target location and hand-off capability for the Ka-50.

The mock-up on show had a side-by-side crew configuration and a three-screen multi-function display cockpit architecture. □



Stretched Il-76 on display

ILYUSHIN HAS DISPLAYED its Il-76MF transporter, considered to be the only real competitor so far for Antonov's troubled An-70 programme. The aircraft's cabin has been stretched by 6.6m, compared with earlier versions of the Il-76, offering an increase in cargo capacity of up to 1.5t. The new variant also has a 12% fuel efficiency advantage over its predecessor, and up to 20% more range at average load. The aircraft is powered by four, 155kN (35,000lb)-thrust Perm PS-90A engines, and offers a 200t take-off weight with a maximum 52t payload. The range, with a 40t payload, is 5,200km (2,800nm). Ilyushin says that the aircraft has received interest to date from Aeroflot and the Russian air force.

Airbus hits out against Russia's import taxes

NEVER ONE to miss an opportunity for an air-show criticism, Airbus Industrie president Jean Pierson took the opportunity of MosAero '95 to take a swipe at high Russian taxes on buying and leasing imported aircraft.

Russia imposes 50% taxes on imported aircraft, and 50% on any leases after one year — a protectionist policy which Pierson hints could backfire on the country.

The taxes are a "mistake", says Pierson. Russia's future progress depends heavily on exports: if it penalises other countries' products with high import taxes, then it could find itself similarly penalised, he argues.

Pierson forecasts a demand for some 400 new jet-powered airliners in Russia up to the year 2000. Considering that the entire CIS industry produced a total of 36 aircraft in 1994, Pierson argues that the demand should permit foreign aircraft to be imported into Russia without impeding

local industrial growth.

Airbus, moving to improve co-operation with Russian industry, is expecting the delivery of a test batch of Russian-manufactured titanium engine-pylon ribs by the end of the year.

The components "are being manufactured by materials-supplier VSMPO and aircraft producer Tupolev. The current contract, issued by Airbus partner Aerospatiale, is for 400 ribs for use in 200 aircraft in the Airbus A319/320/321 single-aisle family, and may be followed by further orders.

British Aerospace is also investigating the possibility of VSMPO manufacturing forged-titanium main landing-gear fittings for the Airbus range, while a programme with Tupolev to build a specimen A321 forward cargo-door frame is also in progress.

Airbus opened its first permanent Russian office in Moscow during the show. □