

HARBIN AVIATION

Aircraft	Y-12-II
Mission	Utility transport
Powerplant	2 x P&WC PT6-27
Max power (kW)	462
Wing span (m)	17.23
Wing area (m²)	34.27
Overall length (m)	14.86
OEW (kg)	2,840
MTOW (kg)	5,300
MLW (kg)	5,300
Max payload (kg)	1,700
Max weapon load (kg)	-
Range, max fuel (km)	1,340
Endurance (h)	5h 25min
Hardpoints	-
Cruise (kt)	135
Mmo	-
Max landing dist, sea level ISA (m)	620
Max take-off dist, sea level ISA (m)	425
Max ceiling (ft)	23,000
Crew	1
Passengers	17
Internal fuel (kg)	1,616litre
Fuel, opt ext (litre)	-
Air refuel?	No

Comments Harbin Y-12-IV (also known as Y-12-4) is marketed in West as Panda Aircraft CP34, with 560kW PT6A-34 engines, 19.2m wingspan, 5,850kg MTOW, 5,400kg MLW

HONGDU

Aircraft	A-5C Fantan (Q-5C)	K-8 Karakorum 8
Mission	Attack	Basic trainer/light attack
Powerplant	2 x Liming WPGA	1 x Honeywell TFE731-2
Max thrust dry (lb)/wet(lb)	6,620/8,900	3,600
Wing span (m)	9.7	9.63
Wing area (m²)	27.95	17.02
Overall length (m)	16.77	11.6
OEW (kg)	6,398	2,700
MTOW (kg)	12,000	4,468
MLW (kg)	-	4,000
Max payload (kg)	-	943
Max weapon load (kg)	2,000	760
Range, max fuel (km)	2,000	2,140
Endurance (h)	-	4h 12min
Hardpoints	8	5
Cruise (kt)	-	435
Mmo	M1.12	MO.8
Max landing dist, sea level ISA (m)	1,060	530
Max take-off dist, sea level ISA (m)	1,850	440
Max ceiling (ft)	52,000	44,620
Crew	1	2
Passengers	-	-
Internal fuel (kg)	3,648litre	780
Fuel, opt ext (litre)	1,520	250
Air refuel?	No	Yes

Comments Chinese aircraft have 3,800lb-thrust Progress AI-25TL engine

DORNIER 228

HINDUSTAN AERONAUTICS continues to manufacture the Dornier 228 twin-turboprop utility under licence for the Indian armed forces. Some Indian navy aircraft are equipped with Thales (formerly Racal) Super Marec radar and anti-ship missiles. At Aero India 2001, HAL and IAI launched a low-cost maritime patrol 228, for use by the Indian navy and potential export customers. It is fitted with Tamam's Airborne Observation System, and Airborne Multi-mission Optronic Stabilised Payload, and Elta's EL/M2022A radar.

HJT-36

INDIA HAS given the go-ahead for development of the HJT-36 Intermediate Jet Trainer, to replace the air force's Kiran trainers. HAL has received Rs1.8 billion (\$42 million) for two prototypes, flight test and certification. First flight is planned for late 2002, with service entry two years later. France will deliver three 3,170lb-thrust Snecma/Turbomeca Larzac 04 engines to HAL for the prototypes.

More than 200 HJT-36s are required at a cost of Rs180-190 million an aircraft. Compared to the Kiran, the tandem-seat HJT-36 will be lighter, have fewer components, improved fuel consumption, enhanced reliability and maintainability.

Engine and avionics selections have yet to be made. BAE, Elop and Thales Avionics are offering avionics and other systems.

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Q-5/A-5 FANTAN

DEVELOPED BY Nanchang Aircraft (now

Hongdu) from the J-6 (Chinese-built Mikoyan MiG-19), the Q-5 attack aircraft was first flown in 1965 and remains in limited production for the Chinese air force.

Compared with the MiG-19, the Q-5 has a redesigned front fuselage and side intakes, while fuselage and wing are extended. This aircraft is known as the A-5 for export and has been delivered to Bangladesh, Myanmar, North Korea and Pakistan.

Upgrade programmes with Italy and France fell into abeyance without producing operational aircraft for the Chinese, although the A-5M, developed with Alenia's assistance, has been exported. Current production aircraft have greater range and payload than the original model, and modern systems such as RWRs.

HONGDU/PAKISTAN AERONAUTICAL COMPLEX

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K-8 KARAKORUM

HONGDU AND PAKISTAN Aeronautical Complex are developing the K-8 basic trainer/light attack aircraft. Pakistan has received six Honeywell TFE731-powered aircraft, but will not buy more until the Chinese air force makes a full commitment. China's 30 or so aircraft are equipped with the Russian Progress AI-25. China has decided not to buy more aircraft because of the volume of overseas components used in the aircraft. Egypt has ordered 80 examples of the Honeywell-powered trainer.

The straight-wing, tandem-seat K-8 first flew in November 1990 and Pakistan received six aircraft in September 1994, initially for eval-

uation purposes. When armed, the Karakorum can carry a 23mm cannon pod under the centre fuselage. Two hardpoints under each wing can be used for bombs, rockets and the Chinese PL-7 short range, IR-guided AAM.

ILYUSHIN

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IL-76 CANDID/IL-78 MIDAS

THE IL-76 Candid and Il-78 Midas remain the mainstays of the Russian and Ukrainian air force transport and tanker fleets.

Ilyushin, the Tashkent Production Organisation, and the Uzbekistan Government have signed a deal to re-engine five stretched Il-76MFs with CFM56-5Cs, throwing a moribund programme a desperately needed lifeline.

The Il-76 has been the basis for several special mission platforms, including the A-50 Mainstay (see *Beriev*), Iraqi Adnan AEW aircraft and the Il-82 command post, two of which have been seen at Moscow's Zhukovsky flight test centre. It also forms the basis of the Il-84 long-range search and rescue aircraft.

IL-214

ILYUSHIN, Hindustan Aeronautics and Avia export have agreed to jointly develop the Il-214 twinjet transport. The agreement, signed in early 2001, calls for the creation of a high winged, twin-engined aircraft for cargo and tactical roles while a commercial passenger aircraft will also be available.

The \$300 million development cost will be met by India. The programme's timetable has not yet been defined. Under the current proposal, the aircraft will have a maximum