TECHNICAL: DEFENCE

Rockwell presents Tornado Wild Weasel
BY JULIAN MOXON

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ockwell's campaign to sell
. Panavia Tornadoes to the US
Air Force for the Wild Weasel
defence-suppression role came
to Washington D.C. last week,
with demonstrations of a visiting
Luftwaffe aircraft to high-ranking
USAF officers.
The USAF's baseline aircraft to
replace the current F-4G Wild
Weasel is the McDonnell Douglas
F-15, which Rockwell says is
"inadequate" for the job. The
company faces an uphill battle to
sell the Tornado to the USAF,
however. "They're culturally
adjusted to the F-15", says
Rockwell.

Up to 120 aircraft may
be required to replace the
F-4Gs, which become obsolete in
the mid-1990s. Currently, the
USAF includes the "Follow-On to
Wild Weasel" requirement in its
suppression of enemy defences
programme, and $3 million has
been requested in FY1990, rising
to $12 million in FY1991, to look
at various combinations of air-
craft and missiles for defence
suppression.

GE F110-129 fli

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US Air Force McDonnell
Douglas F-15E has flown for
the first time with General
Electric's Fl 10-129 increased
performance engine (IPE). A
programme of 26 flight tests will
evaluate performance with two
- 129s in the F-15E.
Rated at 29,001b thrust, the
- 129 succeeds the 27,0001b-

Turkey wins Stii
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urkish companies have won
subcontracts worth $347
million to manufacture com-
ponents for Stinger anti-aircraft
missiles. They, were placed by
Dornier, which is leading a four-
country consortium which will
produce the US shoulder-fired
missiles for Western Europe.
The biggest subcontract,
accounting for 40 percent of the
total, goes to Aselsan, which will
make the guidance system. Fuel

Panavia's Tornado proved the ideal

Rockwell originally expected
to compete on a USAF plan to
update the F-15A for Wild
Weasel missions. "Then we saw
that it was not the right plat-
form," says director of business
development Larry Holdridge.
"So we looked at all the other
available aircraft, including the
F-16, F-18, and Tornado. It
turned out that the Tornado was
ideally suited to the mission".
The defence-suppression
mission is extremely demanding,
says Holdridge: "Almost all Wild
Weasel missions are performed
on the deck". The penetration of
enemy territory to attack radar
units must be accomplished by
day and night, during all weath-

is on F-15E
thrust -100. The IPE will increase
thrust by more than 30 per cent
in critical areas of the flight
envelope, says GE. Engine digital
electronic control is designed to
provide increased capability and
reliability. The Fl 10-129 is
part , of ' the five-year IPE
competition between GE and
Pratt & Whitney. •

;er contracts
system and other components
made by Rocketsan will account
for 35 per cent of the total. Other
companies are Kalekalip, Coskun
Oz, and Emek Holding.
Turkey has a 40 per cent stake
in the $893 million 12,650-
missile Stinger project, West
Germany a 36 per cent share, the
Netherlands 14 per cent, and
Greece 10 per cent. Manufacture
is to start in 1991, and full pro-
duction in 1992. . •

mnt for Wild Weasel

ers. The aircraft must be able to
remain on station for a long time,
and must have good electronic
combat capability. "Tornado is
the only aircraft designed from
the ground up to do all that," he
says.
Holdridge also emphasises
Tornado's high wing load-
ing—"about twice that of the
F-15"—which makes the aircraft
a more stable platform for
launching weapons, and gives the
crew a better ride. Tornado is
also, he adds, the only competing
aircraft qualified to fire the
Harm high-speed anti-radiation
missile, as well as the only one
with integral terrain-following/
terrain-avoidance radar.

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urojet has selected the
consortium of Dowty &
Smiths Industries Controls
(DSIC), Dornier of West

The EJ200 control unit will be
produced by DSIC, Dornier,
Tecnost, and Ceselsa

The aircraft offered to the
USAF is based on the Electronic
Combat and Reconnaisance
(ECR) version ordered by West
Germany and Italy (the first
Luftwaffe aircraft will be deliv-
ered in November). ECRs feature
digital avionics based on a 1553
databus, an emitter locator to
detect and identify electronic
threats passively, an imaging
infrared system for area recon-
naissance, and forward-looking
infrared sensor for night/bad-
weather attack.

About 50 per cent of the USAF
Tornado would be built in the
USA, and the aircraft would
be assembled at Rockwell's
Palmdale factory. Holdridge says
that the aircraft would cost the
USAF slightly less than a new
F-15E, and slightly more than a
modified F-15A—"assuming the
F-15A came free, out of the USAF
inventory".
In addition to the F-15, Rock-
well will face competition for the
follow-on Wild Weasel contract
from General Dynamics F-16,
Panavia teamed with Grumman
on a previous attempt to sell
Tornado to the USA. •

ols selected
Germany, Tecnost of Italy and
Ceselsa of Spain to supply the
digital engine control unit for the
European Fighter Aircraft's
EJ200 engine. The contract for
both development and pro-
duction over the 760-aircraft
programme is expected to be
worth £130 million.
The control unit is dual-
redundant, engine-mounted, and
of compact design and is fully
integrated with other primary
aircraft systems, says DSIC.
Primary engine control functions
include scheduling of main and
afterburning fuel flows and
controlling variable guide vanes
and nozzle.

British company DSIC will be
prime contractor, using experi-
ence gained on the digital engine
control system it developed for
the Rolls-Royce Pegasus engine
in the Harrier II.
EJ200 is a 29,0001b thrust-
class afterburning turbofan. •

EFA engine conti

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