HEADLINES

EFA-UK looks at three-nation radar
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he UK Ministry of Defence
(MoD) has undertaken a
study to determine the cost and
workshare arrangements on an
ECR-90 radar development for
the European Fighter Aircraft
(EFA) which excludes West
German involvement.

The study into what is known
as the "non-common" radar solu-
tion was delivered in August,
against the background of a con-
tinuing rift between the United
Kingdom, Italy, and Spain, which
support the Ferranti-led ECR-90
programme, and the West Ger-
mans, who want the MSD-2000
(a variant of the Hughes APG-65)
offered by an AEG-led team.
That rift narrowed on August
30 when UK Procurement Chief
Sir Peter Levene met his West
German counterpart in Bonn to
discuss the radar situation. The
West Germans undertook to see

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he first photograph of
Kamov's Ka-41 Hokum
combat helicopter and first
impression of Yakovlev's Yak-41
naval STOVL fighter highlight
Soviet Military Power 1989, the
annual Pentagon publication
which this year takes a softer line
in portraying Soviet military
strength.
Hokum and the Yak-41 are on
flight-test, says SMP. The new
Kamov helicopter is expected to
become operational soon, along
with the Mil Mi-28 Havoc. The
Yakovlev fighter is expected to
operate from new, ski-jump-
equipped Tbilisi-class carriers,
possibly alongside a naval Sukhoi
Su-27 Flanker,
The Ka-41 is revealed to be a
typical Kamov design with co-
axial main rotors, each with three
swept-tip blades, and no tail
rotor. SMP maintains that the
type's likely role is air-to-air
combat against anti-tank heli-
copters and slower ground-attack
aircraft, and estimates its speed
at 350km/h—faster than either
Havoc or the US AH-64 Apache.
Kamov's long-standing naval

whether MSD-2000 could be
optimised to overcome Royal Air
Force reservations.
A study concentrating mainly
on improving software of the elec-
tronic countermeasures portion
of the radar was delivered to the
UK Ministry of Defence two
weeks later. Since then, the RAF
has requested and received
further technical details of the
optimisation.
UK defence minister Tom King
and Gerhard Stoltenberg, the
West German defence minister,
are scheduled to meet on
October 20 in. a further attempt
to resolve the issue.
The study is believed to have
been carried out largely by
Ferranti Radar Systems, although
the company refuses to comment
on whether it participated in die
work. The MoD also declines to
comment. A Whitehall source

connection, however, suggests
Hokum is a shipborne equivalent
to Havoc.

The Yak-41 appears to have lift
engines mounted Yak-38-style
behind the cockpit, while the
twin-fin, twin-boom tail suggests
the rear lift/cruise engine has a
single, central vectorable nozzle,
possibly with reheat to give
the supersonic performance
suggested by the aircraft's wedge-
shaped intakes.
The Yak-41 is shown operating
alongside earlier Yak-38 Forger
V/STOL fighters from the ski-
jump-equipped deck of the
first 65,000-tonne Tbilisi-class
aircraft carrier, which may begin
sea trials this year. SMP claims
that the first two such vessels are
being fitted out at Nikolayev
shipyard, while a third is in the
early stages of construction.
Other SMP 1989 highlights
are:

• More than 15 Tupolev Tu-160
Blackjack strategic bombers have
been built, and the first oper-
ational unit is forming at an
airfield near Moscow. Blackjack
will carry either 12 3,000km-

confirms the existence of the
study, however, and says: "It
would only be prudent to have
taken a look at the effect on the
programme of going down the
three-only route".
The results of the study are
unknown, although one source
says that the redistribution of
workshare had not been a prob-
lem. Siemens, the West German
member of the ECR-90 con-
sortium, known as Euroradar,
was brought into the ECR-90
proposals at a late stage more as
a political manoeuvre rather than
for their technical contribution.
Siemens' workshare involved
data processing, the antenna,

Kamov's Ka-41 Hokum is-a high-spt

range AS-15 Kent air-launched
cruise missiles, or 24 new AS-16
short-range attack missiles, on
internal rotary launchers.
• A new long-range air-
launched cruise missile, AS-X-
19, is being developed and cotild
become operational on Bear, H
bombers in the early 1990s. Test-
ing of a sea-launched version,
SS-NX-24, is continuing slowly.
• Tupolev Tu-26 Backfire

and some signal processing
work. Other members of the
Euroradar consortium are FIAR
of Italy and Inisel of Spain.
Finance remains the main
obstacle. Earlier this year the UK
Treasury balked at a solution to
the impasse created by West
German insistence that the
ECR-90 radar was a greater tech-
nical risk. The Treasury refused
to sanction a scheme whereby
the UK Government would
underwrite any development
cost overruns Bonn might incur.
Against that background, the
non-common radar solution is
also unlikely to find favour with
the Treasury. •

'., tandem-seat combat helicopter

bomber production continues at
30 a year with the aim of
replacing all Tu-16 Badgers.
More than 500 Sukhoi Su-24
Fencer strike aircraft are opera-
tional. An air-refuellable Fencer
is being deployed, along with
Su-27 Flankers to provide long-
range fighter escort and Mikoyan
MiG-25 Foxbat Fs for defence
suppression, armed with 40km-
range anti-radar AS-1 Is. •

Soviet Military Power lifts
covers off Kamov's Hokum

Yakovlev's STOVL Yak-41 is a supersonic follow-on to the Yak-38 Forger

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