



Electronic Challenger

The first of seven Canadair CC-144 Challenger electronic warfare trainers for the Canadian Armed Forces is seen at Innotech Aviation's Montreal modification centre. Innotech is handling fleet standardisation, while the preliminary fit of electronic warfare equipment is scheduled to start early next year. Canadian Marconi, Litton Systems Canada, and Innotech have teamed as the Canadian Electronic Warfare Consortium (CEWC) to bid for the ECM fitting contract, worth C\$150 million.

Israel exports C-130 tankers

TEL AVIV

Israel Aircraft Industries (IAI) has converted five Lockheed C-130 Hercules transport aircraft to the aerial tanker role. The Bedek Aviation division of IAI, which designed the tanker system, states that the aircraft can be re-converted to the transport configuration in less than 24hr. So far IAI has not revealed the identities of its export customers [both Argentina and Taiwan are likely customers].

The main system in the converted aircraft is a tank assembly designed for easy installation and removal. The assembly is installed in the cargo compartment and connected to the aircraft's fuel system. Four cylindrical 830 US gal tanks provide a total net capacity of 3,000 US gal. The assembly is attached to a standard 20ft loading pallet.

A removable pylon and pod is attached to each wing, and contains the hose reel and drogue assembly, the fuel

pressure regulator, pressure transmitter, flow transmitter, fuel lines, surge suppressors, and hydraulic lines. Each hose assembly can supply 300 US gal/min at 45lb/in². Both hose assemblies can be operated simultaneously. The only structural modifications needed to the aircraft are observer stations installed on each paratroop door. Each station includes a large observation window.

The C-130 tankers are currently used by the Israeli Air Force in addition to the Boeing 707 tankers that were also converted by IAI.

AMX passes 500hr

TURIN

One of the prototype AMX ground attack aircraft has amassed more than 500 flying hours from Aeritalia's flight-test facility at Torino/Caselle.

The experimental phase of the programme agreed between the international AMX programme partners Aeritalia, Aermacchi, and Embraer is now on schedule.

The Brazilian prototype achieved its 50th flight on November 18 from its home base at San Jose dos Campos. The Italian prototypes are on operational trials at Decimomannu in Sardinia.

Garrett wins Amraam contract

LOS ANGELES

The Raytheon Missile System Company has awarded a \$1.5 million contract to the Garrett Fluid systems Company to design and develop a pneumatic actuation system for the US Air Force's Advanced Medium Range Air-to-Air Missile (Amraam). The Garrett Fluid Systems Company will incorporate the latest advances in cold-gas efficiency, dynamic performance, and digital electronics in developing the advanced high-performance pneumatic actuation system which controls the missile's flight.

Key features of the device include a push-pull actuation system and an advanced electronic control unit. The digital electronic control unit processes commands from the on-board computer to control the actuation system which guides the missile. The system will also have a built-in test capability which allows the missile to self-test its components to ensure all functions are operational.

Amraam, which is likely to

replace the Sparrow missile, will have a potential production run of at least 15,000 units. Garrett Fluid Systems Company, a division of The Garrett Corporation, Los Angeles, will produce the pneumatic actuation system prototypes at its manufacturing facilities in Tempe, with the first delivery scheduled for March 1988.

Morocco to update Air Force

TANGIER

King Hassan of Morocco has announced that his country intends to spend up to \$1 billion over the next five years to modernise the armed services.

Negotiations are already under way with the French Government and Dassault for 24 Mirage 2000s, initially to replace the 20 Mirage F.1Cs used in the interceptor role. The 19 F.1Es and 2Bs, used for attack and type conversion respectively, will probably be replaced later. Morocco also wants General Dynamics F-16 Fighting Falcons to replace its Northrop F-5s. The Royal Moroccan Air Force operates 17 F-5E Tiger IIs, plus four two-seat F-5Fs in the ground attack role, and ten older F-5As and two F-5Bs.

United States Defence Secretary Caspar Weinberger visited Morocco on December 5 and 6 for talks with King Hassan to discuss further military co-operation between the two countries, and Morocco's Western Sahara war with Polisario guerrillas.

Weinberger said that he favours the sale of F-16s, as the USA wants to heal the rift between the two countries caused when President Hassan signed a treaty with Libya two years ago. This was severed in August after Morocco held talks with Israel.

During the rift, US military aid to Morocco dropped from \$90 million a year to about \$35 million this year. Morocco also pays up to \$100 million in interest on its debt with the USA. Weinberger offered to re-finance the debt during his visit.