

under licence, two-thirds of them single-seaters. But this programme was put on ice in 1984 because of Peru's ongoing foreign debt crisis.

Production Veltro 2s will be powered by an uprated, 19.8kN-thrust Rolls-Royce Viper 680 turbojet and will be equipped with inertial navigation and a headup display.

The first of two MB.339 prototypes flew in August 1976, the first single-seater following early in 1983.

Customers: Argentina 10, Italy 100, Malaysia 12, Nigeria 12, Peru 16 + 60 licence produced

AGUSTA

A.109A/K Agusta has developed a multirole "hot-and-high" A.109K designed for the Middle East and African markets. The aircraft is powered by twin 539 Kw Turbomeca Ariel 1K turboshafts, and has a larger nose for added avionics and a taller undercarriage. Certification is planned for 1985.

Roles envisaged for the military A.109A MkII twin-turbine helicopter include anti-tank (four or eight Tow plus roof sight), scout, utility, and electronic warfare. A naval version has underfuselage search radar and towed MAD bird.

The A.109 first flew in August 1971, and commercial deliveries of the improved MkII began in September 1981.

Customers: Argentina, Italy, Yugoslavia, Libya

A.129 On September 1, 1985, Agusta and Westland begin a one-year government-funded feasibility study into a Mk.2 version of the A.129 for both the Italian and British Armies. Advanced avionics, Trigat third-generation anti-tank weapons, and single-engined (Rolls-Royce/Turbomeca RTM 322) configurations are among the options to be studied. The first of four A.129 Mangusta (Mongoose) twin-turbine anti-tank helicopters flew on September 15, 1983. A further two prototypes are now flying, with the fourth serving as a ground test vehicle. Also under study are a naval A.129 Gannet and a light transport A.129LTH, able to carry eight troops. The Gannet would have a radar nose, a night vision system, and a mission gross weight of 4,000kg.

The standard A.129 is armed with eight TOW missiles, with Flir-augmented nose sight and pilot's night vision sensor linked to helmet display sights. Other equipment includes passive and active infrared and electronic countermeasures.

Customer: Italy 60

AB.212 ASV/ASW Extensively modified for operation from small ships, this anti-ship/anti-submarine version of the Bell 212 is equipped with roof-mounted search radar, dunking sonar and/or sonobuoys, towed MAD, and ESM.

Armament includes missiles: Italy will use the Marte MkII now under development, while Turkey may fit the Sea Skua.

Customers: Greece, Italy, Peru, Spain, Turkey, Venezuela

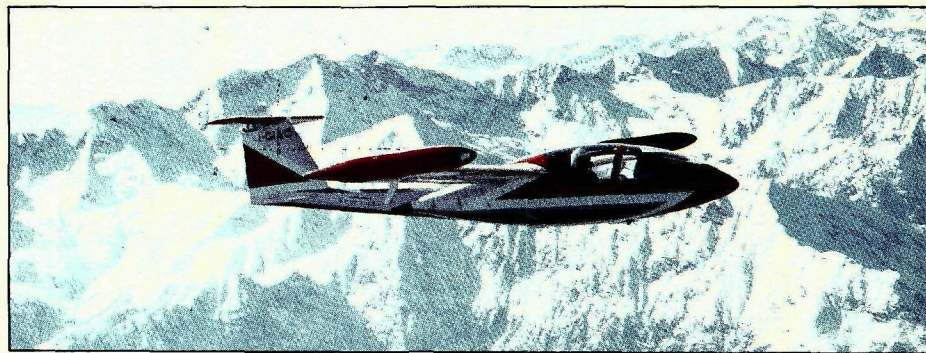
AB.412 Griffon Agusta's military multirole version of the Bell 412 is suitable for troop transport, fire-support, and other roles. Armament options include 20mm cannon or rockets.

Customers: Italy, Lesotho, Zimbabwe

CAPRONI VIZZOLA

C22J Two C22J lightweight twin-jet primary/basic trainer prototypes are now flying, the second representing production-standard aircraft.

Developed from the A21SJ Calif jet-powered sailplane, the C22J first flew in July 1980. The second aircraft has decreased span, tip tanks,



The Caproni Vizzola C22J has not yet found a buyer in the overcrowded trainer market

and uprated Microturbo TRS18 turbojets.

Now owned by Agusta, Caproni Vizzola planned to build a further three pre-series C22Js followed by 20 production aircraft.

A C22R reconnaissance/surveillance version is proposed, capable of IR-silent unpowered glides, and launched and recovered like an RPV.

SIAMARCHETTI

SF.260 Production of SF.260 airframes, compatible with either Lycoming piston or Allison turboprop powerplants, is running at four to six a month. Turboprop conversion kits are available.

The SF.260M trainer flew in October 1970, followed in May 1972 by the SF.260W Warrior armed light-attack/trainer. The SF.260TP flew in July 1980.

Customers: Belgium 36, Bolivia 6, Brunei 2, Burma 20, Burundi 3, Comores 3, Dubai 6, Ireland 11, Italy 33, Libya 240, Philippines 48, Singapore 28, Somalia 16, Thailand 18, Tunisia 18, Zaire 20, Zambia 9, Zimbabwe 23

S.211 Singapore Aerospace Industries is to assemble S.211 turboprop-powered basic trainers from kits supplied by Siam Marchetti. Singapore has ordered ten S.211s with options on 20 more. Four S.211s for the Haiti Air Wing, the first jet-aircraft to enter the service, have been completed.

Three tandem-seat S.211 prototypes have been built, the first flying in April 1981. Changes to the rear fuselage and intakes were incorporated in later prototypes.

Customers: Haiti 4, Singapore 10 (+20)

SF.600TP Cangaro Projected military versions of the twin-turbine SF.600 Cangaro include swing-tail cargo transport, maritime patrol, and electronic warfare.

The prototype Cangaro, built by General Avia, flew in December 1978, powered by two Lycoming piston engines. The aircraft was re-engined with Allison 250 turboprops and resumed testing in April 1983.

Siam Marchetti proposes an S.700 Cormorano amphibian derivative of the Cangaro.

F.20TP Condor Siam Marchetti took over flight-testing of the General Avia F.20TP Condor two/four-seat twin turbine aircraft in 1983. Military roles envisaged include multi-engine training and light attack.

JAPAN

FUJI

KM-2 Fuji is installing an Allison 250-B17 turboprop in a company-owned KM-2 four-seat utility aircraft, a derivative of the Beech

Mentor.

The turboprop-powered aircraft is on offer to the Japan Maritime Self-Defence Force as a fuel-efficient replacement for 60 piston-powered KM-2s used for training. Deliveries could begin in 1987.

The KM-2 is in production for the Ground SDF as the TL-1 liaison aircraft. The Air SDF operates the KM-2B trainer, with T-34-style tandem cockpit, as the T-3. All 50 T-3s ordered have been delivered.

Customer: Japan

KAWASAKI

XT-4 The first prototype XT-4 twin-turboprop basic/advanced trainer was rolled out in April 1985, and was to have flown in mid-July. Three more flying prototypes will be built by June 1986, plus two ground-test airframes.

Development and production is shared 40:30:30 between Kawasaki, Fuji, and Mitsubishi. Kawasaki is the prime contractor, its mid-wing KA580 design having been selected as the replacement for Japanese T-1 and T-33 trainers.

The aircraft, powered by two Japanese-developed IHI XF3-30 turboprops, features tandem seating, with Stencil SIIIS ejection seats, and cockpit headup display. The trainer is equipped with five hardpoints for fuel tanks and training weapons, and has growth potential for ground-attack.

Customer: Japan 200-240 required

MITSUBISHI

F-1/T-2 A T-2 supersonic twin-turboprop advanced trainer, modified to serve as a control configured vehicle (CCV) testbed and distinguished by new horizontal and vertical canard control surfaces, flew in August 1983. Japan's Technical Research and Development Institute will complete flight-tests of the CCV at the end of Fiscal Year 1985.

The first prototype tandem-seat T-2 flew in July 1971. The Japan Air Self-Defence Force ordered 28 T-2s and 58 T-2A combat trainers armed with a 20mm Vulcan rotary cannon in the forward fuselage.

Two T-2s were converted to single-seat F-1 close-support fighter prototypes, flying as such in June 1975. Additional avionics are housed in the faired-over second cockpit.

Customer: Japan 88 T-2 + 80 F-1

F-4 update An F-4EJ Phantom was scheduled to fly early in 1985 equipped with a close-support weapon system comprising Westinghouse APG-66 pulse-Doppler radar, Kaiser/VDO headup display, inertial navigation system, and radar warning receiver.

If flight-tests are successful, Japan plans to re-equip 100 of its 140 F-4 interceptors starting in 1987.