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(WHSSS): Records

Folder Title: US-Iranian Naval Engagement 10/08/1987

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Collection Name SITUATION SUPPORT STAFF, WHITE HOUSE: RECORDS

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File Folder

US-IRANIAN NAVAL ENGAGEMENT 10/08/1987

FOIA

(BINDER) (2)

F04-056/2

Box Number

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| 243020 CABLE | 082047Z OCT 1987 | 2 1 | 10/8/1987 | B1 |
| 243021 CABLE | 082037Z OCT 87 | 2 1 | 10/8/1987 | B1 |
| 243022 CABLE | 082036Z OCT 87 | 2 1 | 10/8/1987 | B1 |
| 243023 CABLE | 082036Z OCT 87 | 2 1 | 10/8/1987 | B1 |
| 243025 CABLE | 082036Z OCT 87 | 2 1 | 0/8/1987 | B1 |
| 243026 CABLE | 082023Z OCT 87 | 1 1 | 0/8/1987 | B1 |
| 243027 CABLE | 082005Z OCT 87 | 1 1 | 10/8/1987 | B1 |
| | | | | |

The above documents were not referred for declassification review at time of processing

B-1 National security classified information [(b)(1) of the FOIA]

Freedom of Information Act - [5 U.S.C. 552(b)]

B-2 Release would disclose internal personnel rules and practices of an agency [(b)(2) of the FOIA]

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| 082006Z OCT 87 | 1 | 10/8/1987 | B1 |
| 082006Z OCT 87 | 2 | 10/8/1987 | B1 |
| 08200Z OCT 87 | 1 | 10/8/1987 | B1 |
| 081950Z OCT 87 | 1 | 10/8/1987 | B1 |
| 081936Z OCT 87 | 1 | 10/8/1987 | B1 |
| 081934Z OCT 87 | 1 | 10/8/1987 | B1 |
| | 082006Z OCT 87 082006Z OCT 87 08200Z OCT 87 081950Z OCT 87 | 082006Z OCT 87 1 082006Z OCT 87 2 08200Z OCT 87 1 081950Z OCT 87 1 | 082006Z OCT 87 |

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| 043 | CABLE | O81932Z OCT 87 | 1 | 10/8/1987 | B1 |
|)44 | CABLE | 081922Z OCT 87 | 1 | 10/8/1987 | B1 |
|)45 | CABLE | 081859Z OCT 87 | 1 | 10/8/1987 | B1 |
|)46 | PAPER | RE: MILITARY EQUIPMENT | 1 | ND | B1 |
|)47 | FAX COVER SHEET | | 1 | 10/8/1987 | B1 |
|)48 | NOTICE | RE: NAVAL ENGAGEMENT | 12 | 10/8/1987 | B1 |
|)50 | PAPER | RE: MILITARY EQUIPMENT | 1 | ND | B1 |
|)50 | PAPER | RE: MILITARY EQUIPMENT | 1 | NI |) |

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| ID Doc Type | Document Description | No of Pages | Doc Date | Restrictions | | |
| 243051 SPOT REPORT | RE: NAVAL ENGAGEMENT | 1 | ND | B1 | | |
| 243053 PAPER | RE: MILITARY EQUIPMENT | 1 | 10/8/1987 | B1 | | |
| 243055 PHOTO | • | 1 | ND | B1 | | |
| 243056 MEMO | FROM KOEHLER RE: US-IRANIAN NAVAL ENGAEMENT | 2 | 10/8/1987 | B1 | | |

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243021 CABLE

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082036Z OCT 87

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B-1 National security classified information [(b)(1) of the FOIA]

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082036Z OCT 87

Freedom of Information Act - [5 U.S.C. 552(b)]

B-1 National security classified information [(b)(1) of the FOIA]

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243026 CABLE

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082023Z OCT 87

Freedom of Information Act - [5 U.S.C. 552(b)]

B-1 National security classified information [(b)(1) of the FOIA]

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082005Z OCT 87

Freedom of Information Act - [5 U.S.C. 552(b)]

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243029 CABLE

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243032 CABLE

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082006Z OCT 87

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082006Z OCT 87

Freedom of Information Act - [5 U.S.C. 552(b)]

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243036 CABLE

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FRIGATES

There are 100 frigates (FF/FFG) in commission with another 17 ships planned for completion during the next few years. All ships except "FFG 7" class have the large SQS 26 soner, ASROC anti-submarine rockets and a helicopter capability. However, only 38 have a surface-to-air missile capability for limited area defence. The ships of the "Oliver Hazard Perry" class (FFG 7) have the smaller SQS 56 sonar. The ASROC was deleted but the ships can operate two LAMPS (Light Airborne Multi-Purpose System) helicopters and have a surface-to-air/surface-to-surface missile capability. The "Perry" class ships are more versatile than the previous "Knox" class fri-

gates and several other navies have expressed interest in the newer design. The Royal Australian Navy has ordered four of the ships and five more are to be built in Spain. Total for the USN fixed at 52

The US Navy's frigates could be supplemented in the ocean escort role by the 12 "Hamilton" class high-endurance cutters operated by the Coast Guard. The Coast Guard ships are fitted with sonar and are armed with Mk 32 torpedo tubes (as well as a single 5 in gun). They also have facilities for operating a large

Future Programmes: A new class of frigates was under consideration in 1981-82 as a replacement for the FFX but was dropped. Called the FFGX it was intended primarily for the Naval Reserves. The ship would be less costly than the "Oliver Hazard Perry" class, but capable of fulfilling naval requirements such as convoy protection in low threat areas. When the Administra-tion presented the FY 1983 budget on 8 February 1982 there was no allowance for FFGX in the five year programme

35 + 16 + (1) "OLIVER HAZARD PERRY" CLASS: GUIDED MISSILE FRIGATES (FFG)

| Name | No. | Builders | Laid down | Launched | Commissioned | FIS |
|----------------------|-------------------|---------------------------------------|--------------|--------------|---------------|------|
| OLIVER HAZARD PERRY | FFG 7 (ex-PF 109) | Bath Iron Works, Bath, Maine | 12 June 1975 | 25 Sep 1976 | 17 Dec 1977 | AA |
| McINERNEY | FFG 8 | Bath Iron Works, Bath, Maine | 7 Nov 1977 | 4 Nov 1978 | 19 Nov 1979 | AA |
| WADSWORTH | FFG 9 | Todd Shipyards Corporation, San Pedro | 13 July 1977 | 29 July 1978 | 28 Feb 1980 | PA |
| DUNCAN | FFG 10 | Todd Shipyards Corporation, Seattle | 29 Apr 1977 | 1 Mar 1978 | 15 May 1980 | NRF |
| CLARK | FFG 11 | Bath Iron Works, Bath, Maine | 17 July 1978 | 24 Mar 1979 | 9 May 1980 | AA |
| GEORGE PHILIP | FFG 12 | Todd Shipyards Corporation, San Pedro | 14 Dec 1977 | 16 Dec 1978 | 10 Oct 1980 | PA |
| SAMUEL ELIOT MORISON | FFG 13 | Bath Iron Works, Bath, Maine | 4 Dec 1978 | 14 July 1979 | 11 Oct 1980 | AA |
| JOHN H. SIDES | FFG 14 | Todd Shipyards Corporation, San Pedro | 7 Aug 1978 | 19 May 1979 | 30 May 1981 | PA |
| ESTOCIN | FFG 15 | Bath Iron Works, Bath, Maine | 2 Apr 1979 | 3 Nov 1979 | 10 Jan 1981 | AA |
| CLIFTON SPRAGUE | FFG 16 | Bath Iron Works, Bath, Maine | 30 Sep 1979 | 16 Feb 1980 | 21 Mar 1981 | AA |
| JOHN A. MOORE | FFG 19 | Todd Shipyards Corporation, San Pedro | 19 Dec 1978 | 20 Oct 1979 | 14 Nov 1981 | PA |
| ANTRIM | FFG 20 | Todd Shipyards Corporation, Seattle | 21 June 1978 | 27 Mar 1979 | 26 Sep 1981 | PA |
| FLATLEY | FFG 21 | Bath Iron Works, Bath, Maine | 13 Nov 1979 | 15 May 1980 | 20 June 1981 | AA |
| FAHRION | FFG 22 | Todd Shipyards Corporation, Seattle | 1 Dec 1978 | 24 Aug 1979 | 16 Jan 1982 | PA |
| LEWIS B. PULLER | FFG 23 | Todd Shipyards Corporation, San Pedro | 23 May 1979 | 15 Mar 1980 | 17 Apr 1982 | PA |
| JACK WILLIAMS | FFG 24 | Bath Iron Works, Bath, Maine | 25 Feb 1980 | 30 Aug 1980 | 19 Sep 1981 | AA |
| COPELAND | FFG 25 | Todd Shipyards Corporation, San Pedro | 24 Oct 1979 | 26 July 1980 | 7 Aug 1982 | PA |
| GALLERY | FFG 26 | Bath Iron Works, Bath, Maine | 17 May 1980 | 20 Dec 1980 | 5 Dec 1981 | AA |
| MAHLON S. TISDALE | FFG 27 | Todd Shipyards Corporation, San Pedro | 19 Mar 1980 | 7 Feb 1981 | 27 Nov 1982 | PA |
| BOONE | FFG 28 | Todd Shipvards Corporation, Seattle | 27 Mar 1979 | 16 Jan 1980 | 15 May 1982 | PA |
| STEPHEN W. GROVES | FFG 29 | Bath Iron Works, Bath, Maine | 16 Sep 1980 | 4 Apr 1981 | 17 Apr 1982 | AA |
| REID | FFG 30 | Todd Shipyards Corporation, San Pedro | 8 Oct 1980 | 27 June 1981 | 19 Feb 1983 | PA |
| STARK | FFG 31 | Todd Shipyards Corporation, Seattle | 24 Aug 1979 | 30 May 1980 | 23 Oct 1982 | PA |
| JOHN L. HALL | FFG 32 | Bath Iron Works, Bath, Maine | 5 Jan 1981 | 24 July 1981 | 26 June 1982 | AA |
| JARRETT | FFG 33 | Todd Shipyards Corporation, San Pedro | 11 Feb 1981 | 17 Oct 1981 | 2 July 1983 | PA |
| AUBREY FITCH | FFG 34 | Bath Iron Works, Bath, Maine | 10 Apr 1981 | 17 Oct 1981 | 9 Oct 1982 | AA |
| UNDERWOOD | FFG 36 | Bath Iron Works, Bath, Maine | 3 Aug 1981 | 6 Feb 1982 | 29 Jan 1983 · | AA |
| CROMMELIN | FFG 37 | Todd Shipyards Corporation, Seattle | 30 May 1980 | 1 July 1981 | 18 June 1983 | PA |
| CURTS | FFG 38 | Todd Shipyards Corporation, San Pedro | 1 July 1981 | 6 Mar 1982 | 8 Oct 1983 | PA |
| DOYLE | FFG 39 | Bath Iron Works, Bath, Maine | 16 Nov 1981 | 22 May 1982 | 21 May 1983 | AA |
| HALYBURTON | FFG 40 | Todd Shipyards Corporation, Seattle | 26 Sep 1980 | 15 Oct 1981 | 7 Jan 1984 | PA |
| McCLUSKY | FFG 41 | Todd Shipyards Corporation, San Pedro | 21 Oct 1981 | 18 Sep 1982 | 10 Dec 1983 | PA |
| KLAKRING | FFG 42 | Bath Iron Works, Bath, Maine | 19 Feb 1982 | 18 Sep 1982 | 20 Aug 1983 | AA |
| THACH | FFG 43 | Todd Shipyards Corporation, San Pedro | 10 Mar 1982 | 18 Dec 1982 | Mar 1984 | - |
| De WERT | FFG 45 | Bath Iron Works, Bath, Maine | 14 June 1982 | 18 Dec 1982 | 19 Nov 1983 | AA |
| RENTZ | FFG 46 | Todd Shipyards Corporation, San Pedro | 18 Sep 1982 | 16 July 1983 | 1984 | Blda |
| NICHOLAS | FFG 47 | Bath Iron Works, Bath, Maine | 27 Sep 1982 | 23 Apr 1983 | 1984 | Bida |
| VANDERGRIFT | FFG 48 | Todd Shipyards Corporation, Seattle | 13 Oct 1981 | 15 Oct 1982 | 1984 | Bldg |
| ROBERT G. BRADLEY | FFG 49 | Bath Iron Works, Bath, Maine | 28 Dec 1982 | 13 Aug 1983 | 1984 | Bldg |
| TAYLOR | FFG 50 | Bath Iron Works, Bath, Maine | 5 May 1983 | 5 Nov 1983 | 1984 | Bldg |
| GARY | FFG 51 | Todd Shipyards Corporation, San Pedro | 18 Dec 1982 | 19 Nov 1983 | 1985 | 8ldg |
| CARR | FFG 52 | Todd Shipyards Corporation, Seattle | 26 Mar 1982 | 26 Feb 1963 | 1985 | 8ldg |
| HAWES | FFG 53 | Bath Iron Works, Bath, Maine | 22 Aug 1983 | 18 Feb 1984 | 1985 | Bldg |
| FORD | FFG 54 | Todd Shipyards Corporation, San Pedro | 16 July 1983 | 1984 | 1985 | 8ldg |
| ELROD | FFG 55 | Bath Iron Works, Bath, Maine | 21 Nov 1983 | 1984 | 1985 | Bldg |
| SIMPSON | FFG 56 | Bath Iron Works, Bath, Maine | 1984 | 1984 | 1985 | Ord |
| REUBEN JAMES | FFG 57 | Todd Shipyards Corporation, San Pedro | 19 Nov 1983 | 1984 | 1986 | Bida |
| SAMUEL B. ROBERTS | FFG 58 | Todd Shipyards Corporation, San Pedro | 1984 | 1985 | 1986 | Ord |
| - | FFG 59 | Todd Shipyards Corporation, San Pedro | 1985 | 1986 | 1987 | Ord |
| RODNEY M. DAVIS | FFG 60 | Todd Shipyards Corporation, San Pedro | 1985 | 1986 | 1987 | Ord |
| - | FFG 61 | Approved FY 1984 programme | - | | | Proj |
| | | | | | | |

Displacement, tons: 2 750 light; 3 585 full load Dimensions, feet (metres): 445 × 45 × 24-5 sonar; 14-8 keel. (135-6 × 13-7 × 7-5; 4-5) (FFG 8, 36-43, 45-61 length 453 (138-1)) Alecraft: 2 SH-2 LAMPS helicopters (see Aircraft note)

Missiles: SSM/SAM; Harpoon/Standard (1 single Mk 13 launcher) (see Missile note)

Guns: 1-76 mm/62 (Mk 75); 1-20 mm CIWS Mk 16 Phalanx

(see Gunnery note)

A/S weapons: 2 triple torpedo tubes (Mk 32)

Main engines: 2 LM 2500 gas turbines (General Electric); 1 shaft (cp propeller); 40 000 shp

Speed, knots: 29

Range, miles: 4 500 at 20 knots

Complement: 185 (17 officers, 168 enlisted men) (includes 19

They are follow-on ships to the large number of frigates (formerly DE) built in the 1960s and early 1970s, with the later ships emphasising anti-ship/aircraft/missile capabilities while the previous classes were oriented primarily against submarines (eg, larger SQS 26 sonar and ASROC).
The leed ship (FFG 7) was authorised in the FY 1973 shipbuild-

ing programme; three ships (FFG 8-10) in the FY 1975 programme; and six ships (FFG 11-16) in the FY 1976 programme. rammer; and ask sinips (FFG 11-16) in the PT 1976 programme.
Congress authorised nine ships in the FY 1976, but cost escalation permitted the construction of only six ships; eight ships in
the FY 1977 (FFG 19-26); eight ships in the FY 1978 (FFG 27-34),
eight ships in the FY 1979 (FFG 36-43), five ships in FY 1980
(FFG 46-49), six ships in FY 1981 (FFG 50-55), three ships in FY 1982 (FFG 56-58) and two ships in FY 1983 programme (FFG 59-60)

uary 1984 the first of this class to be transferred to the NRF, FFG 10, took over her new duties. She is to be followed by FFG 7, 9, 11-16, 19, 23, 25 and 27 plus two not yet named. The four additional ships of this class ordered from the Todd-Seattle shipyard for the Royal Australian Navy were assigned US Navy hull numbers FFG 17, 18, 35 and 44 for accounting purposes. In eddition to the Australian ships, five other ships (with no US Navy hull numbers assigned) are being built for

Aircraft: LAMPS III is scheduled to enter service about 1985. Starting with FFG 36 in FY 1985, the Rapid Hauldown and Traversing System (RAST), which is equipment designed for safe helicopter operations in high seas, will be installed. To accommodate these modifications, the overall length of the ship is increased by 8 ft (2-4 m). This is done by increasing the angle of the ships transom, between the waterline and the fantail, from virtually straight up to a 45 degree angle outwards. This increases the overall length of the ship, but not the waterline length. McInerney (FFG 8) was modified as LAMPS III test ship, at Bath Iron Works, in late 1980. LAMPS III support facilities, RAST and the TACTAS sonar will be fitted in all ships authorised from FFG 36 onwards, during construction. After this modification in the later ships FFG 7, 9-16, 19-34 will still be able to operate only LAMPS I helicopters.

Classification: These ships were originally classified as "patrol frigates" (PF) at a time when the term "frigate" was used in the US Navy for the DLDL G/DLGN. *Diver Hazard Perry* was designated PF 109 at time of keel laying and designated FFG 7 on 30 June 1975.

The name of FFG 13 was changed from Samuel E. Marison to Samuel Eliot Morison on 17 August 1979 and FFG 45 from Dewert to De Wert on 2 December 1982.

s intervention: Congress added an extra FFG 7 frigate to the FY 1984 programme, despite objections from the Navy. Not only was this done but Congress insisted that the contract should be awarded to a Todd SY on the Pacific coast and should carry an upgraded Mk 92 system. At the same time only \$116.4 million was appropriated, Congress requiring the Navy to make up the \$183.6 million (or additional costs) difference "savings" from previous years.

Design: These ships are slightly longer but lighter than the earlier "Knox" class. The original single hanger has been changed to two adjacent hangers, each to house an SH-2 or

follow-on LAMPS helicopters. Several weapon and sensor systems for this class evaluated at sea in the guided missile frigete Telbot (FFG 4). Brown Brothers' fin stabilisers, ordered in 1982, will be fitted at Electronics: Fitted with two OE-82 satellite communication antennas, SSR-1 receiver and WSC-3 transceiver. SLQ 32 Electronic Warfare system

Engineering: Two auxiliary retractable propeller pods are provided aft of the sonar dome to improve berthing capability and to provide "get home" power in the event of a casualty to the main engines or propeller shaft. Each pod has a 325 hp engine to provide a maximum speed of 4 knots. One five-bladed propeller, 16-5 ft diameter,

ntrol: The Mk 92 weapons control system is installed with a dome-shaped antenna atop the bridge. (The Mk 92 is the icanised version of the WM-28 system developed by NV Hollandse Signaalapparaten.) Mk 13 weapon direction system

it: The design-to-cost estimate of \$45-7 million in the FY 1973 dollars based on a 49-ship programme has increased to \$55-3 million in the same dollars due to design and cost estimating changes. However, adding the estimated inflation and contract escalation factors brings the cost per ship in the FY 1980 programme to \$200-6 million. The FY 1983 ships of the class will cost approximately \$334-5 million (FY 1983 dollars) per ship while the FY 1984 ship will cost \$300 million

Gunnery: The principal gun on this class is the single 76 mm OTO Melara with a 90-round-per-minute firing rate (designated Mk 75 in US service). One 20 mm Phalanx Mk 15 CWS aff of Mk 75 in US service). top of hangar is to be fitted (already in FFG 27-34, 36-43 and 45)

Missiles: The single-arm missile launcher is capable of firing both Standard MR aurface-to-air and Harpoon surface-to-surface missiles. "Mixed" missile magazines provided for 40 Harnoon/Standard.

r: Long-range search: SPS 49. Search and navigation: SPS 55.
Weapons control: STIR (modified SPG 60).

Rockets: Mk 36 Chaffroc Super R8OC launcher fitted.

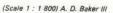
Sonar: SQS 56 (hulf-mounted). SQR 19 TACTAS (in FFG 36-43, 45-60) T-Mk 6 Fanfare torpedo decoy system.

ngle 76 mm (designated CIWS aft on 3-43 and 45)





OLIVER HAZARD PERRY



McINERNEY



(Scale 1 : 1 800) A. D. Baker IH



AUBREY FITCH

1983, Dr. Giorgio Arra



SAMUEL ELIOT MORISON

811980, Samuel L. Morison



KV107II-7. De luxe VIP transport with 6-11 seats. One built: currently owned by Columbia Helicopters Inc of USA

KV107IIA-17. Long range passenger and cargo transort version for Metropolitan Police Department; one delivered in February 1973. Cabin divided into two compartments: front section with 12 passenger seats, rear section capable of accommodating 2,268 kg (5,000 lb) of cargo, six stretcher patients or 12 passengers.

KV107IIA-SM-1. Firefighting version for Saudi Arabian Ministry of the Interior; seven delivered. All can be fitted with specially designed equipment for various forms of firefighting (foam agent, chemical powder, water, and co-ordinated firefighting). For self-ferry flights the SM-1, 2. 3. and 4 can be fitted with an internally mounted 1,893 litre (500 US gallon) auxiliary fuel tank.

KV107IIA-SM-2. Rescue and aeromedical version for Saudi Arabian Ministry of the Interior, with external rescue hoist, medical equipment, stretcher kit and other rescue gear; 303 litre (80 US gallon) additional fuel tank can be mounted on each side of fuselage. Four delivered.

KV107IIA-SM-3. De luxe VIP transport version for Saudi Arabian Ministry of the Interior. Three ordered, of which one delivered by March 1984.

KV107IIA-SM-4. Air ambulance version for Saudi Arabian Ministry of the Interior, with survival and first aid equipment. Two ordered, of which one delivered by March 1984.

The description which follows applies to the commercial KV10711-2, except where indicated:

Type: Twin-engined transport helicopter.

ROTOR SYSTEM: Two three-blade rotors in tandem, rotating in opposite directions. Each blade is made up of a steel D spar to which is bonded a trailing-edge box constructed of aluminium ribs and glassfibre or aluminium skin.

ROTOR DRIVE: Power is transmitted from each engine through individually-overrunning clutches into the rear transmission, which combines the engine outputs, thereby providing a single power output to the interconnecting shaft which enables both rotors to be driven by either engine.

USELAGE: Basically square-section semi-monocoque structure built primarily of high strength bare and Alclad aluminium alloy. Transverse bulkheads and built-up frames support transmission, power plant and landing gear. Loading ramp forms undersurface of upswept rear fuselage on utility and military models. Baggage container replaces ramp on airliner version. Fuselage is sealed to permit operation from water.

LANDING GEAR: Non-retractable tricycle type, with twin wheels on all three units. Oleo-pneumatic shock absorbers. Tubeless tyres, size 18 × 5.5, pressure 10.34 bars (150 lb/sq in), on all wheels. Disc brakes. Wheel/ski gear optional.

POWER PLANT (KV10711): Two 932 kW (1,250 shp) General Electric CT58-110-1 or Ishikawajima-Harima CT58-IHI-110-1 turboshaft engines, mounted side by side at base of rear rotor pylon. Alternatively, two Rolls-Royce Gnome H.1200 turboshafts (in HKP 4C). Fuel tanks in sponsons, capacity 1,324 litres (350 US gallons). KV10711A has more powerful CT58 engines and provision for increased fuel capacity (see introductory copy).

ACCOMMODATION: Standard accommodation for two pilots, stewardess and 25 passengers in airliner version. Seats in eight rows, in pairs on port side and single seats on starboard side (two pairs at rear of cabin) with cen-



Kawasaki (Hughes) OH-6D light helicopter of the JMSDF

tral aisle. Airliner fitted with parcel rack and a rollout baggage container, with capacity of approximately 680 kg (1,500 lb), located in underside of rear fuselage. Ramp of utility model is power operated on the ground or in flight and can be removed or left open to permit carriage of extra-long cargo.

AVIONICS AND EQUIPMENT: Standard avionics include stability augmentation system (SAS) and automatic speed trim system (AST). Optional avionics include automatic stabilisation equipment (ASE); automatic flight control system (AFCS); Doppler radar; radio altimeter; HF, VHF and UHF radio; ADF; VOR/ILS; Tacan; compass system and attitude director indicator system; and intercom system.

DIMENSIONS, EXTERNAL:

15-24 m (50 ft 0 in) Rotor diameter (each) Length overall, both rotors turning 25-40 m (83 ft 4 in) 13.59 m (44 ft 7 in) Length of fuselage Height to top of rear rotor head 5-13 m (16 ft 10 in) Wheel track (c/l of shock struts) 3.94 m (12 ft 11 in) Width over mainwheels 4-42 m (14 ft 6 in) 7-59 m (24 ft 11 in) Wheelbase Passenger door (fwd): Height 1-60 m (5 ft 3 in) 0-91 m (3 ft 0 in) Width DIMENSIONS, INTERNAL: Cabin, excl flight deck:

7-37 m (24 ft 2 in) Length Normal width 1.83 m (6 ft 0 in) 2.01 m (6 ft 7 in) Max width 1.83 m (6 ft 0 in) Max height 13-47 m2 (145 sq ft) Floor area Volume (usable) 24.5 m3 (865 cu ft)

AREAS: 3.48 m2 (37.50 sq ft) Rotor blades (each) 364-6 m2 (3,925 sq ft) Rotor discs (total) WEIGHTS AND LOADINGS:

Weight empty, equipped:

11-2 4,868 kg (10,732 lb) IIA-1 4,589 kg (10,118 lb) 5,250 kg (11,576 lb) 11A-2 Max T-O and landing weight 8,618 kg (19,000 lb) or 9,706 kg (21,400 lb)

Cabin floor loading (cargo):

976 kg/m2 (200 lb/sq ft) standard 1,464 kg/m2 (300 lb/sq ft) optional 23-6 kg/m2 (4-84 lb/sq ft) Max disc loading 4-62 kg/kW (7-6 lb/shp) Max power loading

Performance (A: KV107II-2 at 8,618 kg; 19,000 lb AUW. B: KV107IIA at same AUW):

Never-exceed speed:

146 knots (270 km/h; 168 mph) A. B Max speed at S/L, normal rated power:

136 knots (253 km/h; 157 mph) A 137 knots (254 km/h; 158 mph) B Cruising speed at 1,525 m (5,000 ft): 130 knots (241 km/h; 150 mph)

A, B Max rate of climb at S/L:

463 m (1,520 ft)/min A, normal rated power В 625 m (2,050 ft)/min

Max vertical rate of climb at S/L:

381 m (1,250 ft)/min B Service ceiling:

4,575 m (15,000 ft) A, normal rated power B 5,180 m (17,000 ft)

Service ceiling, one engine out: A, military power, yaw, 248 rpm

107 m (350 ft) 1,740 m (5,700 ft) 2,895 m (9,500 ft) Hovering ceiling IGE: A 3,565 m (11,700 ft) Hovering ceiling OGE: A 1,890 m (6,200 ft) 2,680 m (8,800 ft)

Min landing area (A, B): Length 38 m (126 ft) Width 23 m (75 ft) T-O to 15 m (50 ft): B 131 m (430 ft)

Landing from 15 m (50 ft), one engine out: B 84 m (275 ft)

Range: A with 3,000 kg (6,600 lb) payload, 10% reserves 94 nm (175 km; 109 miles)

B with standard fuel 192 nm (357 km; 222 miles) B with max fuel 592 nm (1,097 km; 682 miles)

KAWASAKI (HUGHES) 369D/MODEL 500D JGSDF/JMSDF designation: OH-6D

The first Model 369D (500D) built by Kawasaki under licence from Hughes Helicopters was flown for the first time on 2 December 1977; JCAB Normal category certification was awarded on 20 April 1978. Seven Model 500Ds had been delivered for civil operation in Japan by March 1983. The JGSDF ordered 49 as OH-6Ds, all of which had been delivered by the end of March 1984; purchase of a further nine approved for FY 1984. The OH-6D has also been selected by the JMSDF, to replace its Bell 47G-2As in the training role. Three ordered, the first of which was delivered in December 1983; two more to be ordered in FY 1984.

MITSUBISHI MITSUBISHI JUKOGYO KABUSHIKI KAISHA (Mitsubishi Heavy Industries Ltd)

5-1, Marunouchi 2-chome, Chiyoda-ku, Tokyo 100 Telephone: Tokyo (03) 212 3111 elex: J22282 and J22443

NAGOYA AIRCRAFT WORKS: 10, Oye-cho, Minato-ku, Nagoya 455

CHAIRMAN OF BOARD OF DIRECTORS: Masao Kanamori PRESIDENT: Soichiro Suenaga

EXECUTIVE VICE-PRESIDENTS:

Keiji Kai

Shinichi Tsuruoka

MANAGING DIRECTOR AND GENERAL MANAGER OF AIRCRAFT AND SPECIAL VEHICLE HEADQUARTERS:

ASST GENERAL MANAGER OF AIRCRAFT AND SPECIAL

GENERAL MANAGER, SPECIAL VEHICLE DEPARTMENT: Taizo Yoshida

MANAGER OF MU-2 ADMINISTRATION SECTION: Yukiya Naramoto

GENERAL MANAGER, NAGOYA AIRCRAFT WORKS: Takaaki Yamada

Mitsubishi began the production of aircraft in the present Oye plant of its Nagoya Engineering Works in 1921, and manufactured a total of 18,000 aircraft of approximately 100 different types during the 24 years prior to the end of the second World War in 1945. The company was also one of the leading aero engine manufacturers in Japan, and produced a total of 52,000 engines in the 1,000-2,500 hp range. The conclusion of the Peace Treaty in 1952 enabled the aircraft industry in Japan to recommence, and in December of that year the company constructed its present Komaki South plant. This factory, together with Mitsubishi's Oye, Daiko and Komaki North update F-4EJ equipment and weapon systems. The first upgraded F-4EJ Kai (modified) was flown on 17 July 1984. It has a Westinghouse AN/APG-66 nose radar. advanced avionics of Japanese manufacture, and lookdown/shootdown capability with AIM-7F/M Sparrows or a newly developed medium-range air-to-air missile. Modified aircraft are expected to be redelivered in three batches from late 1987.

The JASDF is acquiring 155 McDonnell Douglas F-15 Eagles, of which 12 (funded in FYs 1978, 1980 and 1982) are US built two-seat F-15DJs. Ten of these had been delivered by July 1983, to the Air Bases at Nyutabaru and Chitose. The first ten single-seat F-15Js comprised two US built aircraft, followed by eight assembled in Japan from US supplied knocked-down assemblies. First aircraft of the latter batch flew on 26 August 1981 and was delivered on 11 December that year. Ninety-eight F-15Js have been funded up to FY 1984 in batches of 17 (1978), 30 (1980). 1 (1982) 13 (1983) and 17 First IASDF F-15 squadron

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