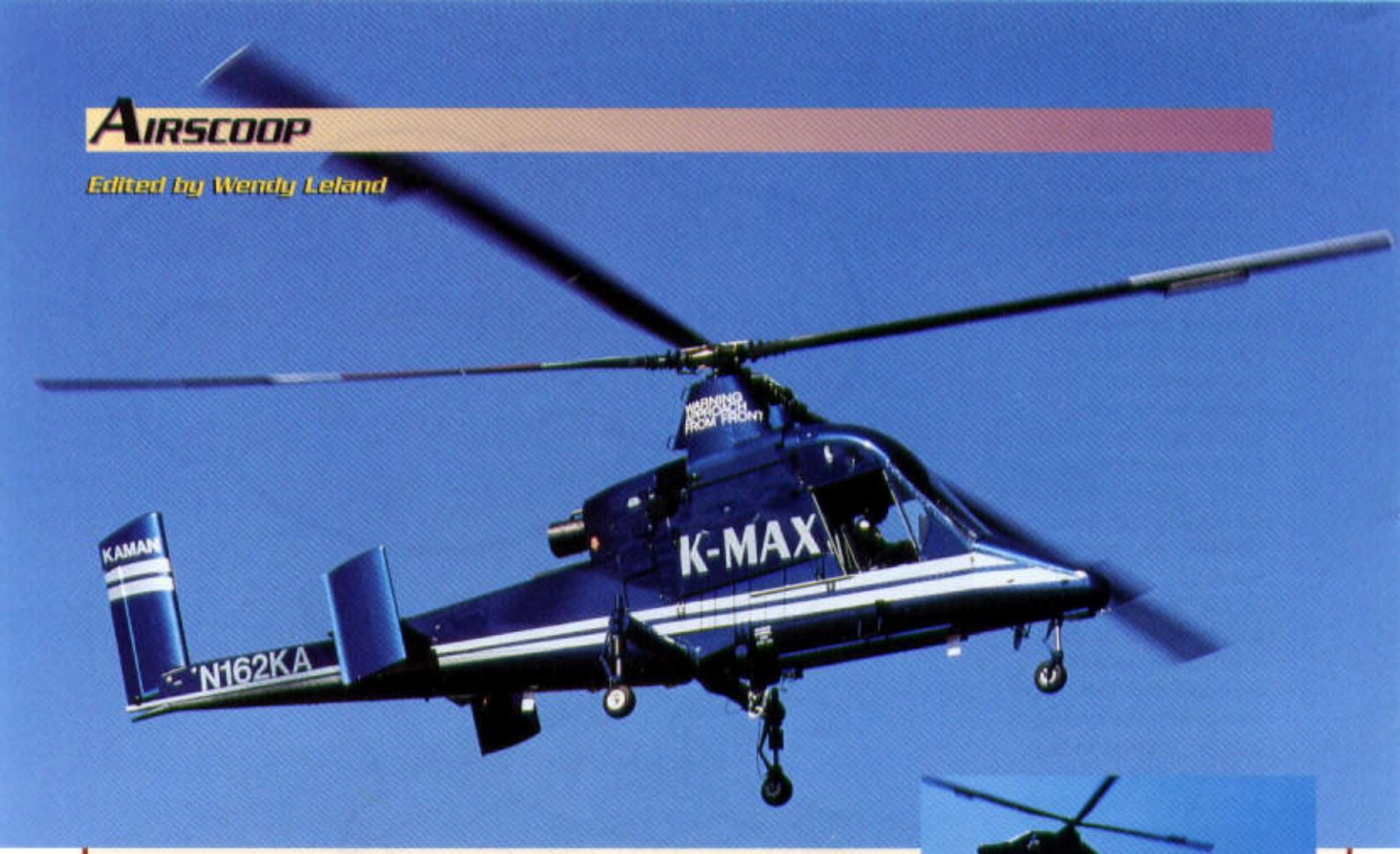
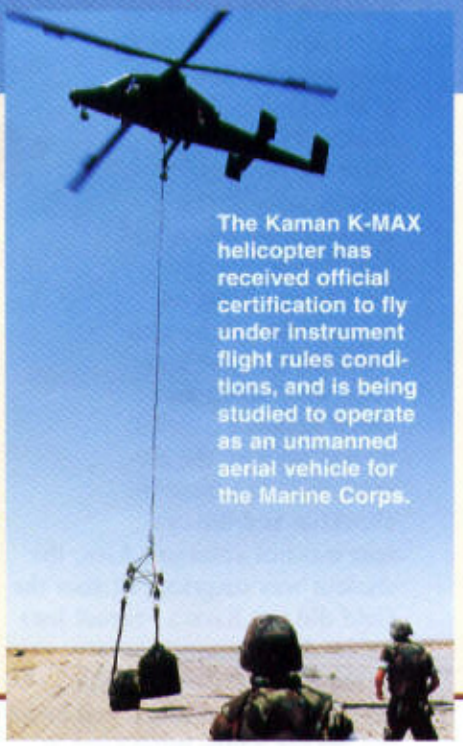
Edited by Wendy Leland



K-MAX: UAV and IFR

Kaman Aerospace Corp., Bloomfield, Conn., received a $4.2 million contract from the Marine Corps Warfighting Lab to develop a prototype remote piloting package to make the K-MAX helicopter an unmanned aerial vehicle (UAV). A demonstration planned for summer 2000 will examine the capability of a K-MAX UAV to deliver external loads to precise locations on a simulated battlefield.

On 14 May the K-MAX received formal instrument flight rules (IFR) certification from the Federal Aviation Administration. Kaman installed a stability augmentation system, hydraulically assisted flight controls, and electrical modifications in the helo to meet the IFR requirement, to fit the Navy's plan to lease civil helicopters to resupply the Atlantic Fleet from Military Sealift Command ships.



The Kaman K-MAX helicopter has received official certification to fly under instrument flight rules conditions, and is being studied to operate as an unmanned aerial vehicle for the Marine Corps.

In the Gulf

F-14 *Tomcats,* F/A-18 *Hornets,* and Air Force F-16 *Fighting Falcons* struck a surface-to-air missile site and a military communications site in Iraq on 18 July. The attack was in response to antiaircraft fire directed at coalition aircraft patrolling the no-fly zone.

For the Record

On 30 June the AIM-9X Sidewinder short range air-to-air missile completed its first guided launch, successfully intercepting a QF-4 drone after launching from an F/A-18D *Hornet* at Naval Air Warfare Center Weapons Division, China Lake, Calif.

The Boeing Co. delivered the sixth and seventh production *Super Hornets,* both F/A-18E models, to the Navy for operational evaluation on 12 and 25 June, respectively.

Newport News Shipbuilding, Va., received an $88.5 million contract modification for maintenance work on *Enterprise* (CVN 65), scheduled to begin in August.

Osprey Ops

The first low-rate initial production MV-22 *Osprey* arrived at NAS Patuxent River, Md., on 27 May, the first of four that will be delivered to the Marine Corps in 1999. Operational evaluation of the *Osprey* will begin in October.

The first of two engineering, manufacturing and development *Ospreys* was flown to the Bell Helicopter Textron Plant, Arlington, Texas, to be reconfigured as a production-representative variant for Special Operations Forces, designated the CV-22. Modifications will include terrain following/avoidance radar; enhanced electronics, communications and navigation equipment; and additional fuel tanks in the wings.

During testing at Pax River in June, an *Osprey* was mounted on an isolation platform and surrounded by a copper grid, above, and hit with 10,000 amps to test the effects of a lightning strike.

Mishaps

An AV-8B *Harrier* of Marine Medium Helicopter Squadron 265 (Reinforced), MCAS Futenma, Japan, caught fire on takeoff roll from Kadena Air Base, Japan, on 4 June. The pilot ejected successfully.

On 14 June a Marine Attack Squadron 214 AV-8B *Harrier's* engine failed during flight operations at its home base, MCAS Yuma, Ariz. The pilot ejected safely.

An F-14A *Tomcat* from Fighter Squadron 154, NAS Atsugi, Japan, was lost following a mechanical emergency while operating from *Kitty Hawk* (CV 63) in the Arabian Sea on 15 June. The crew ejected safely and was rescued.

A Marine Fighter Attack Training Squadron 101 F/A-18D *Hornet* assigned to MCAS Miramar, Calif., crashed during flight operations aboard MCAS Yuma, Ariz., killing the pilot.

A Marine Heavy Helicopter Squadron 366 CH-53D *Sea Stallion* from MCB Hawaii lost its tail boom while landing on 23 June, causing the helo to roll over. The four crew members sustained minor injuries.

On 29 June a Marine Attack Squadron 211 AV-8B *Harrier* assigned to MCAS Yuma, Ariz., crashed in the Chocolate Mountains, Calif.; the pilot ejected safely.

A T-34C *Turbo-Mentor* from Training Squadron 6 crashed at NAS Whiting Field, Fla., on 30 June. The pilot bailed out successfully.

Airscoop continued on page 18

Navy Studies Little Green Men

The Naval Health Research Center detachment aboard Brooks AFB, San Antonio, Texas, is studying the effects of radiated high radio frequency energy on flight deck crews, who sometimes feel warming sensations in the wrists or ankles after touching an aircraft parked near a transmitting antenna. Green, life-sized figures filled with a water-based material that represents the high water content of the human body are placed at numerous locations around an F/A-18 *Hornet* tethered to a 60-foot metal plate while an antenna transmits various frequencies. Readings gathered from these tests will show how wavelength, body size and body shape impact energy absorption to determine if additional protection for flight deck personnel is needed.

Dr. Richard Olsen, the project's principal investigator, positions a dummy for testing.