

EADS Mako

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Résumé ou extrait : EADS Mako : history of the aircraft The original concept for the Mako (previously known as AT-2000) stretches back to 1989 and a joint Dornier/Aermacchi study into future trainer requirements. These contacts later dissolved and Dasa was working on advanced trainer concepts alone. News of the programme first broke at the Seoul Airshow in October 1996. At that time, it was even said that work on a prototype could begin in 1997 for a first flight in 2000. At the beginning of 1998, Dasa (now EADS) did a fair amount of analytical and wind-tunnel work concerning the new supersonic trainer. Radar cross-section tests were also conducted, with very good results (1 sq m at 45 km). Dasa did cooperate with Hyundai of South Korea and Denel Aviation of South Africa, two countries in which it saw a requirement for a total of 150 new trainers and perhaps 100 more lead-in fighters. First deliveries were then envisaged for 2005. Denel built a full-scale mock-up, first shown at the Airshow Africa in April/Mai 1998 to push the AT-2000 for South Africa's advanced light fighter competition. This was eventually won in November 1998 by the Saab JAS 39 Gripen. In South Korea, Dasa had signed a memorandum of understanding with Hyundai in October 1998, but there was always the problem that Samsungs KTX-2, in which Lockheed Martin cooperates, did have firm government backing. Also, the merger of nearly all aerospace companies of the country did go ahead. Further complications did arise late in 1998 with the planned but cancelled BAe/Dasa merger, with British Aerospace less than eager to have competition for the Gripen and Hawk. This led Dasa to go to a so called "consolidation phase", but with studies continuing and new efforts to interest potential customers and win partners both among prime contractors and systems companies to supply avionics, engines etc. The full-scale mock-up was shown at Paris in June 1999. Late in 1999, a Memorandum of Understanding was signed with the air force of the United Arab Emirates concerning a possible co-operation on the programme. This was renewed in February 2001 at the IDEX show. At that time, there were also some MoUs with potential suppliers, like Computing Devices, GE Aircraft Engines, Honeywell and MTU. At the Paris Air Show in June 2001, EADS did show a fully functioning Mako Cockpit Demonstrator to acquaint interested parties in its modern avionic philosophies. The rear cockpit was a Virtual Reality design with helmet mounted display and data glove to try out alternative layouts. Also at Paris, five more MoUs with potential suppliers were signed (APPH Precision Hydraulics, BAE Systems, BGT/Diehl, FHL, Snecma). The launch of the prototype development is now envisaged for the Dubai Air Show in November 2001, with the aim to fly a first Mako prototype in 2005. Production aircraft could then be available in 2008/2009, over a year later than previously thought.

Sujet(s) : EUROPE

PROJET
AVION D'ENTRAÎNEMENT
MAKO (EADS)