

The Times of India, 7 August 2004

**Tejas pilot flies supersonic 25 times** (PTI)  
BANGALORE: Tejas, the home grown Light Combat Aircraft, has flown for over 150 hours including 60 supersonic sorties in its development and test phase. Tejas, being developed by the Aeronautical Development Agency (ADA), a DRDO outfit here, has completed 255 flights so far, an ADA statement said here on Friday. Test pilot Sqd Ldr Suneet Krishna, who piloted the maiden flight of the first Prototype Vehicle (PV-1) of Tejas last November, has broken the speed barrier 25 times. Tejas, which first flew in January 2001, has to fly for over 1,500 hours in five test aircraft to undergo initial certification and about 2,500 hours for full certification, expected by 2007. Powered by an American GE-404 engine, Tejas is a light weight, delta-winged, fly-by-wire, multi-role supersonic fighter being developed to replace the ageing MiG fleet of the IAF from early next decade.

The Times of India, 7 August 2004

**HAL "outsourcing" to meet Sukhoi requirements** (Siddhartha Kashyap)  
PUNE: The defence public sector undertaking, Hindustan Aeronautics Limited (HAL), has begun an outsourcing process under its ambitious indigenisation programme to fuel the requirements for the multi-role supersonic Sukhoi-30 MKIs at its Nashik facility. While 300 odd vendors, including 200 from Maharashtra with 66 from Pune, have been identified as "potential manufacturers" of tooling components and non-standard equipment like ground handling and test equipment, besides aircraft work packages, senior officials at HAL said the PSU is in the process of outsourcing Rs 20 crore worth of components every year for the next three years. Chief manager (indigenisation) of HAL, DN Aher said by 2006-07, HAL plans to roll out six Su-30 MKI aircrafts with the raw materials all manufactured locally. The figure will subsequently rise to ten aircrafts a year. "Even radars, stabilisers and wings of the aircraft will also be outsourced for manufacturing by local vendors," he added.

The Hindu, 8 August 2004

**Oxygen mask prototype for LCA pilots developed** (Harichandan AA)

BANGALORE, AUG. 7. Scientists at the Defence Bioengineering and Electromedical Laboratory (DEBEL), a defence research laboratory here, have developed a prototype of a pressurised oxygen mask, which will be part of the life support system for pilots flying the Light Combat Aircraft (LCA).

The Indian Express, 18 August 2004

**Alaska to SA, IAF spreads Mirage wings** (Sourav Sanyal)

AMBALA, AUGUST 17: Arriving today from a highly successful jaunt to Eilson in Alaska, courtesy the exercise called Cooperative Cope Thunder-04-01, the Indian Air Force is ready to take off again. A contingent of four Mirage aircraft would fly to South Africa to participate in an aerial exercise with their Air Force next month. Also on the cards is a joint exercise with Singapore Air Force to be held in Gwalior in a couple of months. Welcoming the 197-member IAF contingent which returned from Alaska here today, Chief of Air Staff, Air Chief Marshal S Krishnaswamy said: "... this is the first time that our combat aircraft participated in an international exercise outside the Indian subcontinent. Despite all odds, we have been able to stick to our schedule... We will hone our skills in our bid to strengthen the Air Force further and educate others as well."

The Tribune, 18 August 2004

**IAF needs at least 300 aircraft** (Gulshan Luthra)

THE Indian Air Force (IAF) is roaring for jetspeed at the Ministry of Defence (MoD) for new aircraft simply because most of its MiG series of combat aircraft are coming to the end of their lives. The Air Force has mothballed, or what it calls number-plating in its lingo, at least three to four squadrons already. Despite its best efforts to increase the lives of its aircraft by reducing their flying time, it is set to lose an average of two squadrons every year. The IAF needs an

outright and immediate purchase of some 300 aircraft, or 16 squadrons, to match the pace of the aircraft it has to phase out. It is a tough decision, involving an expense of US \$ 15 to 20 billion. So far, the IAF has been trying to make up for the shortfall in numbers by inducting better sensors and software, acquired or developed indigenously. But that is not the only answer. If India is inducting hi-tech aircraft, so are Pakistan, China, and other countries. Our prowess at developing newer technologies will give us an edge, but the answer lies in numbers. Numbers not of obsolete aircraft but modern jets. There is a need for an all-party consensus to give the IAF at least \$ 30 billion over the next few years to replace its obsolete aircraft, and increase its squadron strength to 45. The void in the phase-out and replacement process in the IAF force levels otherwise can be very dangerous.

The Telegraph, 19 August 2004

**Jaguar thunder rips US shield** (Sujan Dutta)

New Delhi, Aug. 17: Indian Air Force bombers returned to base today after war games hosted by the US in Alaska in which they claimed to have penetrated through US air defence twice, it was disclosed at a "hot debriefing" at their base in Ambala this afternoon. The IAF had deployed six Jaguar deep-penetration strike aircraft to Alaska for the fortnight-long Exercise Cooperative Cope Thunder 04-01 that ended on July 30. The IAF had also sent two IL-76 heavy-duty transporters, its two new IL-78 refuellers and more than 200 personnel led by Group Captain S. Nanodkar. Air force sources said the Jaguars had penetrated through defensive cover and scored "direct hits" on ground targets in ranges in Alaska. The war games involved sorties from the Eielson and Elmendorf air force bases. The war games are hosted by the US Pacific Command Air Force. In October, the IAF will engage six F-16 fighters being brought over by the Singapore Air Force.

IAF personnel attach a bomb pod to the bottom of a GR-1 Jaguar in preparation for Exercise Cooperative Cope Thunder 04-01

The Hindu, 21 August 2004

**'Next AJT must be made in India'**

BANGALORE, AUG. 20. The next Advanced Jet Trainer (AJT) for the country's Air Force should be "made in India," the Chief of Air Staff, S. Krishnaswamy, said here on Friday. "This is a crucial time for Indian aerospace, with the country's "aeronautics community" very enthusiastic about the prospects. They should take a hard look at the next 20 years and exploit the existing platforms to the fullest," Mr. Krishnaswamy told reporters after inaugurating a seminar on military airworthiness and certification. India has finalised a deal to buy 66 British-made Hawk advanced jet trainers. "Twenty years from now, are we going to import another advanced jet trainer? It won't be the right way to do things. So, an IJT must grow into an AJT and an LCH must come from the ALH," he said. The IJT (intermediate jet trainer) is in an advanced stage of development at Hindustan Aeronautics Limited. A similar thought process could apply to the medium combat aircraft (MCA) that the Air Force needed, which could be a "growth version" of the light combat aircraft (LCA). The LCA is under development with two technology demonstrators and a prototype version flying. "But, we must first consolidate the LCA. When it is developed, the medium range aircraft will have more weight, more thrust and more weaponry, as compared with the LCA," he said.

NewKerala.com, 21 August 2004

**IAF for multi-nation war games in South Africa (IANS)**

Bangalore, Aug 20: The Indian Air Force (IAF) will feature in multi-nation war games in South Africa next month with the US, German and British air forces, and the event is likely to be witnessed by visiting Indian President A.P.J. Abdul Kalam. A similar exercise has been planned in India with the Singapore Air Force in October, with the

visitors participating with six F-16 fighters. As part of its efforts to familiarise itself with modern warfare, the IAF plans to hold another round of such exercises in France, the US and Britain next year.

The Financial Express, 21 August 2004

**Jaguars to get Digital Autopilot (Huma Siddiqui)**

NEW DELHI, AUG 20: French company Sextant will carry out a complete upgrade of the Indian Jaguar autopilot system. The company will supply a state-of-the-art modular, digital autopilot for Indian Air Force's (IAF) Jaguars, derived from autopilots already developed for the Mirage 2000-9 and the Nimrod 2000. Sources said autopilot integration would be carried out in conjunction with IAF and Hindustan Aeronautics Ltd (HAL) which had manufactured Jaguars in India for the past 20 years. This new autopilot will increase the aircraft's ground attack capabilities, as well as enhance flight safety, sources added.

The Times of India, 23 August 2004

**Saras inaugural flight successful (PTI)**

BANGALORE: The first prototype of the country's first civilian aircraft, Saras, made its inaugural flight successfully here on Sunday morning. The flight lasting about 20 minutes. The 14-seater, multi-role aircraft, has been designed and developed by the Bangalore-based National Aerospace Laboratories (NAL). Saras is capable of flying upto a maximum speed of 550 kms per hour at a cruise altitude of 7,500 feet and is designed to take off and land on short semi-prepared runways. About 500 hours of flight-testing is planned for obtaining certification from the Director General of Civil Aviation according to the Federal Aviation Regulations of the US. Saras could be used for multi-roles for civilian transport, air medical services, executive transport and surveillance.

The Tribune, 23 August 2004

**Upgraded Jaguars flown successfully (Girja Shankar Kaura)**

New Delhi, August 22: Two of the upgraded prototypes of the country's frontline fighter aircrafts, Jaguars have been flown successfully after the changes were carried out at Hindustan Aeronautics Limited (HAL), Bangalore. The two prototypes were flown successfully recently and the entire fleet is expected to be upgraded in the coming years.

Newindpress.com, 25 August 2004

### **IAF's Gwalior squadron readies for Mirage 2000H**

NEW DELHI: The IAF's 9 Squadron is gearing up to replace its ageing fleet of MiG-27s with new Mirage 2000H multi-role fighters. The Gwalior-based 9 Squadron, code-named Wolfpack, should get a new Mirage 2000H fleet shortly - sources told this website's newspaper that they are supposed to be delivered by September. The phasing out of 9 Squadron's MiG-27s is part of the IAF's long-drawn drive to upgrade some of its older MiG fleets, even though Hindustan Aeronautics Ltd (HAL) is currently upgrading existing MiG-27s with DRDO-made avionics systems. While the MiG-27 is used by only four countries - India, Russia, Belarus and Kazakhstan - the Mirage 2000 is flown by countries which include France, Greece, Peru, Qatar, Egypt and the UAE. Presently, the IAF's 49 Mirages are divided between the 1 Squadron (Tigers) and 7 Squadron (Battleaxes).

The Times of India, 25 August 2004

### **Boost Navy, IAF force levels**

NEW DELHI: Noting that both IAF and Navy were facing depletion in force levels, the parliamentary standing committee on defence has asked the government to take urgent corrective steps in the interest of national security. The committee asked the defence ministry to make "serious and sincere efforts" to equip the armed forces with military satellites with high-resolution cameras to keep "a watch on the activities in the border regions". It also asked the government to take steps towards setting up an Aerospace Command to ensure India was

strategically prepared to "counter any threat" that may emanate from space.

The Indian Express, 26 August 2004

### **Air Chief's Israel trip may include an F-16 spin** (Shiv Aroor)

NEW DELHI, AUGUST 25: The Indian Air Chief may just get to fly an F16 fighter aircraft. Air Chief S Krishnaswamy could be presented this opportunity when he visits Tel Aviv on September 4 at the invitation of Israel's Vice Chief of Defence Staff Dan Halutz. Sources said Krishnaswamy, who holds a test pilot licence and has flown the Mirage-2000 and Sukhoi-30, will visit two Israeli Air Force bases in the course of his trip. This is when he could get his chance to get behind the controls of an American F-16. Apart from flying, Krishnaswamy will review the progress of the \$3-billion PHALCON AWACS deal for which an agreement was signed between India, Israel and Russia last year. India is seeking to fit the PHALCON on three IL-76 transport aircraft, even as Pakistan seeks to buy AWACS from Sweden. In his capacity as Chairman of Chiefs of Staff Committee, Krishnaswamy may also get a peek at the Soltam 155 howitzer. This is among the guns the Indian Army is currently examining and the contract could be worth Rs 5000 crore.

Hindustan Times, 30 August 2004

### **IAF plans Ladakh take-off** (Man Aman Singh Chhina)

Chandigarh, August 29: NEARLY 40 years after the last Indian Air Force aircraft landed at Daulet Beg Oldi, the highest airfield in the world at an altitude of approximately 16,800 feet on the Sino-Indian border in Ladakh, the government has decided that the strategic airfield should be re-activated. IAF sources in Chandigarh have informed that the go-ahead has been received to strengthen and re-surface the airfield so that AN-32 transport aircraft can land there. More than four decades ago, Packet transport aircraft of the IAF used to operate from the airfield, located adjacent to the border. It is also learnt that the soil testing of the airfield is

already in progress and that a team from a central government soil testing concern has collected samples from the airfield which has been lying in disuse for the past four decades. Sources inform that it would take at least two-and-a-half years before the airfield would be fully operational. The immense strategic and tactical value of having an operational airfield on the edge of the Karakoram Pass cannot be understated. Indian troops in Dalet Beg Oldi were being supplied by AN-32 aircraft from Chandigarh in the past and later with helicopters but lately the 'air maintenance' had been stopped. The Daulet Beg Oldi area has seen considerable activity on part of the People's Republican Army of China in the past few years and there have been several incursions reported by the ITBP in that area. It has also seen some of the fiercest fighting during the 1962 war when Indian troops fought hard pushing back the Chinese.

Newindpress.com, 31 August 2004

' **Dhruv**' has good export potential:

**Pranab**

THIRUVANANTHAPURAM: Defence Minister Pranab Mukherjee said here on Monday that 'Dhruv', the indigenously-manufactured Advanced Light Helicopter of Indian Air Force, had tremendous export potential. The indigenously-developed 'Dhruv' is a multi-crore, multi-mission, new generation helicopter in the 5.5 tonne weight class. It had been flown extensively over diverse terrains ranging from hot tropical deserts to the great Himalayan ranges. 'Dhruv' has incomparable military capabilities for heli-borne assault, air observation post, logistic support, casualty evacuation, reconnaissance and training.