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Secretary of State for Trade and Industry

3 October 1984

Robin Butler Esq  
Private Secretary to the  
Prime Minister  
10 Downing Street  
London SW1

*Dear Robin*

HAWK ORDER

... You will have seen from today's newspapers the account of the Hawk order won by BAe and Rolls Royce in conjunction with McDonnell Douglas. You may find the attached copy of the McDonnell Douglas press release of some interest, as giving an American gloss on what has properly in this country been represented as a considerable British achievement.

*Yours ever*

*Colin McCarthy*

M C McCARTHY  
Private Secretary

SOS The "HAWK"  
PRESS RELEASE

Received 1800 hours Tues 2 Oct.  
City: China  
M.D. ←  
D. M. ...

10 30 10# 828022

10/02 12:45



# NEWS RELEASE

OFFICE OF ASSISTANT SECRETARY OF DEFENSE (PUBLIC AFFAIRS)

WASHINGTON, D.C. - 20301

PLEASE NOTE DATE

IMMEDIATE RELEASE

October 2, 1984

No. 523-84  
697-3131 (Info)  
697-3189 (Copies)

## SAVINGS ON T-45TS JET TRAINING SYSTEM

Secretary of the Navy John Lehman and Sanford N. McDonnell, Chairman and Chief Executive Officer of McDonnell Douglas Corp., announced today the signing of a \$9.5 million letter contract to initiate full scale engineering development of the Navy's T-45TS jet flight training system. Selection of McDonnell Douglas Corp. from among nine competing bidders will result in a firm-fixed-price contract for development of the system at a total of approximately \$438 million in FY-84 dollars, or 54 percent of the \$810 million development cost originally estimated for the project. The total contract package will be incrementally funded over a period of six years.

The T-45TS training system will ultimately include procurement of 300 aircraft, 32 simulators, 49 computer aided instructional devices and a computer based training integration system for a total acquisition cost of \$3.2 billion in FY-84 dollars.

Approximately 73 percent of the work will be performed by Douglas Aircraft Company. Major subcontractors and the approximate percentage of work they will perform are: British Aerospace, Kingston, England (18 percent); Rolls-Royce Ltd., Derby, England (6 percent); and Sperry Systems, Reston, Virginia (3 percent). The prime contractor, Douglas Aircraft Company, will share aircraft development and production with British Aerospace. Rolls Royce will produce the engine (MK 861-49 ADOUR), and Sperry will develop the simulators. Logistic support for the entire system will be initially provided by Douglas Aircraft Company.

The T-45TS will be used by the Chief of Naval Air Training to replace both T-2C and TA-4J aircraft in the intermediate and advanced phases of Navy jet flight training. This integrated training system will be designed to produce 600 pilots each year at a significantly reduced cost. Initial operational capability is planned for October 1990. The Navy will not have sufficient T-2C and TA-4J aircraft to train the requisite number of Navy and Marine jet aviators in the 1990's and beyond. The T-45TS will provide a proven, cost-effective replacement for meeting the Navy's future jet flight training needs.

Two flight test aircraft and one ground test article will be delivered under the development contract. First flight is scheduled for December 1987 with test and evaluation beginning in January 1988.

- END -

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~~1.10.84~~ PRESS RELEASE 3 MAC DAC/DAC PROPOSAL PLUS BAE INPUTS

1.10.84

US NAVY AWARDS T45A FULL SCALE DEVELOPMENT

The United States Navy has awarded McDonnell Douglas Corporation and its partners British Aerospace, Sperry Corporation and Rolls Royce, a contract valued at \$438 million to begin Full Scale Development on the T45A Training System.

The T45A TS is a jet pilot training system designed to train 600 US Naval Aviators annually for carrier-based fighter, and US Marine Corps attack squadrons. The cost reduction compared with the current training programme using the T2Cs and TA4Js is about 50%.

This significant award follows extensive studies of the training system, a derivative of the British Aerospace Hawk aircraft, Sperry simulators, the Rolls-Royce Adour engine and Integrated Logistic Support. The contract is the first in which a US service has procured a complete training system through a single prime contractor.

To meet this USN training requirement, 300 T45As are planned with joint production by McDonnell Douglas and British Aerospace, with final assembly in Long Beach, California.

The McDonnell Douglas team proposal, with the Douglas Aircraft Company Division of McDonnell Douglas Corporation as prime contractor, provides a total integrated training system package composed of five elements; the T45A Hawk, a suite of modern flight simulators, computer aided academic instruction, logistic support and a computer-based training integration system.

Savings with T45A Training System will result from a combination of factors: a more fuel efficient aircraft; fewer numbers required due to the use of advanced simulators which will reduce actual flying training time; lower maintenance costs on aircraft and ground equipment and fewer personnel to maintain the entire training system.

Under the terms of the contract, two test aircraft are to be built commencing in late 1985 with first flight scheduled for late 1987.

McDonnell Douglas and British Aerospace are modifying the Hawk design to make the plane capable of aircraft carrier operations. The changes include a dual-wheel nose landing gear and catapult bar, strengthened main landing gear, a tail hook to catch carrier-deck arresting cables, relocated speed brakes and general structural strengthening.

Present plans call for work to begin on the first 12 production aircraft, along with the associated ground training systems, scheduled to be in operation with the Navy in 1990 at the Naval Air Station at Kingsville, Texas.

The British Aerospace Hawk has flown more than 200,000 hours with the Royal Air Force as an advanced jet trainer. It also is used by the air forces of seven other countries as a trainer and light attack aircraft. The single-engine, two-seat aircraft has shown a remarkable degree of reliability, maintainability and effectiveness with the RAF and other air forces.

The Rolls-Royce Adour Mk861-49 engine also is a proven design with more than two million hours of flight in the Hawk, the European Jaguar strike fighter and the Japanese F-1/T-2 aircraft.

The T45A programme calls for Sperry simulators which rely heavily on the technology now used in the F/A-18 Hornet Sperry is building for the Navy. Many of the pilots trained in the T45A will eventually be flying the McDonnell Douglas F/A-18.

Some 30-35% of the academic work during training will be done through computer-aided instruction programmes, which will allow the student to proceed at his own pace while still receiving more individual instruction in less classroom time.

The training integration system will provide the most efficient use of aircraft, classrooms, simulators, instructors and other resources through computer-aided scheduling and management of the various parts of the training system. It will also track individual student progress through training.

The McDonnell Douglas-led team was selected for the T45A programme in 1981 after intense competition with five other contractors' concepts. The team has since been working on the project under pre-full scale development and sustaining engineering contracts.