PROJECT 8719

SOURCE 003 25 Aug 87

SUMMARY OF DATA RE US AIRCRAFT:

The body or wing conformation of this aircraft is changed to enhance performance. The concept is to minimize the number of control surfaces and streamline the control linkages through the use of electro-optic type connectors. The metallurgical principles involved in the construction of the aircraft are novel in that they involve the use of laminates and metal bonding "like teflon on a pan"; the process allows for high strength, low weight, flexibility, range survivability and low signatures. The overall design sacrifices maneuverability for these advantages. The US aircraft is complex, time consuming to produce, and barely out of the experimental stages. This aircraft has some sort of erosion problem. It is better constructed, quieter, and has a longer range capability than its Soviet counterpart.

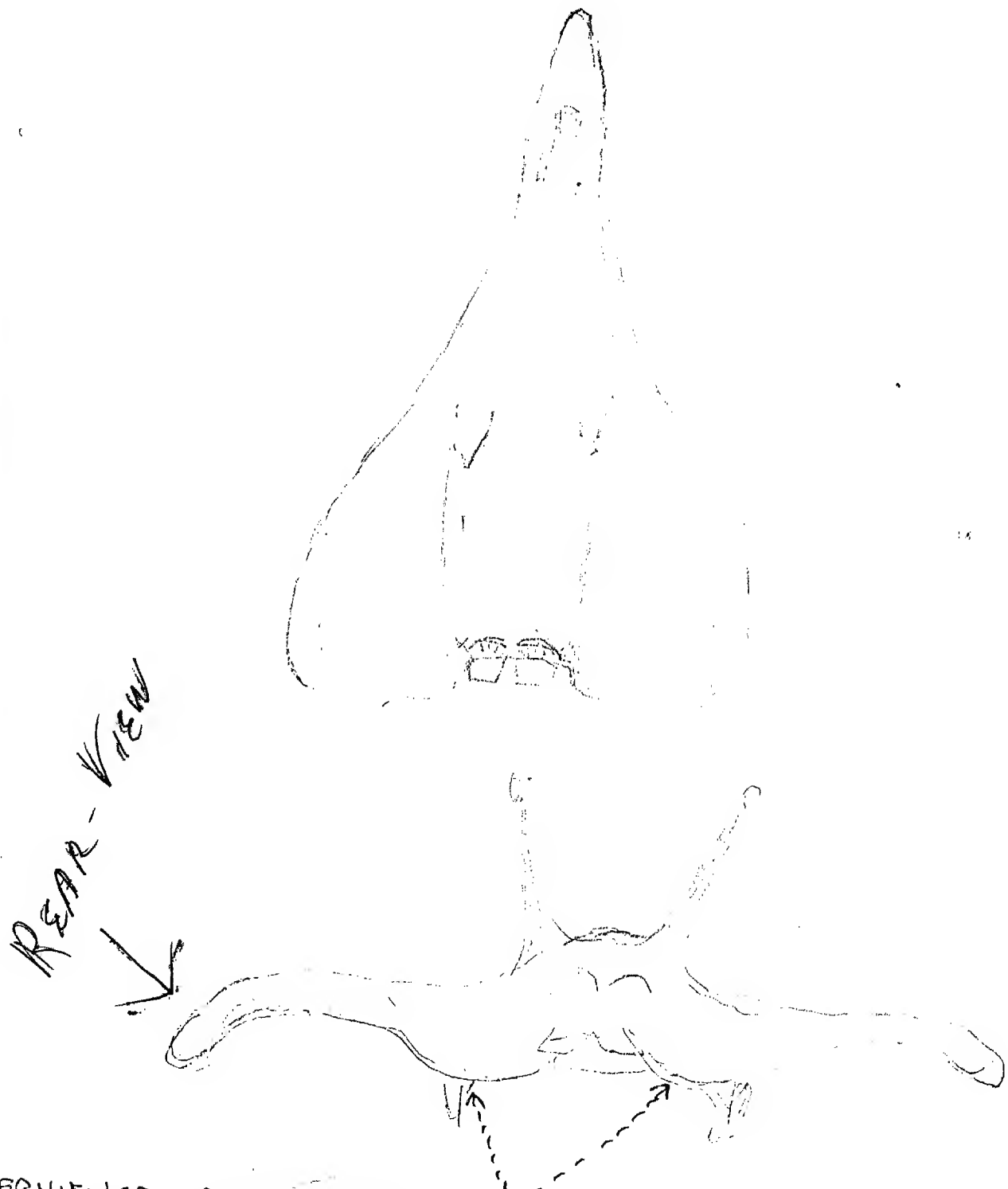
SUMMARY OF DATA RE SOVIET COUNTERPART:

The counterpart aircraft has a single tail. It slopes back in a curved and re-curved manner, shaped somewhat like a slight hourglass with two engines. It is more rigid than the first aircraft and has a greater metal content. In essence it is clumsier since it was developed from an existing but older design. Steel cables rather than an electronic linkage slows reaction time and control accuracy of the aircraft. Unlike the first aircraft, its nap-of-the-earth (NOE) capabilities are much more limited than the first aircraft.

Handle Via SKEET Channels Only!

INTERVIEWER NOTES:

1. SINGLE TIP ASPECT
2. STABILIZING GROOVES/RIDGES
3. GENERAL HOUR GLASS SHAPE



(INTERVIEWER NOTES: REAR VIEW MEANT TO SHOW
THAT WINGS TEND TO "SWOOP"
down AT rear, lower than front