

# ARCHIVED REPORT

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## Inactive R&M Programs - Archived 6/2000

### British Aerospace 1-11

Several previous proposals to re-engine BAC 1-11s came to nothing, but in late 1992 Miami (Florida)-based Quiet Nacelle Corp announced it had teamed with Aravco Ltd of the UK to develop a Stage 3 noise kit for the aircraft.

In August 1995, UK-based European Aviation ordered Stage 3 kits for 20 1-11-500 variants in a deal reportedly valued at \$30 million. Quiet Nacelle began flight testing the kits in 1998, and expects to achieve full UK certification by mid-1999.

### Shenyang J-8

The Chinese J-8 series fighters, called "Finback" by NATO, are single-seat, twin-engine air superiority aircraft. As is the case with several Chinese military aircraft, the J-8 is a derivative of a Soviet design, in this

case the Mikoyan Ye-152A "Flipper." Over 100 J-8 and J-8 I aircraft have been produced. At least some J-8s have been upgraded to the J-8 I configuration.

In 1990, the People's Republic of China (PRC) terminated a project under which Grumman Aerospace Corp was to provide navigation and weapons control systems for a planned J-8 II upgrade. The US firm returned two prototypes to China in 1993. The Chinese are reported to be continuing this program on their own, and the aircraft are to feature uprated Wopen WP-13B engines, a new pulse-Doppler radar, a 1553B databus, new cockpit instrumentation, and maneuvering leading-edge slats for the wings. In 1994, Iran was reported to have ordered an unspecified quantity.

Subsequently redesignated J-8 IIM, the upgraded aircraft flew in March 1996 and, while offered primarily for export, is also thought to have been proposed as a replacement for some of China's J-8s.

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