ARCHIVED REPORT

For data and forecasts on current programs please visit

www.forecastinternational.com or call +1 203.426.0800

Hunter

Outlook

- Hunter UAVs participated in missions over the Balkans and Middle East
- MQ-5B Hunter UAVs retired in 2015 by U.S. Army
- Hunter replaced in U.S. service with the MQ-1 Gray Eagle
- Hunter UAVs transferred by U.S. to contractor-operated units

Orientation

Description. Multimission unmanned air vehicle system.

Sponsor. Initially a private development effort. The program received support from the U.S. Department of Defense, Naval Air Systems Command, through the Unmanned Air Vehicle Joint Program Office, Washington, DC, as part of a short-range unmanned air vehicle acquisition program.

Status. Production completed. The U.S. Army retired its Hunter UAVs in 2015.

Total Produced. Five BQM-155 air vehicles were completed for the research and development phase. Approximately 56 BQM-155 low-rate initial production air vehicles (since redesignated RQ-5s), five Hunters, 52 MQ-5 Hunters, and 18 B-Hunters were completed through the end of 2008. After production ended the first time, the BQM-155 was redesignated RQ-5A Hunter.

In 2004, the U.S. Army had about 43 Hunter air vehicles left, having lost several during testing and overseas operations. The Army has Hunter UAV units attached to the III Corps in Texas, the XVIII Airborne Corps, and the V Corps in Germany. The I Corps in South Korea reportedly received a Hunter UAV unit.

Application. Short-range battlefield reconnaissance / surveillance and target designation missions. Some modified Hunter UAVs can carry Brilliant Anti-Armor (BAT) submunitions. Other armaments could be added in the future.

Price Range. Estimates on the unit cost of the Hunter air vehicle are quite speculative and range between $290,000 and $420,000 (with certain electronic equipment). It could have cost up to $1.7 million with a full payload. A complete system had a cost of between $15 million and $20 million.

Hunter

Contractors

Prime

Northrop Grumman Aerospace Systems, Autonomous Systems	http://www.northropgrumman.com/what-we-do/air/autonomous-systems/, 17066 Goldentop Rd, San Diego, CA 92127 United States, Prime
IAI Military Aircraft Group, MALAT Division	http://www.iai.co.il, Dpt 2711, Ben Gurion Int'l Airport, Tel Aviv, Israel, Tel: + 972 3 9357136, Email: malat@iai.co.il, Second Prime

Subcontractor

Aurora Flight Sciences	http://www.aurora.aero, 9950 Wakeman Dr, Manassas, VA 20110 United States, Tel: + 1 (703) 369-3633, Fax: + 1 (703) 369-4514, Email: rlopez@aurora.aero (Pylons; Cowling)
IAI Systems Missiles & Space, TAMAM Division	http://www.iai.co.il, Altalef 2, Yehud, Israel, Tel: + 972 3 531 5555, Email: jgalili@iai.co.il (MOSP Mk III)
Mercedes-Benz AG	http://www.mercedes-benz.com, Epplestrasse 225, Stuttgart, Germany, Tel: + 49 711 17 0 (SMART 800 CDI)

Contractors are invited to submit updated information to Editor, International Contractors, Forecast International, 75 Glen Road, Suite 302, Sandy Hook, CT 06482, USA; rich.pettibone@forecast1.com

Technical Data

	Metric RQ-5A	Metric MQ-5B	U.S. RQ-5A	U.S. MQ-5B
Dimensions				
Length	6.893 m	7.015 m	22.6 ft	23 ft
Wingspan	8.9 m	10.45 m	29.2 ft	34.25 ft
Height	1.7 m	N/A	5.6 ft	N/A
Weight (min takeoff)	454 kg	N/A	1,000 lb	N/A
Weight (max takeoff)	735.48 kg	885.3 kg	1,620 lb	1,950 lb
Weight (payload)	90.8 kg	127.12 kg	200 lb	280 lb
Weight (fuel)	191.34 kg	127.12 kg	421 lb	280 lb
Performance				
Speed (loiter)	89 kt	70 kt	89 kt	70 kt
Speed (max)	106 kt	110 kt	106 kt	110 kt
Altitude (max – at max takeoff weight)	4,575 m	5,490 m	15,000 ft	18,000 ft
Range	125+ km	125+ km	77.63 mi	77.63 mi
Range (w/data relay)	200 km	200 km	124.2 mi	124.2 mi
Endurance	11.6 hr	20.5 hr	11.6 hr	20.5 hr

N/A = Not Available

Propulsion. Originally, the Hunter (originally known as the IMPACT) used a pair of Teledyne Continental 45-hp, piston-powered engines. The engines operated a pusher/puller propeller system. For the test program, the Hunter used two V-75 HIE 68-hp engines from Moto Guzzi of Italy. The engine's head was later redesigned to correct valve and overheating problems. New-production Hunters for the U.S. Army were equipped with a DaimlerChrysler SMART 800 CDI heavy-fuel engine.

Control & Guidance. The air vehicle is controlled via a two-way datalink to a containerized ground control station (GCS). This enables the two-man crew to monitor and direct the air vehicle and its payloads. The ground control station is an upgraded version of the Pioneer's GCS 2000, designated GCS 2500. The GCS 2500, a smaller, modular package, can control multiple air vehicles simultaneously. The system also eliminated the need for a forward-based logistics system, as the UAVs can be launched from a rear base

and controlled by field operators with little training. The operator selects the target on his video screen, and the UAV's autopilot automatically flies the aircraft over the desired spot. A further upgraded system is known as the GCS 3000.

Typical payload for the Hunter is the IAI/TAMAM day/night Multimission Optronic Stabilized Payload (MOSP), which combines television and a forward-looking infrared (FLIR) sensor for tracking and identification with a secure duplex microwave datalink. The datalink was provided by Elta of Israel.

New-production Hunters for the U.S. Army carried a more compact avionics package and could be fitted with the Tactical Common Data Link. The TCDL allows helicopters to control the Hunter air vehicle. Parvus provided its DuraCOR 810 mission computers for the MQ-5B Hunter UAV. Northrop Grumman equipped its Hunter UAV with an automatic takeoff and landing system (ATLS).

Launcher Mode. The Hunter can be rail-launched or can perform conventional runway takeoffs.

Recovery. The Hunter performs conventional fixed-wing landings, even on rudimentary strips. The UAV can also be recovered at sea via parachute. A common automatic recovery system is incorporated into the system as part of the program's preplanned improvements. Israel Aerospace Industries (IAI) conducted experiments involving a parafoil landing system.

Variants/Upgrades

Israel developed various versions of the Hunter air vehicle to meet differing customer needs. Northrop Grumman inherited the Hunter UAV program with its purchase of TRW. Northrop Grumman provided system integration and software development, while IAI built the air vehicles. The first version of the Hunter was known as the RQ-5A. After they entered U.S. Army inventory in 1996, Hunter UAVs accumulated more than 100,000 flight hours, including more than 24,000 hours supporting Operation Iraqi Freedom.

During Operation Allied Force, the United States discovered certain shortcomings in the Hunter UAV system – in particular, an icing problem faced by the air vehicle during flight. These problems were corrected under a modification program awarded by the Pentagon.

In the aftermath of Operation Iraqi Freedom, the United States began upgrading its Hunter UAVs. One upgrade saw the Hunter receive an extended center wing. This wing extension prolongs the endurance of the UAV to more than 15 hours and gives it the capability to deploy precision weapons. The maximum takeoff weight of the modified Hunter is 1,800 pounds. These modifications enable the Hunter to fly above 50,000 feet.

The multimission version of the Hunter is the MQ-5B, its prior designation being RQ-5B. This version has a wingspan of 34 feet, operates at 18,000 feet, and has a maximum endurance of 15 hours. The air vehicle's payload increased to 884 kilograms. The MQ-5B is equipped with the LN-251 inertial navigation system/GPS and a heavy-fuel engine. The U.S. Army bought 18 new MQ-5Bs in addition to converting nine RQ-5As to the MQ-5B configuration. The MQ-5B entered service in 2006 with the Army's 224th Military Intelligence unit, assigned to the XVIII Airborne Corps.

The E-Hunter was developed by TRW (now Northrop Grumman) and IAI to provide a longer endurance capability. The design combined the existing fuselage, twin engines, and avionics with the long-endurance wing, tail, and booms taken from the IAI Heron UAV (the Heron was the basis for the Hunter II). This enabled the reconfiguration of existing Hunters to E-Hunters.

The E-Hunter air vehicle can loiter on-station for more than 25 hours (total mission duration is 40 hours) at an altitude of 20,000 feet. This development effort was funded by TRW and IAI over a 12-month period. The E-Hunter's high-aspect-ratio wing, with a 54.5-foot span, features modern slotted airfoils and high-deflection flaps. Maximum takeoff weight is 2,100 pounds, including a payload of 670 pounds (mission package and fuel). This air vehicle uses a heavy-fuel engine.

The E-Hunter combined a new wing kit with the Hunter II and is also known as the MQ-5C.

The Hunter II was developed to compete for the U.S. Army's Extended-Range/Multipurpose UAV contract. The ERMP aircraft will replace the Army's Hunter UAVs, and provide division- and corps-level commanders with a long-range surveillance capability.

The Hunter II proposal was based on an enlarged variant of the Hunter UAV, leveraging modern avionics from the MQ-5B Hunter system. The Hunter II UAV included an automatic takeoff and landing subsystem and is designed for ease of operation by specialists and non-commissioned officers (NCOs). The ERMP contract was won by General Atomics. The company offered the Warrior, a version of its Predator UAV.

Hunter

The Pentagon conducted demonstrations of an armed version of the Hunter. The Hunter can carry BAT submunitions and other rockets and armaments (including GBU-44/B Viper Strike munitions). As of 2010, the Viper Strike was operational in Afghanistan. As part of the Hunter Standoff Killer Team Advanced Technology Demonstration program, the U.S. Army was developing technology to allow UAVs to work closely with manned intelligence-gathering aircraft and combat helicopters.

In 2006, Northrop Grumman demonstrated an extended-range version of the Hunter. The air vehicle's endurance was increased from 10 hours to 21 hours through the carriage of additional fuel in the center wings and greater engine efficiency.

The U.S. Air Force and Army announced the successful deployment of a Textron Systems Universal Aerial Delivery Dispenser from a Hunter air vehicle during an October 2007 demonstration.

For further information, see pertinent entries in the **Program Review** section.



Hunter UAV

Source: U.S. Army

Program Review

Background. In September 1988, Israel Aerospace Industries announced the development of a new unmanned air vehicle designated IMPACT. The multimission air vehicle was developed by IAI's MALAT-UAV plant and based on the company's previous Scout and Pioneer systems. In many ways, the IMPACT was an upgraded version of the Pioneer.

Early U.S. Attempt to Expand UAV Fleet

The system offered to the United States, called Joint Improved Multimission Payload Aerial Surveillance, Combat Survivable (JIMPACS), used a variant of the IMPACT air vehicle. IAI designed the IMPACT to accommodate larger payloads and offer greater endurance than the Pioneer. At one point, the air vehicle's name was changed to Hunter, and it was subsequently changed by the U.S. military to Hugin. (The word *Hugin* refers to a raven in Norse mythology, which flew to the ends of Earth and reported to its master on all it had seen and heard.) The official U.S. designation for the air vehicle is BQM-155A.

The air vehicle is configured for reconnaissance, surveillance, targeting, and electronic warfare missions, but can be used for civilian applications. The Hunter's payload options include a television camera, a combination television camera and FLIR sensor, and active or passive electronic systems. The UAV includes a IAI/TAMAM day/night multimission optronic stabilized payload. The real-time payload includes a TV camera, FLIR sensor, combined day/night TV/recorder, and day/night laser designator. The non-real-time payload includes a mini-pan still camera and a videocassette recorder. Several navigation aids were also available. The air vehicle could be equipped with standard and/or protected communications links.

IAI said that the Hunter's mission can be performed by a single operator because the air vehicle and its payload are controlled by a computer. Also, the vehicle can be operated in camera-guided flight control mode.

Combat Operations. The Hunter unmanned air vehicle saw extensive service during Operation Allied Force. The NATO air campaign to evict Serbian military and paramilitary forces from Kosovo resulted in the largest deployment of UAVs by a military force since Operation Desert Storm (1990-1991). Seven U.S. Army Hunter air vehicles were lost during Operation Allied Force.

The Hunter was back in operation over Kosovo by spring 2000. The system was deployed to the Balkans by April for a six-month tour. In the European winter months, the air vehicle could not serve because it was prone to icing problems.

During Operation Allied Force, the Hunter flew for over 3,400 hours as part of more than 602 missions. The Kosovo crisis demonstrated that NATO had insufficient surveillance assets to locate targets and conduct battle damage assessments.

Mission Numbers Rise over Iraq

In early 2003, the Hunter was deployed to the Persian Gulf by the U.S. Army and took part in Operation Iraqi Freedom (the U.S.-led invasion of Iraq). The RQ-5A reached the 3,000-combat-flight-hour milestone in October 2003 in the skies over Baghdad. As of November 2, 2003, the Hunter had flown nearly 600 combat sorties totaling more than 3,100 flight hours since its deployment to Iraq in January 2003.

After Saddam Hussein's regime collapsed, the U.S. Army had 40 Hunters in inventory (down from 61 air vehicles). Six Hunters were lost during the campaign. Northrop Grumman subsequently placed an order with IAI for 14 Hunter air vehicles. The UAVs were purchased on behalf of the U.S. Department of Defense.

A typical Hunter UAV system consists of three ground control stations, two ground data terminals, six aerial vehicles, and six IAI/TAMAM MOSP electro-optical / infrared day/night payloads.

The Hunter, in use with the U.S. Army since 1996, surpassed 100,000 flight hours in service by January 2011 – flying more than 72,000 hours during combat.

The U.S. Army retired the Hunter in December 2015.

Green Dart. Northrop Grumman developed the Green Dart payload for use on the U.S. Army's Hunter unmanned air vehicles. The company received a $22.5 million contract for the Green Dart on October 1, 2007. The Green Dart is a signals intelligence (SIGINT) system. This payload, developed as a quick-reaction capability, has seen service in Iraq and Afghanistan. The U.S. Army is learning from the use of the Green Dart, and this experience will benefit the Tactical SIGINT Payload program. The TSP will equip the Sky Warrior UAV.

Funding

The U.S. Army provided funding for the upgrade of its Hunter UAV fleet. The Army bought seven Hunter systems before terminating the program. The high demand for UAVs during Kosovo operations and Operation Enduring Freedom caused the Army to reconsider its attitude toward these systems.

Contracts/Orders & Options

On Feb 23, 2023, L3 Technologies Inc, Salt Lake City, UT, was awarded a $20,815,286 modification (P00003) to contract W58RGZ-22-F-0293 for Manned/Unmanned Teaming hardware, as well as technical and engineering support. Work locations and funding will be determined with each order, with an estimated completion date of Jan 31, 2024. U.S. Army Contracting Command, Redstone Arsenal, AL, is the contracting activity.

On Nov 1, 2022, L3 Technologies Inc, Salt Lake City, UT, was awarded a $20,717,731 hybrid (cost-plus-fixed-fee and firm-fixed-price) contract for Manned/Unmanned Teaming hardware and technical and engineering support for the Apache attack helicopter. Bids were solicited via the Internet, with one received. Work locations and funding will be determined with each order, with an estimated completion date of Jan 31, 2024. U.S. Army Contracting Command, Redstone Arsenal, AL, is the contracting activity. Contract Number W58RGZ-22-F-0293

On Sep 30, 2019, General Atomics Aeronautical Systems Inc, Poway, CA, won an $8,968,433 modification (PZ0104) to contract W58RGZ-17-C-0018 for the conversion of nine Hunter Universal Ground Control Stations. Work would be performed in Poway, with an estimated completion date of Apr 23, 2020. Fiscal 2017 and 2019 Aircraft Procurement (Army) funds in the amount of $8,968,433 were obligated at time of award. U.S. Army Contracting Command, Redstone Arsenal, AL, was the contracting activity.

On Sep 27, 2019, Northrop Grumman Systems Corp, Sierra Vista, AZ, received a $30,711,318 cost-plus-fixed-fee contract for Hunter UAS engineering services. Bids were solicited via the Internet, with one received. Work locations and funding will be determined with each order, with an estimated completion date of Apr 29, 2022. U.S. Army Contracting Command, Redstone Arsenal, AL, was the contracting activity. Contract Number W58RGZ-19-D-0030

Hunter

On May 10, 2019, Northrop Grumman Systems Corp, Sierra Vista, AZ, was awarded a $163,588,331 cost-plus-fixed-fee contract for Hunter UAS fleet support for operations, maintenance, engineering, re-engineering and remanufacturing. One bid was solicited, with one bid received. Work would be performed in Sierra Vista, with an estimated completion date of May 9, 2020. Fiscal 2019 Operations and Maintenance (Army) funds in the amount of $41,883,787 were obligated at time of award. U.S. Army Contracting Command, Redstone Arsenal, AL, was the contracting activity. Contract Number W58RGZ-19-C-0033

On Jul 31, 2018, Northrop Grumman Systems Corp, Sierra Vista, AZ, won a $7,503,509 modification (P00020) to contract W58RGZ-17-C-0019 to incorporate interoperability in support of the Hunter UAS. Work would be performed in Sierra Vista, with an estimated completion date of Jul 30, 2019. Fiscal 2018 Operations and Maintenance (Army) funds in the amount of $7,503,509 were obligated at time of award. U.S. Army Contracting Command, Redstone Arsenal, AL, was the contracting activity.

On Jan 24, 2018, Northrop Grumman Technical Services, Sierra Vista, AZ, received a $12,500,000 modification (P00006) to contract W58RGZ-14-D-0111 for engineering services for Hunter unmanned aircraft systems. One bid was solicited, with one bid received. Work locations and funding would be determined with each order; the estimated completion date was Jan 17, 2019. The U.S. Army Contracting Command, Redstone Arsenal, AL, was the contracting activity.

On Dec 27, 2017, Northrop Grumman Systems Corp, Sierra Vista, AZ, was awarded a $12,747,529 modification (P00012) to contract W58RGZ-17-C-0019 for incorporation of an engineering change proposal (ECP) for high-definition payloads for the Hunter UAS. Work would be performed in Sierra Vista, with an estimated completion date of Oct 20, 2018. Fiscal 2017 Army procurement appropriation funds in the amount of $6,246,288 were obligated at time of award. The U.S. Army Contracting Command, Redstone Arsenal, AL, was the contracting activity.

On Oct 3, 2017, Northrop Grumman Systems Corp, Sierra Vista, AZ, won an $8,372,177 modification (P00010) to contract W58RGZ-17-C-0019 to incorporate an ECP for the Hunter UAS for the reconstruction and rehabilitation of 10 ground control stations. Work would be performed in Sierra Vista, with an estimated completion date of Sep 28, 2018. Fiscal 2017 Operations and Maintenance (Army) funds in the amount of $8,372,177 were obligated at time of award. The U.S. Army Contracting Command, Redstone Arsenal, AL, was the contracting activity. (Awarded Sep 29, 2017)

On Oct 28, 2016, Northrop Grumman Systems Corp, Sierra Vista, AZ, received a $190,254,770 cost-plus-fixed-fee (CPFF) contract for continuation of logistics support for the Hunter UAS. Bids were solicited via the Internet, with one received. Work would be performed in Sierra Vista (48 percent) and Afghanistan (52 percent), with an estimated completion date of Oct 30, 2018. Fiscal 2017 Operations and Maintenance (Army) funds in the amount of $44,239,250 were obligated at time of award. The U.S. Army Contracting Command, Redstone Arsenal, AL, was the contracting activity. Contract Number W58RGZ-17-C-0019

On Apr 26, 2016, Northrop Grumman Technical Services, Sierra Vista, AZ, was awarded an $83,417,599 modification (P00047) to contract W58RGZ-13-C-0010 for logistics support for the Hunter UAS. Work would be performed in Sierra Vista and Afghanistan, with an estimated completion date of Oct 30, 2016. FY16 Operations and Maintenance (Army) funds in the full contract amount were obligated at time of award. The U.S. Army Contracting Command, Redstone Arsenal, AL, was the contracting activity.

On Oct 29, 2015, Northrop Grumman Technical Services, Sierra Vista, AZ, was awarded a $42,694,244 modification (P00041) to contract W58RGZ-13-C-0010 to continue logistics services for the Hunter UAS. Work was performed in Sierra Vista and Afghanistan and was expected to be completed by Apr 28, 2016. FY16 Operations and Maintenance (Army) funds in the amount of $17,254,000 were obligated at time of award. The U.S. Army Contracting Command, Redstone Arsenal, AL, was the contracting activity.

On Mar 25, 2015, Northrop Grumman Technical Services, Sierra Vista, AZ, received a $48,691,384 modification (P00033) to contract WR8RGZ-13-C-0010 to continue logistic services for the Hunter UAS. FY15 Operations and Maintenance (Army) funds in the amount of $27,745,692 were obligated at time of award. The estimated completion date was Mar 29, 2016. Work was performed in Sierra Vista and Afghanistan. The U.S. Army Contracting Command, Redstone Arsenal, AL, was the contracting activity.

On Dec 18, 2014, Northrop Grumman Technical Services, Sierra Vista, AZ, won a $24,345,692 modification (P00028) to CPFF contract W58RGZ-13-C-0010 for Hunter UAS contractor logistics support. FY15 Operations

and Maintenance (Army) funds in the amount of $10,000,000 were obligated at time of award. The estimated completion date was Dec 17, 2015. Work was performed in Sierra Vista (25 percent) and Afghanistan (75 percent). The U.S. Army Contracting Command, Redstone Arsenal, AL, was the contracting activity.

On Mar 27, 2014, Northrop Grumman Technical Services, Sierra Vista, AZ, was awarded a $20,236,014 modification (P00020) to contract W58RGZ-13-C-0010 for logistics services for the Hunter UAS. Work was performed in Sierra Vista and Afghanistan. The estimated completion date was Mar 30, 2015. The U.S. Army Contracting Command, Redstone Arsenal, AL, was the contracting activity.

On Jan 13, 2014, Northrop Grumman Technical Services, Sierra Vista, AZ, received a $36,294,099 modification (P00017) to contract W58RGZ-13-C-0010 for logistics services and engineering support for the Hunter UAS. The estimated completion date was Jan 14, 2015. Work was performed in Sierra Vista and Afghanistan. The U.S. Army Contracting Command, Redstone Arsenal, AL, was the contracting activity.

On Jan 22, 2013, Northrop Grumman Technical Services, Sierra Vista, AZ, won a $37,275,169, CPFF contract mod to supply logistics and engineering support for the Hunter UAS. Work was performed in Sierra Vista and Afghanistan, with an estimated completion date of Jan 14, 2014. The U.S. Army Contracting Command, Redstone Arsenal, AL, was the contracting activity. Contract Number W58RGZ13-C-0010

On Nov 16, 2012, Northrop Grumman Technical Services, Sierra Vista, AZ, was awarded a $36,504,506, CPFF contract to provide services in support of the Hunter UAS. Work was performed in Sierra Vista, with an estimated completion date of Oct 30, 2013. The U.S. Army Contracting Command, Redstone Arsenal, AL, was the contracting activity. Contract Number W58RGZ-13-C-0010

On Oct 5, 2011, Northrop Grumman Technical Services, Sierra Vista, AZ, received a $91,218,878, CPFF contract to provide for the reset of MQ-5B Hunter UASs with the Tactical Common Data Link and interoperability ECP. Work was performed in Sierra Vista, with an estimated completion date of Dec 30, 2012. The U.S. Army Contracting Command, Redstone Arsenal, AL, was the contracting activity. Contract Number W58RGZ-08-C-0025

On Oct 13, 2010, Northrop Grumman Technical Services, Sierra Vista, AZ, won a $17,998,259, CPFF contract. This was a cost ECP. The PMVAS office mandated that the Hunter MQ-58 UAS be compliant with all interoperability profiles, including overarching interoperability profiles, the payload product dissemination lOP, and the common datalink lOP. This ECP allowed for the modifications necessary to comply with the mandated request. Work was performed in Sierra Vista, with an estimated completion date of Sep 29, 2011. The U.S. Army AMCOM Contracting Center, CCAM-AR-A, Redstone Arsenal, AL, was the contracting activity. Contract Number W58RGZ-08-C-0025

In Jul 2010, Northrop Grumman Technical Services, Sierra Vista, AZ, was awarded a $47,250,000, CPFF contract to provide capability-based rotations support for Operation Enduring Freedom/Operation Iraqi Freedom and revitalization of the Hunter UAS. Work was performed in Sierra Vista, with an estimated completion date of Jul 14, 2011. The U.S. Army Aviation and Missile Command Contracting Center, CCAM-AR-A, Redstone Arsenal, AL, was the contracting activity. Contract Number W58RGZ-08-C-0025

On Sep 30, 2009, Northrop Grumman Technical Services, Sierra Vista, AZ, received a $6,216,222, CPFF contract to provide Hunter UAS logistics support for the Dugway, UT, move. Work was performed in Sierra Vista, with an estimated completion date of Sep 24, 2010. The U.S. Army Aviation and Missile Command Contracting Center, CCAM-AR-A, Redstone Arsenal, AL, was the contracting activity. Contract Number W58RGZ-08-C-0025

In Nov 2008, Northrop Grumman received a $97 million contract for the procurement, modification, and delivery of 12 MQ-5B Hunter UAVs, six One System Block II GCSs, eight TCDLs, ground datalink terminal sets, two sets of ground support equipment, and four sets of spare parts. The work was part of a 2008 logistics support contract. The air vehicles would carry the Green Dart SIGINT collection system.

On Aug 26, 2008, Northrop Grumman Technical Services, Sierra Vista, AZ, won a $6,490,931, CPFF contract to increase the operational tempo of Green Dart deployment to Operation Iraqi Freedom. Work was performed in Sierra Vista and completed by Aug 24, 2008. The U.S. Army Aviation and Missile Command, AMSAM-AC-AR-A, Redstone Arsenal, AL, was the contracting activity. Contract Number W58RGZ-08-C0025

On Feb 26, 2008, Northrop Grumman Technical Services, Sierra Vista, AZ, received an $18,100,000, CPFF contract for Hunter Green Dart logistics support. Work was performed in Sierra Vista and completed by Nov 30, 2008. The

Hunter

U.S. Army Aviation and Missile Command, Redstone Arsenal, AL, was the contracting activity. Contract Number W58RGZ08C0025

On Feb 21, 2008, Lockheed Martin Missile and Fire Control, Orlando, FL, won a $13,703,120, CPFF contract for provision of Apache video from UAS rotary head assembly units. Work was performed in Orlando and completed by Jun 30, 2009. The Aviation Applied Technology Directorate, Fort Eustis, VA, was the contracting activity. Contract Number W911W6-07-C-0041

Worldwide Distribution/Inventories

User Countries. The **United States** initially procured seven Hunter systems. **Singapore** has purchased several IAI IMPACT or Searcher air vehicles. **France** procured a single Hunter system (with five air vehicles). **Belgium** procured the B-Hunter, and the country's 80 UAV Squadron operates 18 B-Hunter UAVs. The units became operational on July 1, 2004. Belgian UAVs have been used for operations over Bosnia and Herzegovina.

The United States supplied RQ-5 Hunter UAVs to **Poland** as part of a military aid program. Poland received six RQ-5A Hunter UAV sets equipped with FLIR systems. Each division and some brigades in the Polish Army would be equipped with one set consisting of five air vehicles and a GCS 3000 ground control station. Poland has three mechanized infantry divisions, one armored cavalry division, and six brigades.

Forecast Rationale

The U.S. Army retired the Hunter, its longest-serving unmanned aircraft system, in 2015. The Hunter was one of the most airworthy and reliable UAVs operated by the Army.

Once it entered service in 1996, the Hunter supported U.S. Army operations from Macedonia to Afghanistan. Unmanned aircraft are a common sight over the world's various conflict zones, but not all reports of their presence are true.

Auf Wiedersehen, Goodnight

After seizing Crimea from Ukraine, Russia claimed the United States was operating UAVs over the disputed territory. Moscow said a UAV was on a reconnaissance mission when local self-defense forces brought it down by breaking its datalink with ground controllers. The MQ-5B Hunter UAV came from the U.S. Army's 66th Reconnaissance Brigade, according to Russian officials. The Pentagon dismissed the Russian claims as untrue.

The last units operating the Hunter UAV were with the U.S. Army's XVIII Corps, III Corps, and V Corps. The first version of the Hunter the Army purchased was the RQ-5A. The MQ-5B followed the A model into Army service. The Army purchased all-new air vehicles to replace those lost during operations and to slightly expand the Hunter inventory. The Army ordered 18 new MQ-5B air vehicles and converted a number of existing RQ-5As to B-model status.

The U.S. Army "reset" its fleet of Hunter UAVs but did not place any further large production contracts. The U.S. Army and potential export customers have moved on to newer UAVs. The success of the Hunter UAV during combat operations in Iraq and Afghanistan did help raise the profile of unmanned air vehicles. Praise for this system has been considerable, but it did not translate into renewed production demand.

Although its service with the U.S. Army has ended, the Hunter UAV will remain active for a time with contractor-operated units.