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by authority of..... (date).....

Signature.....

EXTRACT FROM U.S.A.F.

"DESIGN SPECIFICATION FOR A

LONG-RANGE INTERCEPTOR"

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AIRCRAFT ENGINEERING SUB-DIV.,
A. V. ROE CANADA LIMITED

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EXTRACT FROM "DESIGN CONCEPTS FOR A LONG-RANGE INTERCEPTOR"

This document is believed to have originated from ARDC in Baltimore. It is still in the S&W discussion stage and has not yet been finally drafted for publication. As it now stands, it is regarded as something of a plan. Rumour has it that one U.S. manufacturer has proposed to build this role which grosses 75,000 lb.

1. PRIMARY MISSION.

(a) THE WEAPON SYSTEM SHALL :

(1) BE EMPLOYED AS A LONG RANGE INTERCEPTOR.

It is to be able to fill this role.

(2) OPERATE UNDER CONTROL OF GROUND WARNING SYSTEMS FOR VISUAL AND NON-VISUAL INTERCEPTS.

It is to be able to use either the MK-3 or MK.1179 radar.

(3) OPERATE UNDER CONTROL OF AIRBORNE CONTROL AND WARNING SYSTEMS FOR BOTH VISUAL AND NON-VISUAL INTERCEPTS.

It is to be able to receive and control information from a constellation aircraft. It is to be able to receive information on the control of radar stations with the form of radar station. It is not considered that it will present any major problems with the radar or any extra electronic equipment.

(4) OPERATE OUTSIDE OF BOTH GROUND AND AIRBORNE CONTROL AND WARNING SYSTEMS WITH HIGHEST POSSIBLE CAPABILITY OF DETECTION, INTERCEPTION AND KILL OF TARGET, INDEPENDENT OF GROUND AND AIRBORNE CONTROL.

It is to be able to meet this requirement by stating range of 100,000 yards. With MK.1179, the C-105 is able to intercept a target around 35,000 yards. It is also able to be navigated by a Doppler system which is located at rear of armament bay.

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DISCREET

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- Page 2 -

- (5) PROVIDE POINT DEFENSE, A PATROL AREA OR AREA COVER AGAINST ENEMY AIRCRAFT.

The order of performance of the C-105 based on 37,500 lb. operational empty weight, MIL-C-5011A and Mr. H.C. Oatway's letter, ref. DBB.700-515-85 (Aero) dated 4 May, 1954:-

Area Interception is based on adequate warning. Ground rules are such as to make combat radius the primary factor.

To MIL. Spec.	Based on
<u>MIL-C-5011.A</u>	<u>R.C.A.F. Spec.</u>

Combat Radius (37,500 lb. full
Interval 10.0 min.)

525 n.m.

635 n.m.

Corresponding F.O. ground run,
37,500 lb., 4/0 off, zero wind
standard conditions

1,950 feet

Corresponding landing ground run,
37,500 lb., 4/0 off, zero
wind, standard conditions. Landing
distance depends on basic
empty weight plus
fuel and fuel reserves.

3,000 feet

.....
Combat Radius (30,000 lb. full
Interval 10.0 min.)

545 n.m.

665 n.m.

Corresponding F.O. ground run,
30,000 lb., 4/0 off, zero wind,
standard conditions.

2,050 feet

.....
Combat Radius (25,000 lb. full
Interval 10.0 min.)

635 n.m.

745 n.m.

Corresponding F.O. ground run,
25,000 lb., 4/0 off, zero wind,
standard conditions.

2,350 feet.

.....
Combat Radius (20,000 lb. full
Interval 10.0 min.)

660 n.m.

780 n.m.

Corresponding F.O. ground run, 20,000
lb., 4/0 off, zero wind,
standard conditions.

2,450 feet.

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SECRET

UNCLASSIFIED

Page 2

- (5) PROVIDE POINT DEFENSE, A PATROL AREA OR AREA COVER AGAINST ENEMY AIRCRAFT.

AREA INTERCEPTION (Continued)

To MIL. Spec.
MIL-C-5011.A

San Francisco
R.C.M. Spec.

Combat Altitude (10,000 ft. + 3,000
The aircraft's internal tanks +
external tanks, (10,000 ft.)

755 n.m.

845 n.m.

Corresponding 10,000 ft. ground run,
10,000 ft. + 3,000 ft. zero wind
10,000 ft. + 3,000 ft.

2,850 feet.

Combat Altitude (10,000 ft. + 4,000
The aircraft's internal tanks +
external tanks, (10,000 ft.)

782 n.m.

885 n.m.

Corresponding 10,000 ft. ground run,
10,000 ft. + 4,000 ft. zero wind,
10,000 ft. + 4,000 ft.

3,000 feet.

For a description of area intercept
patterns and of differences between
MIL-C-5011.A and MIL-C-5011.F, Spec. refer
to Appendix 11 to this report.

Area Interception is a function based on minimum warning. For
this function, distance is secondary
to altitude.

The aircraft is assumed to take off using military power without
any reserve power. The aircraft is assumed to take off from sea level
with a maximum altitude of 35,000 feet for the maximum time at
this altitude (10,000 ft.), following which the aircraft
accelerates to 35,000 feet at $M = 1.95$ employing maximum
thrust. The aircraft accelerates to a
speed of $M = 1.95$ and is assumed to maintain combat speed
as high as possible from the start of the acceleration.
The aircraft is assumed to have an endurance at 35,000 feet associated
with a maximum altitude and reserves to cover 20 min. loiter
time. The aircraft is assumed to have a maximum endurance (MIL-C-45) plus 5% overall increase

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DISCREET

Page 4 -

SECRET

- (5) PROVIDE POINT DEFENSE, A PATROL OR AREA COVER AGAINST ENEMY AIRCRAFT.

Point Interception (Cont'd)

Endurance (19,500 lb. full internal fuel, J.P.4)	=	2.1 hours.
Endurance (20,400 lb. full internal fuel, J.P.1)	=	2.3 hours.
Endurance (19,500 lb. + 3,900 lb. fuse.ext.tank, J.P.4)	=	2.7 hours.
Endurance (20,400 lb. + 4,080 lb. fuse.ext.tank, J.P.1)	=	2.9 hours.
Endurance (19,500 lb. + 3,900 lb. + 4,600 lb. ext.wing tanks, J.P.4)	=	3.4 hours.
Endurance (20,400 lb. + 4,080 lb. + 4,730 lb. ext.wing tanks, J.P.4)	=	3.7 hours.

- (6) BE CAPABLE OF DETECTION, INTERCEPTION AND KILL OF ENEMY AIRCRAFT RANGING IN ALTITUDE FROM SEA LEVEL TO THE MAXIMUM ALTITUDE OF THE INTERCEPTOR.

Altitude interception already considered in 1.a.(5) above. At sea level the aircraft's radar detection system is highly susceptible to ground clutter below 3,000 - 5,000 feet. Below this altitude optical sighting is necessary.

The S-105 sea level performance is of the following order:-

Speed restriction = 700 knots (M = 1.06)

Altitude ceiling is quoted for two cases:-

- (a) Take-off using military power, A/B off. Cruise out at max. economical cruise (M = 0.6). Accelerate to M = .95 and combat at M = .95 for a period of 5 minutes from start of acceleration using military power, A/B off. Cruise back at max. economical cruise (M = 0.6).
- (b) As for (a) above except that following max. econ. cruise out accelerate to M = .95 and combat at M = .95 for a period of 5 minutes from start of acceleration using maximum power, A/B on.

In both (a) and (b) full reserves are included to cover 20 minutes loiter at S.L. at max. endurance speed (M = 0.45) plus 5% overall increase in S.F.C. plus a further 5% overall fuel reserve.

	(a)	(b)
Combat Radius (19,500 lb. full internal fuel, J.P.4)	250 n.m.	90 n.m.
Combat Radius (19,500 lb. + 3,900 lb. fuse. ext. 4,600 lb. wing tank fuel, J.P.4)	390 n.m.	230 n.m.

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DISCREET

SECRET

- Page 5 -

2. SPECIFIC CHARACTERISTICS

(a) THE WEAPON SYSTEM MUST HAVE :-

- (1) 1,000 N.M. RADIUS OF ACTION TO BE SHOWN IN ACCORDANCE WITH MIL. SPEC. MIL-C-5011A, DATED 4 NOVEMBER 1951, FOR INTERCEPTOR FIGHTER UNDER AREA INTERCEPT.

See Item 1.a.(5) for C-105 capability in this respect.

- (2) MAXIMUM SPEED OF MACH 2.0 AT BEST ALTITUDE

Maximum Design Mach No. = 2.12 above 35,000 feet.

- (3) CEILING OF 60,000 FEET

At M = 1.50 and a combat weight of 47,000 lb. the 500 ft/min. rate of climb ceiling is 60,500 feet. This 47,000 lb. combat weight is the weight immediately prior to the start of the 5 min. combat period when full internal fuel is carried.

- (4) CAPABILITY OF OPERATING FROM 5,000 FOOT RUNWAYS IN ALL WEATHER CONDITIONS.

Refer to performance quoted in 1.a.(5). These figures refer to normal visibility and runway surface in average conditions. For blind landing conditions on icy runways, the landing distance over a 50 ft. obstacle is around 8,000 feet.

(b) A MINIMUM OF TWO ENGINES.

C-105 -- O.K.

(c) A MINIMUM CREW OF TWO

C-105 -- O.K.

- (d) ALL-WEATHER CAPABILITY. SPECIFIC COMPONENTS NECESSARY TO MEET THIS CHARACTERISTIC ARE:-

- (1) COMPLETE ALL-WEATHER FLIGHT INSTRUMENT PRESENTATION TO THE PILOT.

C-105 -- O.K.

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(d) ALL-WEATHER CAPABILITY. SPECIFIC COMPONENTS NECESSARY TO MEET THIS CHARACTERISTIC ARE:- (Cont'd)

(2) COMPLETE DE-ICING PROVISIONS (ENGINE, AIRFRAME & WINDSCREEN)

... de-icing provisions ...

(3) T.W. AUTO-THROT

(4) APPROACH COUPLER

(5) DATA LINK (FOR AUTOMATIC GROUND CONTROL APPROACH)

(6) WHE ASM-21

... as an alternative to ...

(e) A CAPABILITY FOR REPEATED ATTACKS. A HIGH KILL PROBABILITY MUST BE AVAILABLE AGAINST AT LEAST THREE SINGLE MANOEUVRING, NON-MANOEUVRING OR FORMATION AIRCRAFT.

For three single aircraft entails three passes with three missiles
For two aircraft entails two passes of two missiles
For one aircraft entails one pass of missile and rockets
... 5 Falcons plus 50 x 2"

(f) A CAPABILITY FOR PERFORMING THE 'TRAILER' MISSION.

... mission is.

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- (g) A CAPABILITY FOR EMPLOYMENT AS A POINT DEFENSE WEAPON.

It is noted that the C-105 has a capability for this employment.

- (h) A HIGH PROBABILITY OF TARGET DETECTION AT RANGES OF 100 N.M.

The C-105 has a range of up to 10,000 yards (12 nautical miles). It has a 42 inch antenna, i.e., 42 inch diameter. It is being redesigned the nose of the C-105.

- (i) AN AUTOPILOT AND/OR CONTROL SURFACE TIE-IN, RADAR TIE-IN OR "CLOSED LOOP" FIRING FOR THE TERMINAL PHASE OF ATTACKS.

- (j) AIR ORDNANCE, i.e., GUIDED MISSILES WITH CONVENTIONAL WARHEADS, EITHER GUIDED OR UNGUIDED MISSILES WITH ATOMIC WARHEADS, UNGUIDED AIRCRAFT ROCKETS OR COMBINATIONS OF THE ABOVE WHICH PROVIDE THE BEST KILL PROBABILITY. A HIGH DEGREE OF INTER-CHANGEABILITY AND SELECTIVITY OF AIR ORDNANCE COMBINATIONS IS VERY DESIRABLE. THE PROBABILITY OF USING AIRCRAFT MACHINE GUNS TO PROVIDE A SUSTAINED HIGH KILL PROBABILITY SHOULD BE CONSIDERED AS AN ALTERNATIVE CONFIGURATION.

The dimensions of weapons are such that the C-105 has an internal bay which is 7 ft. wide x 2 ft. deep.

- (k) A VISUAL OPTICAL FIRING MODE AS A NORMAL FUNCTION. THE VISUAL OPTICAL MODE MAY BE CONSIDERED THE EMERGENCY STANDBY FIRE CONTROL SYSTEM AND SHOULD BE CAPABLE OF DIRECTING THE FIRE OF AS MANY OF THE COMBINATIONS OF ORDNANCE AS POSSIBLE. PRIMARY DESIGN EMPHASIS ON THIS MODE SHOULD BE DIRECTED TOWARD SIMPLICITY AND RELIABILITY OF OPERATIONS.

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- Page 3 -

- (1) THE ABILITY TO HOME ON ECM, NAVIGATIONAL AND BOMBING RADARS.
THIS CAPABILITY IS NECESSARY AS A PART OF THE TRAILER MISSION.

C-105 can home on E.C.M. if A.R.A.25 radar homer is installed.

- (m) STANDBY PROVISION FOR AIRCREW NAVIGATION IN THE EVENT OF FAILURE OF NORMAL MEANS OR THE NEED TO SQUELCH ACTIVE NAVIGATIONAL AIDS IN THE EVENT OF AN ATTACK.

R - 9 does this.

- (n) PASSIVE DEFENSIVE MEASURES, i.e., ARMOUR PLATE, SELF SEALING TANKS, ETC., NEED NOT BE PROVIDED.

Equally applicable to C-105.

- (o) AIR-TO-GROUND IDENTIFICATION - APX-25.

APX-19 specified on C-105. APX-25 is specified for production.

- (p) AIR-TO-AIR IDENTIFICATION.

APX-26 & 27 specified on C-105.

- (q) GROUND-TO-AIR AND AIR-TO-AIR COMMUNICATION SHOULD INCLUDE THE U.S.A.F. (GENERAL ELECTRIC) DATA LINK.

Data link specified for C-105. General Electric Type O.K.

- (r) A LONG-RANGE GROUND-TO-AIR AND AIR-TO-AIR COMMUNICATION SET WITH A TRANSMITTING AND RECEIVING POTENTIAL CONSISTENT WITH THE INTERCEPTOR RANGE (1000 N.M. OVER ARCTIC AREA)

Not fitted to C-105. HF ARC-38 has 1000 n.m. range. Sizes are:-

Receiver	15.3/8" x 9.1/16" x 25.3/16"
Transmitter	13.3/8" x 6" x 10.5/8" x 20 lb.
P. Supply	18.5/8" x 8.1/4" x 5.5/16" x 20 1/2 lb.
Control Unit	3.9/16" x 2.1/4" panel space

Suppressed antenna required. Isolation of vertical tail required.

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DISCREET

UNCLASSIFIED
SECRET

- Page 9 -

- (s) A LONG RANGE NAVIGATION SYSTEM WHICH WILL ASSURE THE CAPABILITY OF MOVING TO A POINT IN SPACE 1,000 N.M. DISTANCE FROM HOME BASE WITH AN ACCURACY OF $\pm 5\%$. THIS IS MET BY R-9 + DOPPLER TO $1 - 2\%$

R-9 equipment visualized for C-105 O.K.

Instrument Division of Ford Co. believed working on a similar type of equipment.

- (c) A FAST ACTION INFLIGHT DECELERATION DEVICE, i.e., SPEED BRAKES OR REVERSE THRUST WHICH WILL SLOW THE AIRCRAFT TO ATTACKING SPEEDS AGAINST LOW SPEED AIRCRAFT WITH A MINIMUM OF TRIM CHANGE.

Under-fuselage location of speed brake on C-105 is O.K. subsonically.

- (d) A CRASH LOCATOR BEACON.

to install on C-105.

- (v) INFLIGHT REFUELING PROVISION

to install on C-105.

3 TECHNICAL CONSIDERATIONS

- (a) THE AIRFRAME WILL BE CAPABLE OF SUSTAINING LOAD FACTORS OF 7.33 G WITH COMBAT GROSS WEIGHT AND WITH A SAFETY FACTOR OF 1.50

is designed to load factor of 11.0 ultimate compared with above 11.0 ultimate.

- (b) THE ENGINES SELECTED SHALL HAVE SATISFACTORILY COMPLETED THE 50 HR. PRELIMINARY FLIGHT RATING TESTS PRIOR TO THE FIRST PROTOTYPE FLIGHT DATE OF THE INTERCEPTOR. SUCH "FLASH PERFORMANCE" DEVICES MAY BE SELECTED AS WILL MEET THE REQUIREMENT FOR THE POINT DEFENSE MISSION.

Engines selected will meet the Flight Rating Test requirement.

- (c) THE FIRE CONTROL SYSTEM SELECTED MUST PROVIDE FOR AUTOMATIC TERMINAL PHASE ATTACK CONTROL FOR DIRECTING THE FIRE OF ANY ONE OF THE COMBINATION OF AIR-TO-AIR ORDNANCE CARRIED ON INDIVIDUAL ATTACKS.

is also per this requirement for the 'Falcon' missiles and rockets.

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DISCREET

SECRET

Page 10 -

- (d) AS ENVISIONED, THE INTERCEPTOR WILL OPERATE FROM WELL PREPARED AIR BASES WITH ADEQUATE LOGISTICAL SUPPORT. SINCE MUCH OF THE OPERATION OF THIS INTERCEPTOR WILL BE FROM AND OVER ARCTIC AREAS, THE COCKPIT DESIGN SHOULD BE SUCH AS TO ALLOW AIRCREW MANIPULATION OF SWITCHES AND CONTROLS WHILE WEARING BULKY CLOTHING AND SURVIVAL EQUIPMENT.

C-105 cockpit size and layout will meet this requirement.

- (e) THE WEAPON SYSTEM MUST POSSESS GOOD LOW SPEED HANDLING CHARACTERISTICS, PARTICULARLY AT LANDING PATTERN SPEEDS, AS WELL AS TO COMBAT A RELATIVELY LOW SPEED, LOW ALTITUDE THREAT.

Low altitude interception is the secondary role of the C-105.

- (4) PARAGRAPHS 1, 2 AND 3 ARE CLASSIFIED SECRET IN ACCORDANCE WITH PARAGRAPH 23c of A.F.R. 205-1.

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APPENDIX "A"

Comparison of the HIL-3-5011A and R.C.A.F. Missions for
Area Intercept.

HIL-3-5011A Mission

area intercept mission with full internal fuel J.P.4 (19,500 lb.) and
take-off weight 57,000 lb.

<u>Phase of Operation</u>	<u>Engine Condition</u>	<u>Fuel (lb.)</u>	<u>Dist. (n.mls.)</u>
start engines, T.O. & Accelerate)	2 mins. Normal	535	-
to climb speed	1 min. Military	410	-
Climb to 40,000 ft., 545 lbs.	Military	1,650	59.5
Cruise out, 40,000 ft. M = 0.95	Optimum Cruise	5,390	455.7
Climb to 50,000 ft., M = 0.95	Military + Max. A/B	550	9.8
Cruise to 50,000 ft. Incl. accel.)	Military + Max. A/B	2,600	-
to 50,000 ft.)			
Cruise to 50,000 ft., M = 0.95	Optimum Cruise	4,950	525
to 50,000 ft. S.S.L.	Optimum Endurance	2,440	-
Reserve fuel reserve.	-	975	-
		<u>19,500</u>	<u>525 Radius</u>

HIL-3-5011A requires specific fuel consumptions to be
used by 5%.

HIL-3-5011B Mission

area intercept mission with full internal fuel J.P.4 (19,500 lb.) and
take-off weight 57,000 lb.

<u>Phase of Operation</u>	<u>Engine Condition</u>	<u>Fuel (lb.)</u>	<u>Dist. (n.mls.)</u>
start engines	Normal	100	-
to climb speed	Military	165	-
Climb to 40,000 ft., 545 lbs.	Military	780	13.5
Climb to 40,000 ft., 545 lbs.	Military	1,550	59.5
Cruise out, 40,000 ft., M = 0.95	Optimum Cruise	5,780	536.4
Climb to 50,000 ft., M = 1.5, 40,000 ft.	Military + Max.A/B.	900	15.8
Climb to 50,000 ft., M = 1.5	Military + Max.A/B.	450	9.8
Cruise to 50,000 ft.	Military + Max.A/B.	2,540	-
Climb to 50,000 ft.	Edling R.P.M.	36	-
Cruise back, 40,000 ft., M = 0.95	Optimum Cruise	5,427	635.0

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APPENDIX "A"

R.C.A.F. MISSION (cont'd)

<u>Phase of Operation</u>	<u>Engine Condition</u>	<u>Fuel (lb.)</u>	<u>Dist. (n.mls.)</u>
Loiter, 40,000 ft., 15 mins.	Optimum Endurance	1,000	-
Descend to S.L.	Idling R.P.M.	192	-
Landing reserve - 5 mins. S.L. loiter.	Optimum Endurance	580	-
		<u>19,500</u>	<u>635.0 Radius</u>

Considering, from 1.a.(5), the case of a combat radius with full internal fuel (S.P.A.), the difference between 525 n.m. for MIL-C-5011.A. and 635 n.m. for the R.C.A.F. mission is accounted for as follows:-

The mission pattern to MIL-C-5011.A. does not credit the fuel used during the sea level acceleration to climb speed to the range. 19.5 n.mls. is estimated for the R.C.A.F. mission.

On this account approximately 135 lb. more fuel would be required for MIL-C-5011.A.

The mission to MIL-C-5011.A. allows acceleration to combat speed (without credit to range) to be included in the 5 minutes total combat time. This means that from the end of the long range cruise out to the end of 5 minutes combat approximately 2,150 lb. of fuel is used to MIL-C-5011.A. and 3,900 lb. of fuel for the R.C.A.F. mission pattern.

Excluding the 5% increase in specific fuel consumption and allowing for the range which is credited to the R.C.A.F. mission during acceleration and climb to combat speed and altitude there is a saving of approximately 650 lb. of fuel using MIL-C-5011.A.

(iii) After cruising back to base, MIL-C-5011.A. requires fuel for 15 minutes loiter at sea level amounting to 2,440 lb. Against this the R.C.A.F. mission uses 1,800 lb. of fuel in 15 minutes loiter at 40,000 ft., descent to sea level and 5 minutes landing reserve.

Excluding the 5% increase in specific fuel consumption, there is a fuel increase of 500 lb. using the mission pattern to MIL-C-5011.A.

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APPENDIX "A"

Two large outstanding fuel items applicable only to MIL-C-5011.A. are a fuel allowance for reserve equal to 5% of the initial fuel weight and increased specific fuel consumption of 5% as a service tolerance.

The initial fuel weight in this case is 19,500 lb., and approximately 1,850 lb. of fuel is required for MIL-C-5011.A for these items.

Performance estimates for the R.C.A.F. are normally based on the gravity of 0.75 for J.P.4 fuel, whereas the corresponding U.S. requirement is 0.78.

In this report, the combat radii for MIL-C-5011.A. and missions are based on the Mil.Spec. fuel specific gravities of 0.75 and 0.78 for J.P.1.