

STAVATTI™

STAVATTI AEROSPACE NEWS RELEASE

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STAVATTI MILITARY AEROSPACE announced the initiation of the **SM-81 MAMBA™** Light Weight Fighter (LWF) RDT&E Program. The SM-81 is an entirely new and original LWF intended to serve as a successor to F-5, T-38, MiG-21 and F-16 ADF aircraft worldwide.

The forerunner to the SM-81, designated IMF and internally referred to as the F-187, resulted from STAVATTI concept work which began in 1998. The SM-81 represents a significant evolution of F-187 concepts which has continued on an on-going basis since 2004. Previously considered a "Second Generation Product" intended for LRIP following STALMA and MACHETE IOC (between the 2015 and 2020), the SM-81 program is now being brought to the fore-front as a contemporary to the MACHETE redefining the anticipated STAVATTI product line. Under this new structure, the SM-81 will bridge MACHETE and STALMA capabilities while providing an affordable solution to allied light tactical fighter needs.

The SM-81 is a compact, low observable LWF powered by a single Improved Performance BMW-Rolls Royce BR710 turbofan incorporating a variable geometry axis-symmetric exhaust nozzle and bifurcated mixed compression air intakes. Featuring a thin, trapezoidal wing with prominent leading edge strakes, the SM-81 is of unique, blended wing-body design to reduce weight and signature while increasing internal volume. Employing a blended boom mounted double-vee empennage, the SM-81 will employ variable dihedral as originally specified in Raymer patent 4,354,646. Available in single seat fighter/attack, two-seat tandem supersonic trainer and unmanned/autonomous configurations, the SM-81 benefits from a unique, high forward visibility blown canopy. Specifically designed to deliver two GBU-31 JDAMs over a tactical radius of 700 nm with limited detection, the SM-81 will enable precision weapons delivery at levels of economy similar to that of a private business jet. Constructed of advanced alloy and composite materials, the SM-81 will be an "all-electric aircraft" potentially incorporating distributed, integrated avionics.

The SM-81 will offer a maximum level speed of 815 Kts and a Hi-Lo-Hi tactical radius of 775 nm with 20 minutes on-station on internal fuel only. Maximum initial Rate-Of-Climb is projected at over 40,000 ft/min in the air intercept configuration while carrying two AIM-120s. With a wing loading of between 44 and 80 lbs/sq ft and a corresponding thrust-to-weight ratio of 1.0 and 0.56 respectively, the SM-81 will display significant levels of energy-maneuverability throughout the flight envelope. SM-81 CPFH is estimated at 1/3rd that of an F-16, while the aircraft unit flyaway cost is projected at \$15 to \$20 million.

The SM-81 MAMBA will be developed using a lean, Tiger-Team approach. Undertaken as a corporate initiative, total cost of the SM-81 development and production initiation program is anticipated at \$270 to \$350 million over 5 years, although a demonstrator aircraft will likely be produced for less than \$30 million. The SM-81 development schedule is To Be Determined, however, LRIP is targeted at the 2010-2013 time-frame. For additional information regarding the SM-81 MAMBA, including initial technical briefings, contact STAVATTI AEROSPACE.

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