



Stavatti Corporation Photo



Specifications:

Primary Function: Multi-role Fighter
Prime Contractor: Stavatti Tactical Air Warfare Systems

Power Plant: One F119-PW-100 Augmented Turbofan

Length: 49 ft 9 in

Height: 13 ft 7 in

Wingspan: (5° Sweep) 57 ft 0 in (70° Sweep) 30 ft 4 in

Speed: Mach 2.3

Ceiling: 60,000+ ft

Unit Cost: \$24-\$29 million

F-26 "Stalma"

The F-26 Stalma is a single place jet being developed by Stavatti Corporation Warfare Systems Division in St. Paul. The Stalma is a single place, single engine aircraft offering variable geometry, enhanced agility and low observability characteristics. The Short Takeoff / Multi-role Aircraft (STALMA) program is a conceptual light weight fighter replacement of F-16C and F/A-18C aircraft in the late 1990s.

The Stalma evolved as a possible candidate for the USAF Multi-Role Fighter (MRF) program in the Bush Administration. The introduction of the ASTOVL program in 1993 and the 1994 Tri-Service Joint Advanced Striker (JAST) project, resulting in the current Joint Strike Fighter (JSF) program, quelled the MRF development. Shifting emphasis on the production of a dedicated interdictor fighter, Stalma development continues as a commercial venture.



HAVE BLUE - USAF Photo



Specifications:

Primary Function: Technology Testbed

"Have Blue"

In 1977, the Skunkworks received funding from the Defense Advanced Research Projects Agency (DARPA) for the construction of two scale flyable test aircraft under a program called "Have Blue". Shortly after the "Have Blue" was given, the project was taken over by the Air Force and became highly "black".



Prime Contractor: Lockheed Skunkworks
Power Plant: Two General Electric J85 non-afterburning jet engines
Length: 38 ft.
Height: 7 ft., 6 in.
Wingspan: 22 ft.
Speed: 600 mph
Ceiling: Unknown
Unit Cost: \$14 million



Northrop Photo



Specifications:

Primary Function: Technology Testbed
Prime Contractor: Northrop Corporation
Power Plant: Two Garrett ATF3-6 jet engines
Length: 55 ft., 10 in.
Height: 10 ft., 7 in.
Wingspan: 48 ft., 2 in.
Speed: 287 mph
Ceiling: 30,000 ft.
Unit Cost: \$165 Million



Northrop-McDonnell Douglas Photo



Specifications:

Primary Function: Air Superiority Fighter
Prime Contractor: Northrop Corporation
Power Plant: Two General Electric YF120 jet engines
Length: 67.4 ft.
Height: 13.9 ft.
Wingspan: 43.6 ft.
Speed: Mach 2+
Ceiling: 65,000 ft.

The two "Have Blue" aircraft were built by Lockheed Skunkworks in only a few months. Due to their secret status, the "Have Blue" program at the Groom Lake Test Facility in Nevada. The first flight of a "Have Blue" took place in February of 1978 (the exact date is classified). The "Have Blue" program was a precursor for the F-117 "Nighthawk".

"Tacit Blue"

The US Air Force, DARPA, and Northrop collaborated on the "Tacit Blue" Technology Demonstration Program from 1978 to 1981. "Tacit Blue" proved that stealth could be achieved on curved surfaces. "Tacit Blue" was one of the most successful technology demonstrators in US Air Force history, meeting all program goals for a most low observable and sensor per-

The aircraft made its first flight in February 1978, followed by 135 flights over a three-year program. The program provided valuable engineering data that aided in the B-2 "Spirit" design.

YF-23 "Black Widow II"

The YF-23A "Black Widow II" was one of the four competing designs for the Advanced Tactical Fighter (ATF) program. The four-way ATF competition pitted the Northrop/McDonnell Douglas YF-23 "Black Widow II" team against the Lockheed/Boeing Dynamics YF-22A "Lightning II" team.

The YF-23A "Black Widow II" was designed as a "Stealth" fighter. Along with its stealth capabilities, the YF-23A was designed for "Supercruise", like its competitor. The YF-23A "Black Widow II" could cruise at supersonic speeds without the use of afterburners. The first flight of the YF-23A took place on October 27, 1990. The YF-23A lost the competition to the Lockheed/Boeing Dynamics YF-22A "Lightning II".

Unit Cost: Unknown

renamed "Raptor".



Boeing Photo



Specifications:

Primary Function: Multi-service Strike Fighter

Prime Contractor: Boeing

Power Plant: One Pratt & Whitney F119-100 turbofan

Length: 47.42 ft.

Height: 13.33 ft.

Wingspan: 36 ft.

Speed: Mach 1.5

Ceiling: unknown

Unit Cost: \$28-\$38 million

X-32

When the concept demonstrator for the Joint Strike Fighter competition was announced, Boeing was awarded a contract to conduct flight test two demonstrators of its design. As with the competing Lockheed Martin Model 350, Boeing designed three variants of the demonstrator for evaluation. The conventional takeoff and landing (CTOL) X-32A was developed for the US Marine Corps, the short takeoff and vertical landing (STOVL) X-32B for the US Marines and UK Royal Marines, and the carrier-based (CV) X-32C for the US Navy. Only two flying examples were actually built.

Boeing's strategy for STOVL flight was based on the approach used in the British Harrier. Boeing's STOVL approach over Lockheed's lift fan concept was considered risky. Nevertheless, this hover met the requirements as a limitation to the X-32 design, it was also penalized for proposing severe weight penalties between the X-32 demonstrator and a production model. As a result of the competition, Boeing failed to win the JSF contract in October 2001 downselect, and Lockheed Martin went on to build a production F-35.



Boeing Photo



Specifications:

Primary Function: Technology Testbed

Prime Contractor: General Dynamics

Power Plant: Two General Electric F404 engines@10,500 lbs. thrust each

Length: Unknown

Height: Unknown

Wingspan: Unknown

Model 100 "Sneaky Pete"

Model 100 was a General Dynamics all-wing fighter design known as the "Sneaky Pete". In 1981 the USAF Aeronautical System Division awarded a contract to General Dynamics to explore design concepts for the Advanced Fighter program, which eventually resulted in the USAF F-22 Raptor.

"Sneaky Pete" may have flown, according to reports, the model 100 prototype flew during the ATF program progressed, competing with each other. General Dynamics teamed with Lockheed and Boeing to develop the Model 100 was set aside until General Dynamics resurrected "Sneaky Pete" as a baseline design for the F-22.

Wingspan: Unknown
 Speed: Subsonic
 Ceiling: Unknown
 Unit Cost: Unknown

Avenger II.



US Navy Photo

F/A-18 E/F "Super Hornet"



Specifications:

Primary Function: Technology Testbed
Prime Contractor: General Dynamics
Power Plant: Two General Electric F404 engines@10,500 lbs. thrust each
Length: Unknown
Height: Unknown
Wingspan: Unknown
Speed: Subsonic
Ceiling: Unknown
Unit Cost: Unknown

Already a production aircraft, the "Super Hornet" is included on this page because of its characteristics. The F/A18-E/F "Super Hornet" is a long-range, multi-mission, all-weather fighter. The "Super Hornet" is an updated combat-proven night strike F/A-18 made its debut in September 1995. The production model Super Hornet was accepted by the U.S. Navy in December 1998, more than a year ahead of schedule. After completing thorough operational evaluation in 1999, the F/A-18E/F Super Hornet entered operational service in November 1999.

In designing the "Super Hornet", the technology was blended with state-of-the-art defensive electronic countermeasures, areas of vulnerability, and high performance air-to-air and air-to-ground weapons. The "Super Hornet" program assumed priority over the A-12. It was supposed to replace the retired A-6 "Intruder" as well as F-15 "Tomcats" and the F-18C "Hornet". The "Super Hornet" made its first flight in November 2000. It received Initial Operational Capability (IOC) in September 2001 with VFA-115, NAS Fallon, California.



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