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Westland Lynx (Army Version)

Notes: The Lynx is the primary light helicopter of Great Britain. The Lynx can be, and often is, armed with guns and missiles (usually TOW ATGM). No ejection seats are provided, and the helicopter is not capable of in-flight refueling.

The Lynx AH-1 was the first Army version, 1967. It was built only for the British Army. There is an attachment point on either side of the fuselage for hardpoints to mount weapons. There is also an attachment point under the fuselage for gun pods or ventral turrets. The hardpoints on the AH-1 normally do not mount missiles; the Lynx AH-1 does not really have the equipment to accurately fire them, though mounting missiles on the AH-1 is not unknown. The Lynx AH-1GT was an interim attack version until the advent of the Lynx AH-7; it has somewhat better sighting equipment.

The Lynx AH-7 was designed under the British Army's HELARM program. It is basically an AH-1 with several improvements to allow it to be more deadly and survivable on the battlefield. The exhaust has been shielded to help throw off IR-guided missiles and infrared viewers, and flare and chaff dispensers have been added. Avionics have been upgraded.

The Lynx AH-9 is a further upgrade. The engines have been replaced with more powerful ones, and the rotor blades have been replaced with ones made of stronger and lighter composites.

Twilight 2000 Notes: The AH-9 does not exist.

Vehicle	Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
AH-1	\$167,843	AvG	907 kg	4.54 tons	2+9	10	None	Enclosed
AH-1GT	\$327,230	AvG	907 kg	4.57 tons	2+9	10	Image Intensification	Enclosed
AH-7	\$352,423	AvG	907 kg	4.59 tons	2+9	12	Image Intensification	Enclosed
AH-9	\$840,655	AvG	1.36 tons	5.33 tons	2+9	14	Thermal Imaging, Image Intensification	Enclosed

Vehicle	Tr Mov	Com Mov	Mnvr/Acc Agl/Turn	Fuel Cap	Fuel Cons	Ceiling

AH-1/1GT/7	592	148	15/37	990	660	3500
AH-9	613	153	15/38	990	821	3500

Vehicle	Combat Equipment	Minimum Landing/ Takeoff Zone	RF	Armament	Ammo
AH-1	None	30m	None	3 Hardpoints	None
AH-1GT	None	30m	+1	3 Hardpoints	None
AH-7	Flare/Chaff Dispensers, IR Suppression	30m	+3	3 Hardpoints	None
AH-9	Flare/Chaff Dispensers, IR Suppression	30m	+4	3 Hardpoints	None

Westland Scout

Notes: This is a light utility helicopter originally fielded by the British Army. Starting in the 1990s, after being replaced with the larger Lynx helicopter, many Scouts were being sold on the surplus market. This helicopter was once used by the British SAS in a similar manner to the AMH-6s used by US special ops forces.

Twilight 2000 Notes: This aircraft is still being used by the British SAS.

Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
\$149,157	AvG	244 kg	2.5 tons	2+3	8	WL/IR Spotlight	Enclosed

Tr Mov	Com Mov	Mnvr/AgI/Turn	Fuel Cap	Fuel Cons	Ceiling
386	97	45/24	343	251	3720

Combat Equipment	Minimum Landing/ Takeoff Zone	RF	Armament	Ammo
None	36m	None	2xMAG Doorguns, 2 Hardpoints	1000x7.62mm

AS.565 Panther

Notes: This is the military attack version of the SA.365 Dauphin, used by France, Brazil, Saudi Arabia, and China. In this role, the helicopter does not normally carry passengers (though it may carry a few), but instead carries weapons. The Panther has an advanced sensor suite and normally carries wire-guided or laser-guided missiles. The aircraft is equipped with a laser designator and has a mast-mounted sight.

Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
\$1,340,012	AvG	1.6 tons	4.3 tons	2+6	10	Thermal Imaging, Image Intensification, Radar	Enclosed

Tr Mov	Com Mov	Mnvr/Acc Agl/Turn	Fuel Cap	Fuel Cons	Ceiling
570	143	30/36	1905	467	6000

Combat Equipment	Minimum Landing/ Takeoff Zone	RF	Armament	Ammo
IRCM, Flare/Chaff Dispensers, Secure Radios	40m	+3	2 Hardpoints	None

AS.532 Cougar

Notes: Though mainly aimed at the civilian market, the Super Puma has been marketed to the military under the name of Cougar. Military versions have night vision and in-flight refueling capability. An optional 100-liter internal fuel tank may be fitted at the expense of cargo or passengers. No ejection seats are provided.

The AS.532 Mk 1 UC/AC is the basic military model, with a short fuselage. It is well-appointed, and though it is the short fuselage version, is still a fairly large helicopter. The rescue version, the UC, has a hoist with a capacity of 245 kg. The AS.532 Mk 1 UE is the stretched version of this helicopter. It also has upgraded avionics, including inertial navigation. The AS.532 Mk 1 UL/AL is a version of the Mk 1 UE carrying more fuel. The AS.532 Mk 2 U2 A2 is an even bigger version of the Cougar, with further upgraded avionics.

Vehicle	Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
AS.532 Mk 1 UC/AC	\$491,244	AvG	3 tons	9 tons	2+21 or 14 paratroops or 6 stretchers	20	Passive IR, Image Intensification	Enclosed
AS.532 Mk 1 UE	\$742,124	AvG	3 tons	9 tons	2+25 or 17 paratroopers or 10 stretchers	20	Passive IR, Image Intensification	Enclosed
AS.532 Mk 1 UL/AL	\$769,489	AvG	3 tons	9.4 tons	2+25 or 17 paratroopers or 10 stretchers	20	Passive IR, Image Intensification	Enclosed
AS.532 Mk II U2 A2	\$1,218,080	AvG	3.35 tons	9.75 tons	2+29 or 20 paratroops or 12 stretchers	26	FLIR, Image Intensification	Enclosed

Vehicle	Tr Mov	Com Mov	Mnvr/Acc Agl/ Turn	Fuel Cap	Fuel Cons	Ceiling
AS.532 Mk 1 UC/AC & UE	550	138	50/34	1497	1388	4100
AS.532 Mk 1 UL/AL	550	138	50/34	2000	1388	4100
AS.532 Mk 2 U2 A2	555	139	50/35	2020	1531	4100

AS.350BA	\$116,168	AvG	954 kg	2.1 tons	2+3	4	None	Enclosed
AS.350B2	\$117,528	AvG	1.08 tons	2.5 tons	2+4	4	None	Enclosed
AS.350B3	\$119,248	AvG	1.09 tons	2.25 tons	2+4	4	None	Enclosed
AS.350L2	\$154,206	AvG	1.08 tons	2.51 tons	2+3	4	None	Enclosed
AS.355E	\$137,864	AvG	1.05 tons	2.49 tons	2+4	4	None	Enclosed
AS.355N	\$138,964	AvG	1.16 tons	2.6 tons	2+4	4	None	Enclosed
AS.355M2	\$157,208	AvG	1.16 tons	2.6 tons	2+3	4	None	Enclosed
AS.550C3	\$732,989	AvG	1.16 tons	2.8 tons	2+4	8	Passive IR, Image Intensification	Enclosed
AS.555AN	\$900,620	AvG	1.4 tons	2.8 tons	2+4	8	FLIR, Image Intensification	Enclosed
Z-11	\$115,608	AvG	954 kg	2.2 tons	2+4	4	None	Enclosed

Vehicle	Tr Mov	Com Mov	Mnvr/Acc Agl/Turn	Fuel Cap	Fuel Cons	Ceiling
AS.350BA	574	144	40/36	380	228	4750
AS.350B2/ L2	564	141	40/35	380	262	4750
AS.350B3	574	144	40/36	380	305	4750
AS.355E	600	150	40/38	545	297	4750
AS.355N/ M2	618	154	40/39	545	329	4750
AS.550C3	574	144	40/36	540	300	5280

AS.555AN	605	151	40/38	730	340	3800
Z-11	545	136	40/34	380	214	5240

Vehicle	Combat Equipment	Minimum Landing/ Takeoff Zone	RF	Armament	Ammo
AS.350BA/ B2/B3	None	40m	None	1xAAT-F1 Doorgun	500x7.62mm
AS.350L2/M2	None	40m	+1	2xAAT-F1 Doorguns, 2 Hardpoints	500x7.62mm
AS.355E/N	None	40m	None	2xAAT-F1 Doorguns	500x7.62mm
AS.550C3	Secure Radios	40m	+2	2xAAT-F1 Doorguns, 2 Hardpoints	500x7.62mm
AS.555AN	Secure Radios	40m	+3	2xAAT-F1 Doorguns, 2 Hardpoints	500x7.62mm
Z-11	None	40m	None	1xPK Doorgun	500x7.62mm

SA.318/315 Alouette II/Lama

Notes: This is a small, light utility helicopter, useful mainly for observation and light cargo duties. Stretchers are sometimes attached to the skids with an aeroshell over them to transport wounded. The aircraft has no ejection seats, and is incapable of inflight refueling. The SA.318C is the basic helicopter; the SA.315B Lama is a version powered by the stronger engine of the Alouette III.

Vehicle	Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
SA.318C	\$92,832	AvG	600 kg	1.65 tons	2+3	4	None	Open
SA.315B	\$94,712	AvG	1.14 tons	2.3 tons	2+3	4	None	Open

Vehicle	Tr Mov	Com Mov	Mnvr/Acc Agl/Turn	Fuel Cap	Fuel Cons	Ceiling
SA.318C	410	103	15/26	316	85	2150
SA.315B	420	105	15/26	316	213	4250

Vehicle	Combat Equipment	Minimum Landing/Takeoff Zone	RF	Armament	Ammo
SA.318C/315B	None	24m	None	2 Hardpoints	None

SA.316/319 Alouette III

Notes: This helicopter is a development of the earlier, smaller, Alouette II. Over 2,200 of them were employed by 74 countries at the height of its popularity. The Alouette III flies well even at high altitude, and was even employed in the Himalayas. Various versions have been built, including observation, attack, transport, ASW, search and rescue, and armed reconnaissance. The Alouette III was one of the first helicopters sold to Third World countries. No ejection seats are provided, and the helicopter is incapable of in-flight refueling.

The SA.316A was the initial version. The SA.316B has strengthened tail and main rotors, allowing for better performance. The SA.316C has a more powerful engine, but was produced only in limited numbers. The SA.319C has an even better engine, which is more powerful and fuel efficient. The G-Car and K-Car are gunship models first produced by the former Rhodesia; the G-Car has two side-mounted heavy machineguns, while the K-Car has a single 20mm autocannon mounted on the side.

Vehicle	Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
SA.316A	\$113,322	AvG	750 kg	2.2 tons	2+5	4	None	Enclosed
SA.316B	\$114,186	AvG	750 kg	2.2 tons	2+5	4	None	Enclosed
SA.316C	\$115,093	AvG	750 kg	2.34 tons	2+5	4	None	Enclosed
SA.319B	\$114,121	AvG	770 kg	2.25 tons	2+5	4	None	Enclosed
G-Car	\$341,524	AvG	770 kg	2.75 tons	2+2	4	Image Intensification	Enclosed

K-Car	\$325,665	AvG	770 kg	2.75 tons	2+2	4	Image Intensification	Enclosed
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Vehicle	Tr Mov	Com Mov	Mnvr/Acc Agl/ Turn	Fuel Cap	Fuel Cons	Ceiling
SA.316A	420	105	20/26	244	194	4250
SA.316B	440	110	20/28	244	214	4250
SA.316C	447	112	20/28	244	237	4250
SA.319B/G-Car/K-Car	440	110	20/28	244	213	4250

Vehicle	Combat Equipment	Minimum Landing/ Takeoff Zone	RF	Armament	Ammo
SA.316/319	None	30m	None	2 Hardpoints	None
G-Car	Secure Radios	30m	+2	2xM-2HB, 2 Hardpoints	500x.50
K-Car	Secure Radios	30m	+2	20mm Rh-202 Autocannon, 2 Hardpoints	300x20mm

SA.321 Super Frelon

Notes: This French helicopter is primarily a naval aircraft. It is used for antisubmarine and antiship warfare, and for resupply and logistic support. There are, however, cargo and other military variants, and these will be detailed below. No ejection seats are provided, and the helicopter is not capable of inflight refueling. They can, however, carry two auxiliary fuel tanks in the cabin with a capacity of up to 1000 liters, and non-droppable fuel tanks on hardpoints with a capacity of up to 500 liters on each hardpoint.

The SA.321Ga is the basic naval cargo variant. It is normally used to transport Marines or naval special operation forces. It is a variant of the SA.321G, an antiship helicopter, and has been stripped of the equipment and armament necessary to detect and attack ships. The SA.321K was the version exported to Israel. They were modified slightly, upgraded avionics and more powerful engines. SA.321L is similar, but built for South Africa. The SA.321M is also similar; it was built for Libya as a transport and SAR helicopter, and does not have the secure radios, but does have a radio direction finder and a rescue hoist with a capacity of 275 kilograms.

The Z-8A is the Army version of the Chinese Z-8 naval helicopter, the Chinese copy of the SA.321G. It is almost identical to the SA.321Ga, except for indigenously-produced engines that give the helicopter slightly different performance. The Z-8A has a rescue hoist with a capacity of 300 kg.

Vehicle	Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
SA.321Ga	\$320,247	AvG	4.5 tons	12.5 tons	2+38 or 27 paratroops or 16 stretchers	20	None	Enclosed
SA.321K/L/M	\$549,648	AvG	5 tons	13 tons	2+38 or 27 paratroops or 16 stretchers	22	None	Enclosed
Z-8A	\$525,637	AvG	5 tons	13 tons	2+39 or 27 paratroops of 15 stretchers	22	None	Enclosed

Vehicle	Tr Mov	Com Mov	Mnvr/Acc Agl/Turn	Fuel Cap	Fuel Cons	Ceiling
SA.321Ga	550	138	70/34	3975	1742	6000
SA.321K/L/M	546	136	70/34	3975	1784	6000
Z-8A	533	133	70/33	3975	1699	6000

Vehicle	Combat Equipment	Minimum Landing/ Takeoff Zone	RF	Armament	Ammo
SA.321Ga/Z-8A	None	56m	None	2 Hardpoints (fuel tanks only)	None
SA.321K/L	Secure Radios	56m	None	2 Hardpoints (fuel tanks only)	None
SA.321M	Radio Direction Finder	56m	None	2 Hardpoints (fuel tanks only)	None

SA.330 Puma

Notes: This is a result of an Anglo-French helicopter program. It is an aging workhorse that has been largely

succeeded by the Super Puma. No ejection seats are provided, and the helicopter is incapable of in-flight refueling.

The SA.330B is the basic transport version. The SA.330C was the export designation, but is not otherwise different. The SA.330E (Puma HC 1) is the Royal Air Force designation. The SA.330H has more powerful engines. The SA.330L is similar to the SA.330H, but uses glass-fiber rotor blades. The Romanian IAR-330L variant is perhaps the most evolved version of the Puma; it has massive upgrades in avionics, including a flight control computer, night vision, sighting systems, armament, and navigation. It is a full-fledged assault transport.

Vehicle	Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
SA.330B	\$231,176	AvG	2.77 tons	6.4 tons	2+20 or 14 paratroops or 6 stretchers	10	None	Enclosed
SA.330H	\$239,427	AvG	3.2 tons	7.4 tons	2+20 or 14 paratroops or 6 stretchers	10	None	Enclosed
IAR-330L	\$1,534,125	AvG	3.2 tons	7.4 tons	2+20 or 14 paratroops or 6 stretchers	18	FLIR, Image Intensification	Enclosed

Vehicle	Tr Mov	Com Mov	Mnvr/Acc Agl/Turn	Fuel Cap	Fuel Cons	Ceiling
SA.330B	560	140	50/35	1544	966	6000
SA.330H	588	147	50/37	1544	1163	6000
IAR-330L	526	132	50/33	1544	1144	6000

Vehicle	Combat Equipment	Minimum Landing/ Takeoff Zone	RF	Armament	Ammo
SA.330B/H	None	40m	None	2xMAG, 2 Hardpoints	1000x7.62mm

IAR-330L	Secure Radios, Flare/ Chaff Dispensers, RWR, LWR, IR Suppression, Auto Track	40m	+3	2xPKT Doorguns, 20mm GIAT M- 621 Autocannon, 4 Hardpoints	1000x7.62mm, 850x20mm
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SA.341 Gazelle

Notes: The Gazelle is a light utility helicopter, along the same vein as the US OH-6 and OH-58. It is a joint development of France and Britain, and also used by many other countries, including Bosnia, Egypt, Iraq, Kuwait, Lebanon, Slovenia, Syria, Yugoslavia, and several African countries. The Gazelle saw combat first in the Falklands and the Persian Gulf War, and armed versions first saw combat when a Syrian Gazelle used HOT missiles against Israeli tanks in the 1982 war in Lebanon. Versions used in Northern Ireland have extensive surveillance suites, including FLIR and close circuit television. A 200-liter fuel tank can be carried in the cabin at the expense of cargo and passengers. The Gazelle has no ejection seats, and is not capable of in-flight refueling.

The SA.341 is the basic version. The SA.341B was the first version, built for the British Army (and known as the Gazelle AH-1 to them). The doorguns listed are not a standard feature, but are sometimes seen. These aircraft are a favorite of the SAS. A variant used in Northern Ireland has been fitted with a surveillance suite including CCTV, LLTV, shotgun microphones, radio direction finders, and such gear. The SA.341F is the French Army version; they have more hardpoints, no doorguns, and different avionics. The SA.341H is an export version of the SA.341F. The SA.341M is an improved ground attack version for the French Army. It is usually armed with HOT missiles, and has updated avionics, including inertial navigation.

The SA.342K is a version with uprated engines; most were exported to the Middle East. It is normally armed with HOT ATGM. The SA.342L is similar, but comes in two versions: the SA.342L1, used for ground attack and normally armed with rocket pods and gun or cannon pods (though it may also mount missiles); and the SA.342L2, designed for export to the east and mounting Russian or Eastern European weapons. The SA.342M, also known as the Viviane, was the final production model for the French and has a roof-mounted sight to allow fire and guidance of HOT missiles while hiding behind cover.

Vehicle	Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
SA.341B	\$161,803	AvG	700 kg	1.8 tons	2+3	4	None	Enclosed
SA.341B (Northern Ireland Model)	\$333,737	AvG	700 kg	1.83 tons	2+3	5	FLIR, Image Intensification	Enclosed
SA.341F	\$183,014	AvG	700 kg	1.83 tons	2+3	5	Image Intensification	Enclosed

SA.341M	\$473,976	AvG	700 kg	1.83 tons	2+3	5	Image Intensification	Enclosed
SA.342K/L	\$479,661	AvG	768 kg	1.9 tons	2+3	5	Image Intensification	Enclosed
SA-342M	\$941,769	AvG	768 kg	2 tons	2+3	5	FLIR, Image Intensification	Enclosed

Vehicle	Tr Mov	Com Mov	Mnvr/Acc Agl/Turn	Fuel Cap	Fuel Cons	Ceiling
SA.341B/ F/M	620	155	15/39	445	209	5100
SA.342K/ L/M	650	163	15/41	445	308	5000

Vehicle	Combat Equipment	Minimum Landing/ Takeoff Zone	RF	Armament	Ammo
SA.341B	None	36m	None	2xMAG Doorguns, 2 Hardpoints	500x7.62mm
SA.341B (Northern Ireland Model)	Secure Radios, Datalink	36m	None	2xMAG Doorguns, 2 Hardpoints	500x7.62mm
SA.341H	IR Suppression	36m	+2	4 Hardpoints	None
SA.341M/K and SA.342K/L/M	IR Suppression	36m	+3	4 Hardpoints	None

SA.365 Dauphin 2

Notes: The SA 365 is a French-built helicopter in civilian and military use. Civilian versions normally have no hardpoints. The helicopter is also used by the US Coast Guard, where it is known as the HH-65A Dolphin; in this role, the hardpoints are normally occupied by extra fuel tanks. No ejection seats are provided and the aircraft is not capable of in-flight refueling. The Dauphin has a rescue hoist with a capacity of 300 kg.

The first production version was the AS.365C (now known as the AS.365N2). The AS.365N is the same, but has retractable landing gear. The AS.365N1 has an improved tail rotor and a more powerful engine. The

AS.365N3 has even more powerful engines.

The HH-65A Dolphin is a Dauphin 2 manufactured in the US and used by the Coast Guard. Since the contract required that a majority of the aircraft be built by US manufacturers, the engines were replaced by US-made Lycoming engines. The Dolphins' primary mission is search and rescue, but the Coast Guard's secondary mission as a quasi-military arm means that the Dolphin can be armed with a variety of weapons on 4 hardpoints, and has a decent array of defensive measures. The Dolphin also has better avionics, from radar to night vision to GPS. The Israelis also use the Dolphin.

Vehicle	Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
AS.365C	\$168,437	AvG	1.6 tons	4.25 tons	2+10	6	None	Enclosed
AS.365N1	\$170,813	AvG	1.6 tons	4.25 tons	2+10	6	None	Enclosed
AS.365N3	\$178,459	AvG	1.84 tons	4.3 tons	2+10	8	None	Enclosed
HH-65A	\$1,308,839	AvG	2 tons	4.18 tons	2+8	12	FLIR, Radar	Enclosed

Vehicle	Tr Mov	Com Mov	Mnvr/Acc Agl/Turn	Fuel Cap	Fuel Cons	Ceiling
AS.365C	558	139	30/35	1102	474	3700
AS.365N1	589	147	30/37	1102	529	3700
AS.365N3	613	153	30/38	1102	706	3700
HH-65A	611	153	30/38	1102	512	2289

Vehicle	Combat Equipment	Minimum Landing/ Takeoff Zone	RF	Armament	Ammo
AS.365C/ N1/N3	None	40m	None	2 Hardpoints	None
HH-65A	Flare/Chaff Dispensers, IRCM, RWR	40m	+2	4 Hardpoints	None

BO-105 (PAH-1)

Notes: The BO-105 is a small, astonishingly agile, and versatile helicopter. It equips the German Army and has been sold worldwide to countries such as Sweden, Canada, Bahrain, Iraq, Netherlands, Spain, and various South American and African countries. It has an all-weather flight capability, and may carry up to two optional 200-liter internal fuel tanks at the expense of cargo or passengers. No ejection seats are provided, and the helicopter is not capable on in-flight refueling.

The initial version, the BO-105C, entered service in 1968. The BO-105CB is a military light observation/utility helicopter with an uprated engine. The BO-105 CBS is a longer version able to carry more passengers; this is the sort of helicopter that German high-ranking officers tool around in. The BO-105LS is the Canadian version, powered by an Allison engine that is optimized for high altitude and hot weather. The BO-105LS A-3 is the same helicopter, but has more powerful engines. It is known as the "Super Lifter" variant.

The PAH-1 is an attack version, also known as the BO-105P. The PAH-1 has better sighting equipment and more hardpoints; they are sometimes armed with autocannons, and do not usually carry passengers. The PAH-1A1 differs in its engines and lifting capability. The Phase 2 is night attack variant, with a laser designator for use with Hellfire missiles. The BSH is a helicopter escort; it normally is armed with Stinger missiles, and carries sensors that allow it to detect and attack enemy helicopters and aircraft.

Twilight 2000 Notes: Delays in the Tiger attack helicopter meant that the PAH-1 had to see considerable service as an attack helicopter in the Twilight War. The BSH was never built.

Vehicle	Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
BO-105C	\$148,705	AvG	673 kg	2.4 tons	2+3	3	None	Enclosed
BO-105CB	\$149,354	AvG	690 kg	2.5 tons	2+3	4	None	Enclosed
BO-105CBS	\$159,202	AvG	690 kg	2.5 tons	2+5	4	None	Enclosed
BO-105LS	\$153,700	AvG	690 kg	2.58 tons	2+3	4	None	Enclosed

BO-105LS A-3	\$153,879	AvG	1.17 tons	2.6 tons	2+4	5	None	Enclosed
PAH-1	\$441,961	AvG	456 kg	1.91 tons	2+1	4	Image Intensification	Enclosed
PAH-1A1	\$443,201	AvG	690 kg	2.4 tons	2+2	4	Image Intensification	Enclosed
PAH-1 Phase 2	\$879,898	AvG	690 kg	2.43 tons	2+2	6	FLIR, Image Intensification	Enclosed
BSH	\$1,426,982	AvG	456 kg	2.15 tons	2	7	FLIR, Image Intensification	Enclosed

Vehicle	Tr Mov	Com Mov	Mnvr/Acc Agl/ Turn	Fuel Cap	Fuel Cons	Ceiling
BO-105C	476	119	15/30	570	288	3050
BO-105CB/ CBS	480	120	15/30	570	302	3050
BO-105LS	505	126	15/32	570	399	5000
BO-105LS A-3	506	127	15/32	570	403	5000
PAH-1/BSH	540	135	15/34	570	297	4265
PAH-1A1/ Phase 2	520	130	15/33	570	322	4265

Vehicle	Combat Equipment	Minimum Landing/ Takeoff Zone	RF	Armament	Ammo
BO-105C/CB/ CBS/LS/LS A-3	None	36m	+1	2 Hardpoints	None

PAH-1/1A1	Secure Radios	36m	+2	20mm Rh-202 Autocannon or M-134 Minigun, 2 Hardpoints	525x20mm or 1000x7.62mm
PAH-1 Phase 2	Secure Radios	36m	+3	20mm Rh-202 Autocannon or M-134 Minigun, 2 Hardpoints	525x20mm or 1000x7.62mm
BSH	Secure Radios, RWR, LWR, Target ID, Auto Track, Flare/ Chaff Dispensers	36m	+3	20mm Rh-202 Autocannon, 2 Hardpoints	525x20mm

Tiger

Notes: There are three planned versions of the Tiger. The three versions differ primarily in the avionics and the weapons mix normally carried. The HAP is the close support variant; it has a chin turret with an autocannon and hardpoints for rockets and missiles. It also has the most comprehensive avionics and sighting mix. The HAC is a dedicated antitank variant; it has no chin turret and is normally armed only with missiles; it cannot use gun pods. The UHT can be fitted with gun pods or just about anything else you could mount on a helicopter; it is a general support helicopter. The Tiger has no ejection seats and is not capable of aerial refueling.

Twilight 2000 Notes: This attack helicopter had just began to replace the Gazelle in French service and the BO-105 in German service at the time of the Twilight War, and few made into service (perhaps 40 between the two countries). The choice of these helicopters by both Germany and France led to some interesting matchups along the Franco-German border during the French occupation of the Rhineland, with Tigers fighting each other and pilot quality being the deciding factor in these contests.

Vehicle	Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
HAC	\$1,399,469	AvG	2.5 tons	6 tons	2	20	Thermal Imaging, Image Intensification	Enclosed
HAP	\$1,748,669	AvG	2 tons	6 tons	2	22	FLIR, Thermal Imaging, Image Intensification	Enclosed
UHT	\$1,364,482	AvG	2.5 tons	6 tons	2	20	Thermal Imaging, Image Intensification	Enclosed

Vehicle	Tr Mov	Com Mov	Mnvr/Acc Agl/Turn	Fuel Cap	Fuel Cons	Ceiling
HAC/UHT	596	149	10/37	1285	889	4000
HAP	645	161	10/40	1285	889	4000

Vehicle	Combat Equipment	Minimum Landing/ Takeoff Zone	RF	Armament	Ammo
HAC	Secure Radios, Flare/ Chaff Dispensers, Laser Designator	32m	+4	4 Hardpoints, 2xAAM hardpoints	None
HAP	Secure Radios, Flare/ Chaff Dispensers, Laser Designator, RWR, LWR	32m	+4	30mm GIAT M-781 Autocannon, 4 Hardpoints, 2xAAM Hardpoints	450x30mm
UHT	Secure Radios, Flare/ Chaff Dispensers, Laser Designator	32m	+3	4 Hardpoints, 2xAAM Hardpoints	None

BK-117

Notes: This helicopter is a joint venture between MBB of Germany and Kawasaki of Japan. It is also manufactured in Korea by Hyundai and used by Indonesia. It is a fast helicopter primarily used for Medivac duties. Clamshell doors in the rear of the fuselage make loading of stretchers easier. The BK-117 does not have ejection seats, and is not capable of aerial refueling.

Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
\$570,634	AvG	1.6 tons	3.35 tons	2+7 or 4 stretchers	16	None	Enclosed

Tr Mov	Com Mov	Mnvr/Acc Agl/Turn	Fuel Cap	Fuel Cons	Ceiling
556	139	40/35	708	557	6000

Combat Equipment	Minimum Landing/Takeoff Zone	RF	Armament	Ammo
Flare/Chaff Dispensers, IRCM, GPS	35m	None	2 Hardpoints	None

EH.101 Merlin

Notes: This British helicopter is primarily a naval aircraft, though the RAF also uses it as a cargo helicopter. It was developed to replace the Sea King in British Navy service and the Wessex and Puma in Air Force service. It is also used by the Italian Navy and by Canada. The aircraft has no ejection seats and is not capable of in-flight refueling.

The RAF's versions are known by the designation HC Mk. 3 Merlin. Currently, the HC Mk. 3 is fitted with only the two standard hardpoints, but future versions may have stub wings for more weapons and a chin turret with a GAU-19/A Gatling gun. The HC Mk. 3 does have the capability for in-flight refueling, unlike most versions of the Merlin.

The Cormorant is the version of the EH-101 used by Canada. It is optimized for cold weather and bad weather. They are supplied with weather radar and have a rescue hoist with a capacity of 375 kg.

Twilight 2000 Notes: The "Future" variant of the HC Mk.3 does not exist.

Vehicle	Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
HC Mk.3	\$1,395,406	AvG	6 tons	14.6 tons	2+30	24	None	Enclosed
HC Mk.3 (Future)	\$2,591,677	AvG	6 tons	14.76 tons	2+30	26	FLIR, Image Intensification	Enclosed
Cormorant	\$3,100,253	AvG	6 tons	14.6 tons	2+30	24	FLIR, Image Intensification	Enclosed

Vehicle	Tr Mov	Com Mov	Mnvr/Acc Agl/Turn	Fuel Cap	Fuel Cons	Ceiling
HC Mk.3	592	148	45/37	4300	2566	4300
Cormorant	560	140	45/37	4300	2159	4300

Vehicle	Combat Equipment	Minimum Landing/Takeoff Zone	RF	Armament	Ammo
HC Mk.3	Flare/Chaff Dispensers, Secure Radios	42m	+1	2 Hardpoints	None
HC Mk.3 (Future)	Flare/Chaff Dispensers, Secure Radios, IRCM, RWR, LWR, GPS	42m	+2	GAU-19A Gatling gun, 6 Hardpoints	1000x.50
Cormorant	Flare/Chaff Dispensers, Secure Radios, Radio Direction Finder, RWR, GPS	42m	+1	2 Hardpoints	None

NH-90 TTH

Notes: The NH-90 is an advanced fly-by-wire helicopter with simplified flight controls that are computer controlled. The NH-90 is a joint product of France, Germany, Italy, and the Netherlands, and may be used as an anti-ship and tactical transport helicopter. The TTH (Tactical Transport Helicopter) is detailed below; it is the troop and cargo carrier variant.

Twilight 2000 Notes: This new NATO cargo helicopter was just being produced before the start of the

Twilight War in 1995, and is rather rare, with perhaps fewer than 30 examples being in service among all countries involved.

Vehicle	Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
2145 hp Engines	\$1,352,002	AvG	2 tons	9.1 tons	2+20 or 12 stretchers	24	Thermal Imaging	Enclosed
2400 hp Engines	\$1,642,642	AvG	2.2 tons	10.6 tons	2+20 or 12 stretchers	24	Thermal Imaging	Enclosed

Vehicle	Tr Mov	Com Mov	Mnvr/Acc Agl/Turn	Fuel Cap	Fuel Cons	Ceiling
2145 hp Engines	600	150	45/38	1600	1512	5000
2400 hp Engines	590	148	45/37	1600	1512	5000

Vehicle	Combat Equipment	Minimum Landing/Takeoff Zone	RF	Armament	Ammo
(Both)	IRCM, ECM, Flare/Chaff Dispensers, Secure Radios	34m	+2	2xMAG or M-2HB Doorguns, 3 Hardpoints	1000x7.62mm or .50

A-129 Mangusta

Notes: The Mangusta (mongoose) is a product of a multinational attack helicopter program. The A-129 is the primary attack helicopter of Italy. No ejection seats are provided, and the helicopter is not capable of in-flight refueling.

The A-129 IMR (International Multi-Role) is an upgraded version of the Mangusta. Improvements include a standard chin turret with a rotary autocannon, more powerful engines, 5-bladed rotor, and upgraded avionics.

Twilight 2000 Notes: The IMR exists only in small numbers, although the dwindling production of the Mangusta quickly changed almost completely over to IMR production.

Merc 2000 Notes: Most international customers of the Mangusta bought the IMR, once it was available.

Vehicle	Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
A-129	\$1,447,647	AvG	1.2 tons	4.1 tons	2	18	FLIR, Thermal Imaging, Image Intensification	Shielded
A-129 IMR	\$2,127,830	AvG	1.7 tons	5 tons	2	20	FLIR, Thermal Imaging, Image Intensification	Shielded

Vehicle	Tr Mov	Com Mov	Mnvr/Acc Agl/Turn	Fuel Cap	Fuel Cons	Ceiling
A-129	530	133	25/33	840	600	4500
A-129 IMR	556	139	25/35	840	925	4200

Vehicle	Combat Equipment	Minimum Landing/ Takeoff Zone	RF	Armament	Ammo
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A-129	Flare/Chaff Dispensers, Laser Designator	40m	+3	4 Hardpoints	None
A-129 IMR	Flare/Chaff Dispensers, Laser Designator, RWR, LWR, Armored Cockpit, Video Recorder, GPS	40m	+4	20mm M-197 Autocannon, 4 Hardpoints, 2 AAM Hardpoints	500x20mm

A-109 Hirundo

Notes: The Hirundo (Swallow) is an Italian helicopter available in military, civilian, and police versions. The helicopter's wheels are fully retractable. Variations include troop transport, EW aircraft, scout/attack, and antitank. The Hirundo has no aerial refueling capability, and has no ejection seats.

The A-109 was the initial production version. It is a basic light transport helicopter. The A-109EOA is the military version of that helicopter. Agusta then produced a new version, with a "wide-body" cabin, composite-construction rotor, improved transmission, and slightly lighter weight. The A-109BA was produced for one of the few export customers of the Hirundo, Belgium. The A-109BA has the ability to fire TOW ATGM.

The A-109K was produced with exports to Africa and the Middle East in mind. However, these never materialized, so they went to Italian use. The A-109KM has more powerful engines and greatly upgraded avionics in a lengthened nose. The A-109 Power is the current production version; it is used Italy and by the US Coast Guard, who flies them armed for drug interdiction. (In the US Coast Guard, they are known as the MH-68.) MH-68s also have a rescue hoist with a capacity of 204 kg. The A-109 Power is equipped with a computer-controlled glass cockpit, automatic direction finder and GPS,

Vehicle	Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
A-109EOA	\$118,200	AvG	907 kg	2.72 tons	2+6	6	None	Enclosed
A-109CM	\$119,528	AvG	907 kg	2.71 tons	2+8	6	None	Enclosed
A-109BA	\$122,422	AvG	907 kg	2.72 tons	2+8	6	None	Enclosed
A-109KM	\$405,203	AvG	950 kg	2.85 tons	2+8	6	Thermal Imaging, Image Intensification	Enclosed
A-109 Power	\$1,019,166	AvG	1.27 tons	3 tons	2+6	14	FLIR, Image Intensification	Enclosed
MH-68	\$1,529,736	AvG	1.27 tons	3.13 tons	2+6	16	FLIR, Image Intensification, Radar	Enclosed

Vehicle	Tr Mov	Com Mov	Mnvr/Acc Agl/ Turn	Fuel Cap	Fuel Cons	Ceiling
A-109EOA/BA	622	156	40/39	700	324	6095
A-109CM	624	156	40/39	700	324	6095
A-109KM	659	165	40/41	700	544	6095
A-109 Power/MH-68	622	156	35/39	870	517	5970

Vehicle	Combat Equipment	Minimum Landing/Takeoff Zone	RF	Armament	Ammo
A-109EOA/CM	None	40m	+1	2 Hardpoints	None
A-109BA	None	40m	+2	2 Hardpoints	None
A-109KM	Inertial Navigation, RWR	40m	+2	2 Hardpoints	None
A-109 Power	GPS, Inertial Navigation, RWR	40m	+3	2 Hardpoints	None
MH-68	GPS, Inertial Navigation, RWR, LWR, Flare/Chaff Dispensers, IR Suppression	40m	+3	2 Hardpoints	None

OH-1 Kogata Kansoku

Notes: This Japanese helicopter was designed to replace the OH-6 in the service of that country. It is similar in appearance to the Mangusta, but smaller, with a fenestron tail rotor (the rotor is in the tail). It is a light helicopter built mostly of composites. The combat system is computer-controlled and fully integrated. The aircraft has no ejection seats and is not capable of in-flight refueling.

Twilight 2000 Notes: The OH-1 entered low-rate production in 1997, and full rate production did not begin until 1998, so it is rather rare.

Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
\$1,583,796	AvG	775 kg	4 tons	2	20	FLIR, Image Intensification	Enclosed

Tr Mov	Com Mov	Mnvr/Acc Agl/Turn	Fuel Cap	Fuel Cons	Ceiling
554	139	15/35	675	590	5000

Combat Equipment	Minimum Landing/Takeoff Zone	RF	Armament	Ammo
Flare/Chaff Dispensers, IR Suppression, Laser Designator, RWR, LWR, Auto Track, Target ID, Datalink, Secure Radios, Armored Cockpit	25m	+3	2 Hardpoints	None

W-3 Sokol

Notes: The Sokol (Falcon) is a Polish helicopter used alongside Russian-made helicopters in Polish service. It is an upgrade of the old Russian Mi-2 helicopter, with its first flight in 1979. Most of these helicopters are used for troop transport and search and rescue, but some have been armed.

The W-3 Sokol is the basic model. It has hardpoints which can mount weapons, but they are more likely to be seen carrying fuel tanks. The W-3L Traszka is a stretched and uprated version of the W-3. The W-3RM Anakonda is an armed search-and-rescue variant. The hardpoints normally carry fuel, but the Anakonda is equipped with doorguns. The Anakonda has a rescue hoist with a capacity of 300 kg.

The W-3U Salamandra is a gunship version of the Sokol; it does not normally carry passengers (though it retains the capability), and is armed with twin autocannons and missiles or rockets. It is also capable of carrying high-drag free-fall bombs. The W-3W Anakonda is also a gunship version of the Sokol; however, it is the low-cost, no-frills gunship. It is little more than a better-appointed Sokol.

The W-3A was designed with Western markets in mind; it is a Sokol brought up to date, with modern avionics and electronics. The W-3WB Huzar was produced with assistance from South Africa; it is basically the Salamandra using the weapon system from the Rooivalk.

Twilight 2000 Notes: The W-3A and W-3WB do not exist.

Merc 2000 Notes: The W-3A does not exist.

Vehicle	Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
W-3	\$165,196	AvG	2.1 tons	6.4 tons	2+12	8	None	Enclosed
W-3L	\$169,272	AvG	2.3 tons	7 tons	2+14	8	None	Enclosed
W-3RM	\$747,822	AvG	2.1 tons	6.4 tons	3+11	14	Image Intensification	Enclosed
W-3U	\$692,751	AvG	2.1 tons	6.4 tons	2+11	16	Image Intensification	Enclosed
W-3W	\$390,035	AvG	2.1 tons	6.4 tons	2+11	12	Image Intensification	Enclosed

W-3A	\$746,875	AvG	2.1 tons	6.32 tons	2+12	12	Image Intensification	Enclosed
W-3WB	\$1,248,240	AvG	2.1 tons	6.45 tons	2+11	20	FLIR, Image Intensification	Enclosed

Vehicle	Tr Mov	Com Mov	Mnvr/Acc Agl/ Turn	Fuel Cap	Fuel Cons	Ceiling
W-3/3RM/U/W/A/ WB	510	128	30/32	1530	620	5430
W-3L	516	129	30/32	1530	695	5430

Vehicle	Combat Equipment	Minimum Landing/ Takeoff Zone	RF	Armament	Ammo
W-3/3L	None	32m	+1	2 Hardpoints	None
W-3RM	Secure Radios, Flare/ Chaff Dispensers, Radio Direction Finder, Inertial Navigation	32m	+1	2xPKT Doorguns, 2 Hardpoints	900x7.62mm
W-3U	Laser Designator, Flare/ Chaff Dispensers, RWR, LWR	32m	+2	2x23mm Autocannons, 2 Hardpoints	400x23mm
W-3W	Flare/Chaff Dispensers	32m	+2	2xDShK, 2 Hardpoints	700x12.7mm
W-3A	Weather Radar, GPS, Secure Radios	32m	+2	2 Hardpoints	None
W-3WB	Flare/Chaff Dispensers, Helmet/ Sight Interface, Laser Designator, Auto Track, IR Suppression, RWR, LWR	32m	+4	20mm GI2, 2 Hardpoints, plus 2 AAM Hardpoints	700x20mm

Ka-50 Hokum

Notes: This attack helicopter is known to the Russians as the Werewolf (Ka-50/50N), or Black Shark, or Erdogan (Ka-50-2) in its export version. It is unusual for an attack helicopter, being a single seat design, and for this reason target designation for its laser-guided missiles is usually done by another aircraft or a ground unit. (There is also a 2-seat version, the Ka-52 Alligator.) It is also unusual for a helicopter in that it has an ejection seat, with an explosive charge blowing off the twin rotors before the seat ejection charge is triggered.

Twilight 2000 Notes: This is a rather rare aircraft, with only 25 entering service before the war and an unknown number being manufactured after the Twilight War's commencement.

Vehicle	Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
Ka-50	\$1,625,952	AvG	2.5 tons	10.8 tons	1	18	None	Shielded
Ka-50N	\$1,939,090	AvG	2.5 tons	10.83 tons	1	20	FLIR, Image Intensification	Shielded
Ka-50-2	\$1,897,903	AvG	2.5 tons	11.13 tons	2	20	FLIR, Image Intensification	Shielded
Ka-52	\$2,203,069	AvG	2.5 tons	10.8 tons	2	22	FLIR, Image Intensification, Radar	Shielded

Vehicle	Tr Mov	Com Mov	Mnvr/Acc Agl/Turn	Fuel Cap	Fuel Cons	Ceiling
Ka-50/50N	620	155	20/39	1800	1519	5500
Ka-50-2/52	700	175	20/44	1800	1519	5500

Vehicle	Combat Equipment	Minimum Landing/ Takeoff Zone	RF	Armament	Ammo

Ka-50/50	HUD Interface, TFR, Flare/Chaff Dispensers, Laser Designator, IR Suppression, Armored Cockpit, RWR, ECM	32m	+3	30mm 2A42 Autocannon, 4 Hardpoints	460x30mm
Ka-50N	Helmet/Sight Interface, TFR, Flare/Chaff Dispensers, Laser Designator, IR Suppression, Armored Cockpit, RWR, ECM	32m	+3	30mm 2A42 Autocannon, 4 Hardpoints	460x30mm
Ka-50-2	HUD Interface, TFR, Flare/Chaff Dispensers, Laser Designator, IR Suppression, Armored Cockpit, RWR, ECM, LWR	32m	+4	20mm GIAT M621 Autocannon, 4 hardpoints	700x20mm
Ka-52	Helmet/Sight Interface, TFR, Flare/Chaff Dispensers, Laser Designator, IR Suppression, Armored Cockpit, RWR, ECM, LWR, GPS	32m	+4	30mm 2A42 Autocannon, 4 Hardpoints	240x30mm

Mi-24 Hind

Notes: This was the first version of the infamous Hind gunship. It is used was used by Russia, and was exported to Afghanistan, Algeria, Libya, and Vietnam. Most of these helicopters were taken out of active Russian service in 1995, but they were kept in service in Category 3 and Mobilization-Only units. Though the Hind was originally meant to be a gunship that could transport an infantry squad, but it could not lift both its full armament and the squad. It is still used to insert Spetsnaz teams. The Russian name for this helicopter is Krokodil (Crocodile).

The Mi-24A (Hind-A) was the initial production version. It had a simple flexible mounting in the nose for a 12.7mm machinegun. The guidance equipment is primitive, with the ability to use only AT-2 Swatter ATGMs and simple rockets or bombs. The Mi-24F is the same helicopter with the tail rotor on the opposite side of the tail.

The Mi-24B (Hind-A) was upgunned with a 12.7mm 4-barrel Gatling gun in a chin turret. They have the ability to use the updated versions of the AT-2 Swatter ATGM with SACLOS guidance.

The Mi-24D (Hind-D) was a strange combination of old and new; the fire control and armament systems were the same as the Mi-24B, loaded into the airframe of the upcoming Mi-24V, because of delays due to problems with the new armament system of the Mi-24V. This new airframe is capable of more agility. In addition, the winglets gained the ability to carry up to two drop tanks. The Hind gained the ability to carry air-to-air missiles, in the form of AA-8 Aphids. The Hind-D (and later models) did not normally carry

troops; they normally carried replacement ATGMs instead.

Mi-24V (Hind-E) has the new airframe; in addition, it has more powerful engines and a new fire control and armament system. Launchers were added to the wingtips for missiles. The standard ATGM became the new AT-6 Spiral (Shturm). A searchlight was added to the rear of the fuselage to help spot ground targets at night. The Mi-24VD had strange feature: a rear-mounted DShK in the back of the fuselage reached by squeezing down a small tunnel in the back of the crew compartment. This gunner then dangled his legs through a hole in the fuselage, which was covered by a canvas bag. This version was produced for the Russian involvement in Afghanistan. Most were converted back to standard Mi-24Vs later.

The Mi-24P (Hind-F) is similar to the Mi-24V, but has a twin 30mm autocannon mounted on the right side of the nose in place of the normal 12.7mm Gatling gun turret. There is rare version of this helicopter, the Mi-24G; this version is identical, but has the guns mounted on the left side of the nose.

The Mi-24VM and Mi-24PM are Mi-24Vs and Mi-24Ps that have been upgraded to a new standard. The engines have been upgraded for more power, and the metal rotor glades have been replaced by glass-fiber ones. The hardpoints and launchers have been replaced with ones that allow a greater variety of weapons. The landing gear is now non-retracting. The Mi-24VM is armed with a 23mm autocannon in a chin turret; the Mi-24PM retains the 30mm twin autocannons on the side of the nose. The Mi-24VP is basically the same, but armed with a GSh-23L twin 23mm autocannon in the chin turret.

The Mi-24RKhR (Hind-G1) is an NBC reconnaissance version of the Hind D. The outer winglet tips are replaced with 6 claws (3 per side), used to take soil samples from contaminated areas. This aircraft has been in service since 1983, but only with Russia. Air samples are sucked in through a vacuum pump on the left side of the passenger compartment. An NBC Suit and gas mask are included for each of the 4-man crew.

The Mi-24K (Hind-G2) is a photoreconnaissance and artillery-spotting variant of the Hind D. It has been in service with Russia only since 1983. Its hardpoints may only carry external drop tanks. It has two very large high-speed cameras in the passenger compartment and updated optics.

The Mi-24VN is a night-attack version of the Mi-24VM that has the ability to fire a very unusual weapon (for a helicopter): the AT-12 ATGM. It has a FLIR (for navigation, not targeting), and inertial navigation using color maps on LCD screens. The Mi-24PN is a PM modified in the same manner.

The Bulgarian company of Arsenal has upgraded some of Bulgaria's Mi-24Vs. Improvements include a French-supplied helmet/sight interface, a GPS system, and ballistic computer with laser rangefinder for improved accuracy.

The "Super Hind" Mk III is an upgrade of the Mi-24V by South Africa. (It is believed that Algeria is the customer.) The autocannons have been replaced by a chin turret containing a 20mm GI2 autocannon (the same turret as on the Rooivalk). The avionics and sights have been given a huge upgrade, including GPS, a radar altimeter, a radio compass, and a laser designator. The Super Hind can still use Russian weapons, but can also mount US, European, and South African weapons.

The HMSOP (Helicopter Multimission Optimized Stabilized Payload) is a modification the Israelis are doing for Indian Hinds. It is basically a modern, computerized attack platform inside an old airframe. The gunner and pilot are equipped with helmets similar to those used by Apache pilots. Night vision is state of the art, as is the weapon system and defensive system.

Twilight 2000 Notes: The following variants of the Hind do not exist: Super Hind Mk III, HMSOP, Mi-24VM, Mi-24PM, Mi-24VN, Arsenal Mi-24V.

Vehicle	Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
Mi-24A/F	\$441,555	AvG	2.4 tons	11.91 tons	2+8	12	None	Enclosed
Mi-24B	\$512,623	AvG	2.4 tons	12 tons	2+8	12	None	Enclosed
Mi-24D	\$527,029	AvG	2.4 tons	12 tons	2+8	12	None	Enclosed
Mi-24V	\$605,747	AvG	2.4 tons	12 tons	2+8	12	WL Searchlight (Rear)	Enclosed
Mi-24VD	\$723,328	AvG	2.4 tons	12.3 tons	3+8	12	WL Searchlight (Rear)	Enclosed
Mi-24P	\$779,183	AvG	2.4 tons	12 tons	2+8	14	WL Searchlight (Rear), Image Intensification	Enclosed
Mi-24VM	\$886,508	AvG	2.4 tons	10.71 tons	2+8	18	Image Intensification	Enclosed
Mi-24PM	\$1,073,091	AvG	2.4 tons	10.84 tons	2+8	18	Image Intensification	Enclosed
Mi-24VP	\$979,568	AvG	2.4 tons	10.73 tons	2+8	18	Image Intensification	Enclosed

Mi-24RKhR	\$704,372	AvG	2.4 tons	12 tons	4	22	WL Searchlight (Rear)	Shielded
Mi-24K	\$1,343,385	AvG	2.4 tons	12 tons	2	22	FLIR, WL Searchlight (Rear), Image Intensification	Enclosed
Mi-24VN	\$1,247,948	AvG	2.4 tons	10.71 tons	2+8	18	FLIR, Image Intensification	Enclosed
Mi-24PN	\$1,423,887	AvG	2.4 tons	10.84 tons	2+8	18	FLIR, Image Intensification	Enclosed
Arsenal Mi-24V	\$1,586,851	AvG	2.4 tons	12 tons	2+8	20	FLIR, Image Intensification	Enclosed
Super Hind Mk III	\$1,760,278	AvG	2.4 tons	12 tons	2+8	22	FLIR, Image Intensification	Enclosed
Mi-24 HMOSP	\$2,322,225	AvG	2.4 tons	12.17 tons	2+8	24	FLIR, Image Intensification	Enclosed

Vehicle	Tr Mov	Com Mov	Mnvr/Acc Agl/ Turn	Fuel Cap	Fuel Cons	Ceiling
Mi-24A	599	150	80/37	1890	1505	4599
Mi-24D/RKhR/ K/Arsenal	599	150	80/37	1890	1505	4599
Mi-24V/P/Super Hind/HMSOP	628	157	70/39	1890	1578	4599
Mi-24VM/PM/ VP/VN/PN	703	176	70/44	1890	1578	4599

Vehicle	Combat Equipment	Minimum Landing/ Takeoff Zone	RF	Armament	Ammo
Mi-24A	Flare/Chaff Dispensers	40m	+1	DShK, 4 hardpoints	500x12.7mm
Mi-24B	Flare/Chaff Dispensers	40m	+1	YakB 12.7mm Gatling gun, 4 Hardpoints	1470x12.7mm
Mi-24D	Flare/Chaff Dispensers, Armored Cockpit	40m	+1	YakB 12.7mm Gatling gun, 4 Hardpoints	1470x12.7mm
Mi-24V	HUD, IR Suppression, Flare/Chaff Dispensers, RWR, Armored Cockpit, IRCM	40m	+2	YakB 12.7mm Gatling gun, 6 Hardpoints	1470x12.7mm
Mi-24VD	HUD, IR Suppression, Flare/Chaff Dispensers, RWR, Armored Cockpit, IRCM	40m	+2	YakB 12.7mm Gatling gun, DShK (Rear) 6 Hardpoints	1970x12.7mm
Mi-24P	HUD, IR Suppression, Flare/Chaff Dispensers, RWR, Armored Cockpit, IRCM	40m	+2	GSh-30K-2 Twin 30mm Autocannon, 6 Hardpoints	750x30mm
Mi-24VM/ VN	HUD, IR Suppression, Flare/Chaff Dispensers, RWR, Armored Cockpit, IRCM	40m	+2	GSh-23I 23mm Autocannon, 6 Hardpoints	450x23mm
Mi-24PM/ PN	HUD, IR Suppression, Flare/Chaff Dispensers, RWR, Armored Cockpit, IRCM	40m	+2	GSh-30K-2 Twin 30mm Autocannon, 6 Hardpoints	750x30mm
Mi-24VP	HUD, IR Suppression, Flare/Chaff Dispensers, RWR, Armored Cockpit, IRCM	40m	+2	GSh-23L Twin 23mm Autocannon, 6 Hardpoints	450x23mm

Mi-24RKhR	Flare/Chaff Dispensers, Armored Cockpit, Soil Sampler Claws, Secure Radios, Datalink System	40m	+1	YakB 12.7mm Gatling gun, 4 Hardpoints	1470x12.7mm
Mi-24K	Flare/Chaff Dispensers, Armored Cockpit, Secure Radios, Datalink System, Cameras, IR Suppression	40m	+1	YakB 12.7mm Gatling gun, 4 Hardpoints	1470x12.7mm
Arsenal Mi-24V	Helmet/Sight Interface, Flare/Chaff Dispensers, Armored Cockpit, IR Suppression	40m	+4	YakB 12.7mm Gatling gun, 4 Hardpoints	1470x12.7mm
Super Hind Mk III	HUD Interface, IR Suppression, Flare/Chaff Dispensers, RWR, Armored Cockpit, IRCM, Laser Designator, GPS	40m	+4	20mm GI2 Autocannon, 6 Hardpoints	550x20mm
Mi-24 HMSOP	HUD Interface, IR Suppression, Flare/Chaff Dispensers (24), RWR, Armored Cockpit, IRCM, ECM, Laser Designator, GPS, Target ID	40m	+4	30mm M-23 Chaingun, 6 Hardpoints	450x30mm

Mi-28 Havoc

Notes: This aircraft is well known for its Paving ability (the ability to fly long distances at very low altitude), and Paving done in Havoc is only a Difficult task. Later versions have a mast-mounted sight similar in nature to the Apache Longbow version. The Havoc cannot be refueled in air, but often carries drop tanks. No ejection seats are provided. The Havoc has a small rear fuselage area that can fit two or three people (depending on their size) in a cramped manner. This is intended for the Havoc's secondary role as a rescue helicopter.

The Mi-28A (Havoc-A) is the basic version. The Mi-28N is a night attack version with upgraded sensors, like a mast-mounted radar and a FLIR in a ball mount under the nose. The engines are also more powerful.

The Mi-28NE (Havoc-C) is fully brought up to date. It has self-sealing fuel tanks, a glass cockpit, a full sensor suite, and unlike other versions of the Havoc, the Havoc-C does have ejection seats.

Twilight 2000 Notes: Due to its resemblance to the US AH-64 Apache, many tragic mistakes were made on both sides. In Russian service, the Havoc lost out to the Ka-50 Werewolf in the attack helicopter competition, but the Russians placed an order for the Havoc anyway when the Twilight War picked up to increase their supply of attack helicopters by production on two production lines. The Havoc-C does not exist.

Vehicle	Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
Mi-28A	\$1,415,274	AvG	1.92 tons	11.66 tons	2	16	Image Intensification	Shielded
Mi-28N	\$2,192,539	AvG	1.92 tons	12.66 tons	2	20	FLIR, Radar, Image Intensification	Shielded
Mi-28NE	\$2,607,633	AvG	1.92 tons	12.1 tons	2	24	FLIR, Radar, Image Intensification	Shielded

Vehicle	Tr Mov	Com Mov	Mnvr/Acc Agl/Turn	Fuel Cap	Fuel Cons	Ceiling
Mi-28A	600	150	20/38	1720	1477	3603
Mi-28N	621	248	20/62	1720	1720	3603
Mi-28NE	610	153	20/38			5700

Vehicle	Combat Equipment	Minimum Landing/ Takeoff Zone	RF	Armament	Ammo
Mi-28A	IR suppression, Flare/Chaff Dispensers, Radar Warning Receiver, Laser Designator, Armored Cockpit, HUD Interface, RWR, LWR	40m	+3	2A42 30mm Autocannon, 4 Hardpoints	250x30mm

Mi-28N	IR suppression, Flare/Chaff Dispensers, Radar Warning Receiver, Laser Designator, Armored Cockpit, HUD Interface, RWR, LWR	40m	+4	2A42 30mm Autocannon, 4 Hardpoints	250x30mm
Mi-28NE	IR suppression, Flare/Chaff Dispensers, Radar Warning Receiver, Laser Designator, Armored Cockpit, Helmet/Sight Interface, RWR, LWR, TFR	40m	+4	2A42 30mm Autocannon, 4 Hardpoints	460x30mm

Ka-25 Hormone

Notes: This is a Russian-designed naval helicopter, used for ASW, missile guidance, missile tracking, mine laying, and search and rescue. It went out of Russian service long ago, but is used by India, Syria, Vietnam, and Yugoslavia. The helicopter uses twin contra-rotating rotors and thus does not need a tail rotor (a common Kamov design). The aircraft does not have ejection seats, and the helicopter is not capable on in-flight refueling. The helicopter detailed here is the Ka-25PS (Hormone-C), a search and rescue/utility variant. It is not armed. It has a rescue hoist with a capacity of 300 kilograms.

Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
\$515,726	AvG	1.3 tons	7.5 tons	3+12	12	Radar	Enclosed

Tr Mov	Com Mov	Mnvr/Acc Agl/Turn	Fuel Cap	Fuel Cons	Ceiling
440	110	60/28	1090	555	4000

Combat Equipment	Minimum Landing/Takeoff Zone	RF	Armament	Ammo
Radio Direction Finder	26m	None	None	None

Ka-27/28/32 Helix

Notes: This helicopter replaced the Hormone in Russian service, and is also used by India, Vietnam, and Yugoslavia. It is a larger version of the Hormone, and its robust design and rugged construction has made it popular with crews. It comes in versions for search and rescue, ASW, cargo, and civilian versions. The aircraft has no ejection seats and is not capable of in-flight refueling.

The Ka-27, Ka-28, and Ka-32 are closely related helicopters, despite their designations. However, we will not concern ourselves with the various naval warfare variants, concentrating on the cargo/utility versions. The Ka-27PL (Helix-A) is a basic helicopter normally used for ship-to-shore transport. It can also be fitted with submarine sensing gear. Note that though the Ka-27PL has a capacity of 6 tons, 2 tons of this is weapons in the internal weapons bay (normally torpedoes or depth charges). The Ka-28 is an export model of the Ka-27PL; it has less powerful engines.

The Ka-27PS (Helix-D) is a "SARbird," a helicopter used for search and rescue. It has a secondary role as a general utility helicopter. It is not normally armed, and is equipped with an array of sensors and communications devices to find downed airmen and the crews of sunken ships. It does have two hardpoints, but these may carry only external non-droppable fuel tanks. It has a rescue hoist with a capacity of 300 kilograms. The Ka-27PV is an armed version of the Ka-27PS.

The Ka-32S (Helix-C) is an upgraded version of the Ka-27PS, with better engines and avionics.

Vehicle	Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
Ka-27PL	\$2,634,251	AvG	6 tons	12.6 tons	3+18	28	Dipping Sonar, Radar	Enclosed
Ka-27PS	\$861,706	AvG	5 tons	12.7 tons	3+18	24	Radar, WL Searchlight	Enclosed
Ka-27PV	\$980,397	AvG	5 tons	12.7 tons	3+14	24	Radar, WL Searchlight	Enclosed
Ka-32S	\$1,013,992	AvG	5 tons	12.7 tons	3+18	24	Radar, Passive IR, WL/IR Searchlight	Enclosed

Vehicle	Tr Mov	Com Mov	Mnvr/Acc Agl/Turn	Fuel Cap	Fuel Cons	Ceiling
Ka-27PL/PS/PV	500	125	50/31	3700	1425	5000
Ka-28	494	123	50/31	3700	1400	5000
Ka-32S	525	131	50/33	3700	1603	5000

Vehicle	Combat Equipment	Minimum Landing/Takeoff Zone	RF	Armament	Ammo
Ka-27PL/ Ka-28	MAD Sensor, Sonobuoy Launcher (100), Flare/Chaff Dispensers	28m	+2	Internal Weapons Bay, 2 Hardpoints	None
Ka-27PS	Radio Direction Finder, Radar Detector, Flare/Chaff Dispensers	28m	None	2 Hardpoints (External Fuel only)	None
Ka-27PV/ Ka-32S	Radio Direction Finder, Radar Detector, Flare/Chaff Dispensers	28m	+2	2xPKT Doorguns, 2 Hardpoints	1000x7.62mm

Ka-29 Helix-B

Notes: This is a gunship version of the Helix, designed to operate from carriers and amphibious landing ships to support Russian Naval Infantrymen. The Helix-B has a Gatling gun in the nose and can use ATGM. It has no ejection seats, and cannot conduct in-flight refueling. It is basically the naval counterpart to the Mi-24; a combat assault helicopter.

Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
\$1,091,883	AvG	4 tons	12.6 tons	2+16, or 7 paratroops, or 4 stretchers	24	Image Intensification	Enclosed

Tr Mov	Com Mov	Mnvr/Acc Agl/Turn	Fuel Cap	Fuel Cons	Ceiling
560	140	45/35	1765	1578	4000

Combat Equipment	Minimum Landing/ Takeoff Zone	RF	Armament	Ammo
Flare/Chaff Dispensers, Laser Designator, RWR, LWR	28m	+2	PKT, 2x7.62mm Gatling Doorguns, 4 Hardpoints	1800x7.62mm plus 2000x7.62mm

Ka-60 Kasatka

Notes: This light transport helicopter is the rough equivalent of the US UH-60 Blackhawk, but was normally used only by Air Assault Divisions and special operations units. Spetsnaz is especially fond of this helicopter due to its combination of speed, heavy armor, versatility, and maneuverability.

Twilight 2000 Notes: Special operations versions (Ka-60M) were built that have a number of improvements over standard Air Assault models. Enemies in the NATO rear began to fear and rue the appearance of these helicopters over their positions.

Vehicle	Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
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Ka-60A	\$810,407	AvG	2 tons internal or 2.75 tons slung	6.5 tons	2+14	16	Thermal Imaging	Enclosed
Ka-60M	\$2,297,700	Avg	2 tons internal or 2.75 tons slung	6.69 tons	2+14	26	FLIR, Image Intensification, WL/IR Searchlight	Enclosed

Vehicle	Tr Mov	Com Mov	Mnvr/Acc Agl/Turn	Fuel Cap	Fuel Cons	Ceiling
(Both)	600	150	30/38	1280	952	5150

Vehicle	Combat Equipment	Minimum Landing/ Takeoff Zone	RF	Armament	Ammo
Ka-60A	Secure Radios, IR Suppression, Flare/Chaff Dispensers, RWR, Armored Fuselage	28m	+2	2xPKM Doorguns, 4 Hardpoints	1500x7.62mm
Ka-60M	Secure Radios, IR Suppression, Flare/Chaff Dispensers, RWR, Inertial Navigation, ECM, IRCM, Helmet/Sight Interface, Auto Track, Armored Fuselage	28m	+3	2xPKM, NSV, Kord, AGS-30, or 12.7mm Gatling Doorguns; 4 Hardpoints	1500x7.62mm or 900x12.7mm or 400x30mm

Ka-115B/C

Notes: This helicopter was originally designed as a light utility and executive transport helicopter, and it is one of the few helicopters able to be called "aerobatic," due to its speed and maneuverability.

Twilight 2000 Notes: Two military models were produced, the Ka-115B light observation/command helicopter and the Ka-115C light special operations helicopter. The Ka-115B filled a role in the Russian military similar to that of the OH-58, while the Ka-58C was used in a role similar to A/MH-6 Little Bird helicopters in the special operations community.

Vehicle	Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
Ka-115A	\$93,200	AvG	700 kg	1.97 tons	2+4	4	None	Enclosed
Ka-115B	\$415,072	AvG	700 kg	2.05 tons	2+4	12	Image Intensification	Enclosed
Ka-115C	\$1,059,091	AvG	700 kg	2.14 tons	2+4	14	Image Intensification, FLIR	Enclosed

Vehicle	Tr Mov	Com Mov	Mnvr/Acc Agl/Turn	Fuel Cap	Fuel Cons	Ceiling
(All)	500	125	20/32	350	193	5765

Vehicle	Combat Equipment	Minimum Landing/ Takeoff Zone	RF	Armament	Ammo
Ka-115A	None	20m	None	None	None
Ka-115B	Secure Radios, Flare/Chaff Dispensers, Laser Designator, RWR, Inertial Navigation	20m	+1	2 Hardpoints	None
Ka-115C	Secure Radios, Flare/Chaff Dispensers, Laser Designator, IR Suppression, RWR, Inertial Navigation	20m	+3	4 Hardpoints, 23mm Autocannon	200x23mm

Mi-2 Hoplite

Notes: This is one of Russia's first helicopter designs, and is still in use in the Warsaw Pact and in many Third World countries worldwide. The Polish W-3 Sokol is an upgraded version of the Mi-2. Many versions, armed and unarmed exist, including a trainer, a cropduster, a Medivac, a gunship, NBC reconnaissance, and a search and rescue.

The Mi-2T is the basic cargo/troop carrier. It is a simple machine, but its light design and powerful engines (for the time) made it useful for setting speed and altitude records. The Mi-2US Adder is a gunship/assault carrier; it is heavily armed, with an external autocannon on the left side, a two pairs of machineguns on the

right side, two doorguns, and two hardpoints for rockets or bombs. (It is not equipped to carry ATGM.) It retains the ability to carry passengers. The Mi-2URN Salmandra is an armed reconnaissance helicopter with an autocannon and the ability to carry non-guided weapons on its hardpoints. All the hardpoints are on stub wings; one of the hardpoints is taken up by the autocannon installation. The Mi-2URP Anakonda is an antitank helicopter with the ability to carry AT-3 Sagger missiles, normally one per hardpoint. Four extra missiles are carried in the passenger compartment, to be reloaded during a short landing. The Mi-2URPG is the same, but can also mount SA-7 AAMs on its wingtips.

The Mi-2B is an improved version of the Mi-2T sold to the Middle East. It has improved electronics and avionics. The Mi-2D is an airborne command post; it has no less than 4 radio sets, some surveillance equipment, and the antennae necessary for the commander to keep tabs on the situation.

The Kania is a modernized Mi-2, built in the 1990s. (It is also available as an upgrade kit.) The Kania uses British-built Rolls-Royce/Allison engines with much more available power than the original ones. It also has a fully upgraded avionics and electronics package, including GPS and computer-assisted flight. The rotor blades are of composite material and have automatic de-icing equipment. It is not normally found in a militarized version, but hardpoints can be bolted on and radios changed.

Twilight/Merc 2000 Notes: The Kania does not exist.

Vehicle	Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
Mi-2T	\$107,016	AvG	800 kg	3.55 tons	2+8	6	None	Enclosed
Mi-2US	\$361,652	AvG	800 kg	3.7 tons	2+8	8	None	Enclosed
Mi-2URN	\$251,966	AvG	800 kg	3.7 tons	2+4	10	None	Enclosed
Mi-2URP	\$171,188	AvG	800 kg	3.7 tons	2+4	8	None	Enclosed
Mi-2URPG	\$196,608	AvG	800 kg	3.7 tons	2+4	8	None	Enclosed
Mi-2B	\$309,739	AvG	800 kg	3.55 tons	2+8	6	None	Enclosed
Mi-2D	\$397,219	AvG	800 kg	3.55 tons	2+6	10	Image Intensification	Enclosed
Kania	\$587,148	AvG	1.2 tons	3.55 tons	2+8	6	Weather Radar	Enclosed

Vehicle	Tr Mov	Com Mov	Mnvr/Acc Agl/Turn	Fuel Cap	Fuel Cons	Ceiling
(All Others)	400	100	40/25	600	292	4000
Kania	413	103	40/26	600	246	4000

Vehicle	Combat Equipment	Minimum Landing/Takeoff Zone	RF	Armament	Ammo
Mi-2T	None	28m	None	2 Hardpoints	None
Mi-2US	None	28m	+1	23mm NS-23KM Autocannon, 4xPKT, 2xPKT Doorguns, 2 Hardpoints	240x23mm, 2000x7.62mm, 500x7.62mm (Doorguns)
Mi-2URN	Cameras	28m	+1	23mm NS-23KM Autocannon, 3 Hardpoints	240x23mm
Mi-2URP	None	28m	+2	4 Hardpoints	None
Mi-2URPG	None	28m	+2	4 Hardpoints, 2 AAM Hardpoints	None
Mi-2B	RWR	28m	+1	4 Hardpoints	None
Mi-2RM	Radio Direction Finder	28m	None	4 Hardpoints	None
Mi-2D	RWR, Secure Radios, Video Recorder	28m	None	2 Hardpoints	None
Kania	GPS, INS	28m	None	None	None

Mi-4 Hound

Notes: This is an older Russian helicopter still in use in many Third World Russian ally states. Military versions often carry a machinegun in an underfuselage pod and rocket pods on hardpoints. ASW variants

carry magnetic anomaly detector and underfuselage radar. The Hound has a side door and a rear clamshell door. No ejection seats are provided, and the helicopter is not capable of in-flight refueling.

Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
\$246,960	AvG	2 tons	7.8 tons	3+8	10	None	Enclosed

Tr Mov	Com Mov	Mnvr/Acc Agl/Turn	Fuel Cap	Fuel Cons	Ceiling
420	105	50/26	600	617	4000

Combat Equipment	Minimum Landing/Takeoff Zone	RF	Armament	Ammo
None	25m	None	3 hardpoints	None

Mi-6 Hook

Notes: Although it is a very old design, the Hook still functions as the Eastern Bloc's primary heavy-lift helicopter. It is used by the Warsaw Pact, Algeria, Egypt, Ethiopia, Iraq, Peru, Syria, and Vietnam. At the time of its design in 1957, it was the largest helicopter in the world, so large that it is often seen with short wings fitted to reduce strain on the rotors when carrying large loads. (These are not load-carrying wings, so they do not mount hardpoints.) The Hook is not considered stable enough in flight to deploy paratroopers.

The Mi-6T is the basic military transport. It is often seen with a flexible mount in the nose for a machinegun. The two hardpoints are in the form of stub pylons on the sides. The Mi-6VKP was the first command post version of the Hook; as such, it was basically an experiment that made it into operational status, and does not have the best fit of equipment. However, it does have at least 6 radio sets and inertial positioning. The Mi-6VZPu is an electronic warfare helicopter; it is arrayed with radar and radio jammers, detectors, and listening devices, operating on many different bands. The Mi-6BUS is a more developed command post model, also known as the Mi-22. The Mi-6AYaSh is sort of a helicopter-based AWACS-type helicopter, a command post with an extensive radar installation.

Vehicle	Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
Mi-6T	\$1,420,428	AvG	12 tons (up to 8 tons slung)	42.5 tons	5+65 or 16 stretchers	44	None	Enclosed
Mi-6VKP	\$1,655,484	AvG	8 tons	42.5 tons	10+30	50	None	Enclosed

Mi-6VZPu	\$7,301,518	AvG	5 tons	42.5 tons	15	56	None	Enclosed
Mi-6BUS	\$2,304,624	AvG	8 tons	42.5 tons	10+30	55	None	Enclosed
Mi-6AyaSh	\$6,409,635	AvG	6 tons	43 tons	15+30	60	Radar, SLR	Enclosed

Vehicle	Tr Mov	Com Mov	Mnvr/Acc Agl/Turn	Fuel Cap	Fuel Cons	Ceiling
(All)	600	150	70/38	6315	4089	4500

Vehicle	Combat Equipment	Minimum Landing/ Takeoff Zone	RF	Armament	Ammo
Mi-6T	None	35m	None	DShK, 2 Hardpoints	600x12.7mm
Mi-6VKP	Secure Radios, INS	35m	None	DShK, 2 Hardpoints	600x12.7mm
Mi-6VZPu	ECM, Active Jamming, Radio Jamming, Flare/Chaff Dispensers (40), Radio Direction Finder, Radio Detector, RWR	35m	None	DShK, 2 Hardpoints	600x12.7mm
Mi-6BUS/ AYaSh	Flare/Chaff Dispensers, Secure Radios, INS, RWR, Battle Management Computer	35m	None	DShK, 2 Hardpoints	600x12.7mm

Mi-8 Hip

Notes: This helicopter has been a workhorse in the Russian sphere of influence since the mid-1960s. Its low price and soundness of design make it attractive to many countries. It was used extensively in the 1979-89 war in Afghanistan. In Europe, it is used mainly for unarmed cargo duties, and it is employed extensively by the UN and civilian agencies. No ejection seats are provided, and the helicopter is not capable of in-flight refueling.

The Mi-8T is the basic transport version, normally unarmed or armed only with jury-rigged doorguns. Its hardpoints are normally occupied with fuel tanks, since the fuel capacity of the Mi-8T does not get it very far

and the Mi-8T has no sighting equipment. An internal auxiliary fuel tank may also be carried, with a capacity of 945 liters, at the expense of passengers or cargo. The Mi-8TPS is a command post model, basically an Mi-8T with extra radios and office-type equipment for the command personnel to work. The Mi-8MT is a version of the Mi-8T where the engines have been replaced with more powerful ones. The Mi-8TB is a combat assault transport with a machinegun in a flexible mount in the nose and the ability to fire AT-2 ATGM. The Mi-8TBK is an export version of the Mi-8TB, normally armed with AT-3 ATGM instead of AT-2 ATGM. The Mi-8VKP is a more evolved command post. The Mi-8AMTSh is a night attack combat assault transport, armed with the most up to date ATGMs, and able to use most helicopter-borne weapons in the Russian arsenal. The passengers can open six windows in the helicopter and fire their weapons out of the windows.

Vehicle	Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
Mi-8T	\$281,929	AvG	3 tons	12 tons	3+24 or 18 paratroops or 12 stretchers	14	None	Enclosed
Mi-8TPS	\$300,234	AvG	3 tons	12 tons	3+16	18	None	Enclosed
Mi-8MT	\$298,558	AvG	4 tons	12 tons	3+24 or 18 paratroops or 12 stretchers	14	None	Enclosed
Mi-8TB/ TBK	\$406,596	AvG	4 tons	12.1 tons	3+24 or 18 paratroops or 12 stretchers	14	None	Enclosed
Mi-8VKP	\$584,451	AvG	2 tons	12.1 tons	4+12	20	None	Enclosed
Mi-8AMTSh	\$717,388	AvG	4 tons	13 tons	3+24 or 18 paratroops or 12 stretchers	16	WL/IR Searchlight, Passive IR, Image Intensification	Enclosed

Vehicle	Tr Mov	Com Mov	Mnvr/Acc Agl/ Turn	Fuel Cap	Fuel Cons	Ceiling
Mi-8T/TPS	460	115	70/29	445	1021	4500
Mi-8MT/TB/TBK/VPK/ AMTSh	500	125	70/31	445	1421	5500

Vehicle	Combat Equipment	Minimum Landing/Takeoff Zone	RF	Armament	Ammo
Mi-8T	None	40m	None	2 Hardpoints	None
Mi-8TPS	Secure Radios	40m	None	2 Hardpoints	None
Mi-8TB/ TBK	None	40m	+1	DShK, 6 Hardpoints	700x12.7mm
Mi-8VPK	Secure Radios, Battle Management Computer	40m	None	4 Hardpoints	None
Mi-8AMTSh	Armored Cockpit, IR Suppression, RWR, Flare/Chaff Dispensers	40m	+2	PKT (Rear), 6 Hardpoints	1200x7.62mm

Mi-10 Harke

Notes: This Russian helicopter is a development of the Mi-6 and is used for heavy lift duties in both military and civilian capacities in the nations of the Warsaw Pact. The helicopter is normally used for cargo rather than passenger service, though a small number of seats are provided. No ejection seats are provided, and the helicopter is not capable of in-flight refueling. The Harke is basically an Mi-6 with the fuselage cut in half lengthwise, and the empty space occupied with long landing gear to that the helicopter may lift large external bulk loads in a manner similar to the S-64 Skycrane. It is also one of the rarest helicopters in active service, with only 55 examples being built.

Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
\$1,118,240	AvG	11 tons	38 tons	3+28	38	None	Enclosed

Tr Mov	Com Mov	Mnvr/Acc Agl/Turn	Fuel Cap	Fuel Cons	Ceiling
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Mi-17	\$474,737	AvG	4 tons	12 tons	3+30, or 24 paratroops, or 20 stretchers	16	None	Enclosed
Mi-17MD	\$860,537	AvG	4 tons	13 tons	3+40, or 30 paratroops, or 20 stretchers	20	Radar, WL Searchlight	Enclosed
Mi-17N	\$1,025,222	AvG	4 tons	13.2 tons	3+40, or 30 paratroops, or 20 stretchers	22	Radar, WL/IR Searchlight, FLIR	Enclosed
Mi-17KF	\$2,688,406	AvG	5 tons	12 tons	3+40, or 30 paratroops, or 20 stretchers	26	Radar, WL/IR Searchlight, FLIR	Enclosed
Mi-17-1V	\$1,216,450	AvG	4 tons	13.2 tons	3+40, or 30 paratroops, or 20 stretchers	28	Radar, WL Searchlight	Enclosed
Mi-171	\$515,650	AvG	4 tons	12 tons	3+30, or 24 paratroops, or 20 stretchers	16	None	Enclosed
Mi-172	\$1,075,839	AvG	4 tons	12.2 tons	3+30, or 24 paratroops, or 20 stretchers	20	Image Intensification	Enclosed

Vehicle	Tr Mov	Com Mov	Mnvr/Acc Agl/Turn	Fuel Cap	Fuel Cons	Ceiling
Mi-17/17MD/N/KF	500	125	70/31	445	1628	4000

Mi-171	524	131	70/33	445	1628	5700
Mi-172	500	125	70/31	445	1628	5650

Vehicle	Combat Equipment	Minimum Landing/ Takeoff Zone	RF	Armament	Ammo
Mi-17	None	40m	+1	2xPKT (Front, Rear), 6 Hardpoints	1400x7.62mm
Mi-17MD/N	Radio Direction Finder, Armored Cockpit, Armored Lower Fuselage, Flare/Chaff Dispensers	40m	+2	2xPKT (Front, Rear), 2xPKT (Doorguns), 6 Hardpoints	2400x7.62mm
Mi-17KF	Radio Direction Finder, Armored Cockpit, Armored Lower Fuselage, Flare/Chaff Dispensers, RWR	40m	+3	2xPKT (Front, Rear), 2xPKT (Doorguns), 6 Hardpoints	2400x7.62mm
Mi-17-1V	Radio Direction Finder, Armored Cockpit, Armored Lower Fuselage, Flare/Chaff Dispensers, RWR, ECM, IRCM	40m	+2	2xPKT (Front, Rear), 2xPKT (Doorguns), 6 Hardpoints	2400x7.62mm
Mi-171	None	40m	+2	2xPKT (Front, Rear), 6 Hardpoints	1400x7.62mm
Mi-171	Flare/Chaff Dispensers, RWR, INS	40m	+2	2xPKT (Front, Rear), 6 Hardpoints	1400x7.62mm

Mi-26 Halo

Notes: The Mi-26 is the largest production helicopter in the world, with a cargo capacity similar to the C-130 Hercules aircraft. It is operated by Russia, India, Peru, and the UN. It is the first successful helicopter design with an 8-bladed rotor. The Halo has two passenger doors on the port side, one starboard, and a rear cargo ramp. It is not normally armed, no ejection seats are provided, and the helicopter is not capable on in-flight refueling. The two versions presented here are the original Mi-26T cargo variant, and the upgraded Mi-26M, with new engines, increased cargo capacity, and better avionics.

Vehicle	Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
Mi-26T	\$3,239,105	AvG	20 tons	56 tons	5+80, or 68 paratroopers, or 60 stretchers	62	None	Enclosed
Mi-26M	\$4,606,891	AvG	22 tons	58 tons	5+80, or 68 paratroopers, or 60 stretchers	78	None	Enclosed

Vehicle	Tr Mov	Com Mov	Mnvr/Acc Agl/Turn	Fuel Cap	Fuel Cons	Ceiling
Mi-26T	590	148	150/37	11900	7439	4600
Mi-26M	639	160	150/40	11900	7439	4600

Vehicle	Combat Equipment	Minimum Landing/ Takeoff Zone	RF	Armament	Ammo
Mi-26T	None	80m	None	None	None
Mi-26M	Flare/Chaff Dispensers, RWR, GPS	80m	None	None	None

Mi-34 Hermit

This light utility helicopter is one of Russia's newest designs, entering production shortly before the Twilight War. It is very agile, being Russia's first helicopter able to execute a loop or roll. It is designed for commanders, aerial observers, police, and border guards. The aircraft has no ejection seats and is not capable of in-flight refueling. The Mi-34TV is a twin-engine model.

Vehicle	Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
Mi-34T	\$622,029	AvG	550 kg	1.35 tons	2+4	6	Image Intensification	Enclosed
Mi-34TV	\$624,326	AvG	550 kg	1.52 tons	2+4	6	Image Intensification	Enclosed

Vehicle	Tr Mov	Com Mov	Mnvr/Acc Agl/Turn	Fuel Cap	Fuel Cons	Ceiling
Mi-34T	420	105	15/26	150	65	4500
Mi-34TV	468	117	15/29	150	112	4500

Vehicle	Combat Equipment	Minimum Landing/ Takeoff Zone	RF	Armament	Ammo
(Both)	Flare/Chaff Dispensers, IR Suppression, Laser Designator, RWR, GPS	20m	None	None	None

Mi-38

Notes: This medium-lift helicopter was designed to replace the Mi-8/Mi-17 series. It is similar in appearance to the EH.101 Merlin. The Mi-38 has a large 6-bladed rotor for greater lifting capabilities than is normal for an engine of its horsepower, a tail similar to the Mi-28 attack helicopter, CRT cockpit displays, and a large use of composites to save weight. There is a door on either side of the helicopter to the rear of the cockpit, and a large clamshell door with an extendible ramp in the rear of the helicopter for cargo loading and paratrooper exit. There are no ejection seats and only about a third of Mi-38s were equipped with in-flight refueling gear.

Twilight 2000 Notes: Perhaps some 40 examples of this helicopter were produced before the Twilight War, mostly for use by Russian special operations forces.

Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
\$1,702,426	AvG	5 tons	14.5 tons	2+32 or 26 paratroopers, or 16 stretchers	26	Image Intensification	Enclosed

Tr Mov	Com Mov	Mnvr/Acc Agl/Turn	Fuel Cap	Fuel Cons	Ceiling
625	156	60/39	5745	1677	5000

Combat Equipment	Minimum Landing/ Takeoff Zone	RF	Armament	Ammo

Flare/Chaff Dispensers, RWR, IR Suppression, GPS, INS	48m	+2	DShK, DShK (Rear), 4 Hardpoints	2000x12.7mm
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Mi-40

Notes: Designed specifically for special operations needs, the Mi-40 is an assault helicopter variant of the Mi-28 attack helicopter. The Mi-40 uses the same engines, transmission, and rotors as the Mi-28, and the rear fuselage boom is nearly identical. The Mi-38 carries an extensive sensor suite, including a mast-mounted sight for covert reconnaissance of objectives before assaults. There are large sliding doors on either side of the fuselage and a clamshell door in the rear. The sensors are located on a mast-mounted sight, with backups for the image Intensifier and FLIR in the nose. The aircraft has no ejection seats, but is equipped for in-flight refueling.

Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
\$2,772,282	AvG	1.8 tons	11.4 tons	2+12 or 10 paratroopers	30	FLIR, Radar, Image Intensification	Shielded

Tr Mov	Com Mov	Mnvr/Acc Agl/Turn	Fuel Cap	Fuel Cons	Ceiling
580	145	25/36	1800	1436	5300

Combat Equipment	Minimum Landing/Takeoff Zone	RF	Armament	Ammo
Flare/Chaff Dispensers, IR Suppression, Radar Warning Receiver, Laser Designator, IRCM, ECM	40m	+3	23mm NS-23KM Autocannon, 2xDShK Doorguns, 6xHardpoints	550x23mm, 2000x12.7mm

AH-2A Rooivalk

Notes: This is the new South African attack helicopter, produced with experience from their brush wars of the 1980s and 90s. It was designed for long-range flight and long loiter time for prolonged operations. A number of these aircraft were also purchased by Malaysia. The aircraft has no ejection seats and cannot be refueled in air.

Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
\$2,453,640	AvG	1.31 tons	8.75 tons	2	28	FLIR, Image Intensification	Enclosed

Tr Mov	Com Mov	Mnvr/Acc Agl/Turn	Fuel Cap	Fuel Cons	Ceiling
556	139	15/35	1851	954	5852

Combat Equipment	Minimum Landing/ Takeoff Zone	RF	Armament	Ammo
Flare/Chaff Dispensers, Helmet/ Sight Interface, Laser Designator, Auto Track, Armored Cockpit, IR Suppression, RWR, LWR, ECM	32m	+4	20mm GI2, 4 Hardpoints, plus 2 AAM Hardpoints	700x20mmKAA

AH-1 Cobra

Notes: The AH-1G Cobra is the former standard US attack helicopter, developed in Vietnam, and still in service with many western-aligned nations, as well as former US allies such as Iran. The AH-1G has a single engine. It is not equipped with the guidance equipment necessary for using ATGMs or the sensors necessary for using air-to-air missiles. No ejection seats are provided, and the aircraft is not capable of in-flight refueling.

The AH-1J SeaCobra was the first version for the US Marines. It uses a two engines instead of one, and though it was not initially capable of using the TOW ATGM, this capability was retrofitted later. The minigun and grenade launcher was replaced by a 3-barreled 20mm M-197 autocannon.

The AH-1Q is an AH-1G with additional sighting and armament systems to enable it to carry and use the TOW ATGM.

The AH-1S is the result of continual improvements in the AH-1G, in service with the US Army until the advent of the Apache. It is still in service with many present and former US allies, as well as Reserve and National Guard units. The rounded canopy glass was highly reflective, so it was replaced by flat glass panels. It was equipped to carry TOW ATGM.

The AH-1E is not, as the designation might lead you to believe, an earlier model of the Cobra. It is also known as the "upgunned AH-1S," and differs from the standard AH-1S primarily in the replacement of the minigun/grenade launcher chin turret with one mounting a 3-barreled 20mm M-197 autocannon, as on the SeaCobra. It has a composite rotor with diagonal tips.

Like the AH-1E, the AH-1F SuperCobra is not an early model of Cobra. It is a further upgraded AH-1E, also known as the "Modernized AH-1S." It has some of the latest attack helicopter hardware and computer software, and is capable of using Hellfire missiles.

The AH-1P is also a version of the AH-1S; it is an AH-1S equipped with a new composite rotor, improved instrument panel layout, inertial navigation, radar altimeter, and better radios.

The AH-1R is an AH-1G with a more powerful engine.

The AH-1T Improved SeaCobra is a version of the AH-1J, with more sophisticated combat equipment and a more powerful and fuel-efficient engine, and an armored cockpit and Kevlar anti-spall liner.

The AH-1T+ SuperCobra is an AH-1T with more powerful engines and the ability to use Hellfire missiles and air-to-air missiles.

The AH-1W SuperCobra is a version of the Cobra, used by the US Marines, who believe it is every bit as good as the Apache. It has all the improvements of the AH-1T, and has twin engines and an EW suite in addition to those improvements. The aircraft has no ejection seats and cannot be refueled in air.

The AH-1Z King Cobra has a 4-bladed rotor and upgraded avionics, including a fully computerized and integrated attack and defense suite, and GPS. Composite construction makes it considerably lighter.

Twilight 2000 Notes: The AH-1T+, AH-1E, AH-1P, and AH-1Z do not exist.

Vehicle	Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
AH-1E	\$1,167,090	AvG	1.12 tons	6.64 tons	2	13	Image Intensification, Passive IR	Enclosed
AH-1F	\$1,918,354	AvG	1.12 tons	6.69 tons	2	14	FLIR, Image Intensification	Enclosed
AH-1G	\$814,894	AvG	775 kg	4.31 tons	2	12	Passive IR	Enclosed
AH-1J	\$553,078	AvG	419 kg	4.54 tons	2	12	Passive IR	Enclosed
AH-1P	\$1,037,586	AvG	775 kg	4.31 tons	2	12	Passive IR, Image Intensification	Enclosed
AH-1Q	\$1,002,135	AvG	775 kg	4.34 tons	2	12	Passive IR, Image Intensification	Enclosed
AH-1R	\$824,622	AvG	775 kg	4.82 tons	2	12	Passive IR	Enclosed
AH-1S	\$1,006,730	AvG	775 kg	4.44 tons	2	14	Image Intensification, Passive IR	Enclosed
AH-1T	\$1,794,324	AvG	1.45 tons	6.53 tons	2	12	FLIR, Image Intensification	Enclosed
AH-1T+	\$1,798,306	AvG	1.45 tons	6.98 tons	2	12	FLIR, Image Intensification	Enclosed
AH-1W	\$2,472,041	AvG	755 kg	7.62 tons	2	16	FLIR, Image Intensification	Enclosed

AH-1Z	\$2,695,650	AvG	2.62 tons	8.41 tons	2	17	FLIR, Image Intensification	Enclosed
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Vehicle	Tr Mov	Com Mov	Mnvr/Acc Agl/Turn	Fuel Cap	Fuel Cons	Ceiling
AH-1E/F	554	139	25/35	1192	550	4720
AH-1G/P/Q	554	139	25/35	1014	505	3475
AH-1J	666	167	25/42	1014	1330	3215
AH-1R	595	149	25/37	1014	654	3215
AH-1S	640	160	25/40	1014	604	3720
AH-1T	554	139	25/35	1158	1274	7400
AH-1T+	581	145	25/36	1156	1339	7400
AH-1W/Z	574	144	20/36	1563	1091	7400

Vehicle	Combat Equipment	Minimum Landing/ Takeoff Zone	RF	Armament	Ammo
AH-1E	Secure Radio, Flare/ Chaff Dispensers	40m	+2	20mm M-197 Autocannon, 4 Hardpoints	750x20mm
AH-1F	Secure Radio, Flare/ Chaff Dispensers, HUD, Laser Rangefinder, IR Suppression, IRCM, Laser Designator	40m	+4	20mm M-197 Autocannon, 4 Hardpoints	750x20mm
AH-1G	Secure Radio	40m	+1	M-134, Mk19, 4 Hardpoints	2000x7.62mm and 150x40mm
AH-1J	Secure Radio	40m	+1	20mm M-197 Autocannon, 4 Hardpoints	750x20mm

AH-1P	Secure Radio, Flare/ Chaff Dispensers	40m	+2	M-134, Mk19, 4 Hardpoints	2000x7.62mm and 150x40mm
AH-1Q	Secure Radio	40m	+2	M-134, Mk19, 4 Hardpoints	2000x7.62mm and 150x40mm
AH-1R	Secure Radio	40m	+1	M-134, Mk19, 4 Hardpoints	2000x7.62mm and 150x40mm
AH-1S	Secure Radio, Flare/ Chaff Dispensers	40m	+2	M-134, Mk19, 4 Hardpoints	2000x7.62mm and 150x40mm
AH-1T/ T+	Secure Radio, Flare/ Chaff Dispensers, Helmet Sight Interface, Laser Designator	40m	+3	20mm M-197 Autocannon, 4 Hardpoints	750x20mm
AH-1W	Secure Radio, Flare/ Chaff Dispensers, Helmet Sight Interface, Laser Designator, RWR, ECM	40m	+4	20mm M-197 Autocannon, 4 Hardpoints, plus 2 AAM Hardpoints	750x20mm
AH-1Z	Secure Radio, Flare/ Chaff Dispensers, Helmet/Sight Interface, Laser Designator, ECM, RWR, LWR, Auto Track	40m	+5	20mm M-197 Autocannon, 4 Hardpoints, plus 2 AAM Hardpoints	750x20mm

AH-64 Apache

Notes: The AH-64 Apache is the US Army's primary attack helicopter, first used in combat in the 1989 conflict in Panama, and used to great effect during the 1991 Persian Gulf War. The Apache has also been exported to several NATO countries, to Kuwait, and to Israel. The helicopter has no ejection seats and is not capable of in-flight refueling. European Apaches are often armed with Mistral missiles.

The AH-64A is the first model, and the US Arm, Israel, and some other countries using the Apache intend to update their existing AH-64s to the AH-64D or AH-64D Longbow configuration. The primary armament of the Apache is the Hellfire missile, along with the M-230 Chaingun. The AH-64B is an AH-64 with a few modifications to make it more suitable for Desert Storm; these include a GPS receiver an improved autopilot, and more powerful and compact radios.

The AH-64C is called a "near AH-64D standard." They have an engine upgrade, and the airframe upgrades of the AH-64D, but not the radar or the fire control upgrades.

The AH-64 Longbow version of the Apache adds a mast above the rotor blades for sensors, and interfaces for reporting information and receiving information from higher headquarters. An additional 490-liter fuel tank may be added at the expense of 880 rounds of 30mm ammunition. It has a fully glass cockpit.

The WAH-64 is a British variant that is the same as the AH-64D Longbow (in game terms; internal components are different in some cases), except for the more powerful engines and strengthened airframe and rotor blades to take the extra power.

Vehicle	Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
AH-64A	\$2,449,533	AvG	3.28 tons	9.53 tons	2	16	FLIR, Image Intensification	Shielded
AH-64B	\$2,876,128	AvG	3.28 tons	9.53 tons	2	18	FLIR, Image Intensification	Shielded
AH-64C	\$2,885,536	AvG	3.28 tons	9.74 tons	2	18	FLIR, Image Intensification	Shielded
AH-64D	\$3,180,988	AvG	4.23 tons	10.13 tons	2	18	FLIR, Image Intensification	Shielded
AH-64D Longbow	\$3,376,788	AvG	4.23 tons	10.13 tons	2	20	FLIR, Image Intensification, Radar	Shielded
WAH-64	\$3,392,340	AvG	4.23 tons	10.42 tons	2	20	FLIR, Image Intensification, Radar	Shielded

Vehicle	Tr Mov	Com Mov	Mnvr/Acc Agl/ Turn	Fuel Cap	Fuel Cons	Ceiling
AH-64A/B	599	150	20/37	1420	1096	4339
AH-64C	623	156	20/39	1420	1216	3598

AH-64D	546	137	15/34	1420	1213	3598
AH-64D Longbow	530	133	15/33	1420	1210	3598
WAH-64	559	140	15/35	1420	1390	3500

Vehicle	Combat Equipment	Minimum Landing/ Takeoff Zone	RF	Armament	Ammo
AH-64A	Flare/Chaff Dispensers, Secure Radios, IR Suppression, Laser Designator, Helmet Sight Interface, RWR, Armored Cockpit	48m	+3	30mm M-230 Chaingun, 4 Hardpoints, 2 AAM Hardpoints	1200x30mm
AH-64C	Flare/Chaff Dispensers, Secure Radios, IR Suppression, Laser Designator, Helmet Sight Interface, RWR, Armored Cockpit, GPS	48m	+3	30mm M-230 Chaingun, 4 Hardpoints, 2 AAM Hardpoints	1200x30mm
AH-64D	Flare/Chaff Dispensers, Secure Radios, IR Suppression, Laser Designator, Helmet Sight Interface, RWR, Armored Cockpit, GPS, IRCM, ECM	48m	+4	30mm M-230 Chaingun, 4 Hardpoints, 2 AAM Hardpoints	1200x30mm
AH-64D Longbow/ WAH-64	Flare/Chaff Dispensers, Secure Radios, IR Suppression, Laser Designator, Helmet Sight Interface, RWR, Armored Cockpit, GPS, IRCM, ECM, Target ID, Auto Track	48m	+5	30mm M-230 Chaingun, 4 Hardpoints, 2 AAM Hardpoints	1200x30mm

UH-2C Tomahawk

Notes: The UH-2C is the armed rescue version of the SH-2 Seasprite. It began life as the "Interim Attack Helicopter," and the UH-2A version saw very brief service in Vietnam. It was one of the Vietnam-era

forerunners of helicopters like the UH-60. It carries four passengers, and is equipped with two M-60D doorguns, one M-134 Minigun in a chin turret, and armor plating. In addition, these old CIA helos have been upgraded to include one missile hardpoint, which can mount an AIM-7 Sparrow, an AIM-9 Sidewinder, or AGM-65 Maverick. The UH-2C does not have ejection seats, and is not capable of in-flight refueling.

Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
\$1,147,986	AvG	2.3 tons	6.12 tons	2+4	18	Radar	Enclosed

Tr Mov	Com Mov	Mnvr/Agl/Turn	Fuel Cap	Fuel Cons	Ceiling
512	128	50/32	1800	1360	6128

Combat Equipment	Minimum Landing/Takeoff Zone	RF	Armament	Ammo
Flare/Chaff Dispensers, Laser Designator, RWR, LWR	40m	+1	M-134, 2xM-60E2 Door Guns, 1xAIM-7, AIM-9, or Maverick Launcher	4000x7.62mm, 2000x7.62mm (Doorguns)

MD-500 Defender

Notes: The Defender is a low-cost, no frills gunship sold to many third-world countries. An optional 80-liter internal fuel tank may be installed at the expense of passengers. The Defender is very nimble and accelerates rapidly. The Defender is not capable of aerial refueling and has no ejection seats.

The MD-500MD is the most basic version; it carries only a minigun in a nose sponson and has two hardpoints that may not mount missiles. The MD-500E Scout Defender is similar to the MD-500MD, but has a wider choice of weapons. The MD-500E TOW Defender is the same, but has the sighting and guidance equipment to use TOW missiles. The engine on the Scout and TOW Defenders is a bit less powerful. The MD-500MG Defender II is the "Cadillac" version; it has stub wings to allow two more hardpoints, and can potentially carry any sort of weapon or pod on its hardpoints. It has better sighting, optics, and avionics, and a more powerful engine.

Vehicle	Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
MD-500MD	\$316,682	AvG	568 kg	1.36 tons	2+2	4	None	Enclosed
MD-500E Scout	\$432,459	AvG	568 kg	1.36 tons	2+2	4	None	Enclosed
MD-500E TOW	\$498,944	AvG	568 kg	1.36 tons	2+2	5	Image Intensification	Enclosed
MD-500MG	\$1,104,102	AvG	672 kg	1.61 tons	2+5	5	FLIR, Image Intensification	Enclosed

Vehicle	Tr Mov	Com Mov	Mnvr/Acc Agl/Turn	Fuel Cap	Fuel Cons	Ceiling
MD-500MD	480	120	15/30	340	90	4275
MD-500E	490	123	15/31	340	80	4275
MD-500MG	518	130	15/32	340	106	4300

Vehicle	Combat Equipment	Minimum Landing/ Takeoff Zone	RF	Armament	Ammo
MD-500MD	None	32m	+1	M-134 Minigun, 2 Hardpoints	2000x7.62mm
MD-500E Scout/ TOW	None	32m	+1	2xEX-34 Chainguns or M-134 Minigun or 30mm M-230 Autocannon, or 2xM-2HB, 2 Hardpoints	2000x7.62mm or 250x30mm or 500x.50
MD-500MG	Inertial Navigation	32m	+3	2xEX-34 Chainguns or M-134 or 30mm Chaingun or 2xM-60E2 or 2xM-2HB, 4 Hardpoints	2000x7.62mm or 250x30mm or 500x.50

Bell 206 JetRanger

Notes: This helicopter was originally sold as the civil equivalent of the OH-58A Kiowa military helicopter, but with improvements, was taken into service as a military helicopter in over 20 countries, primarily as a training helicopter or liaison or observation craft. Unlike the Kiowa, it has no hardpoints and is strictly a cargo helicopter. A JetRanger, fitted with an aerial refueling boom (not standard), was the first helicopter to fly around the world. The JetRanger is reputedly a very easy and forgiving helicopter to fly and has set records for aviation safety. The standard version has no ejection seats and cannot be refueled in air.

The Bell 206A was the first model of the JetRanger. This was superseded by the Bell 206B JetRanger II, with a less powerful but more efficient engine; it is used by the US Navy as a trainer under the designation TH-57B SeaRanger. The Bell 206B-3 JetRanger III was the next version, with a more powerful engine; it is used as a training helicopter by the US Army with the designation TH-67 Creek, and by the US Navy for the same purpose as the TH-57C SeaRanger. The Bell 206L-1 LongRanger was the first stretched version of the JetRanger, based on the JetRanger III. The 206L-2 increased the engine power, and the 206L-3 increases it even further. The Bell 206L-4 is a Canadian built version of the LongRanger; it uses a different engine and avionics.

Finally, the Iranians use a light gunship called the Zafar 300, based on the Bell 206B.

Vehicle	Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
Bell 206A	\$78,872	AvG	680 kg	1.47 tons	2+3	4	None	Enclosed
Bell 206B	\$78,492	AvG	680 kg	1.39 tons	2+3	4	None	Enclosed
Bell 206B-3	\$78,792	AvG	680 kg	1.45 tons	2+3	4	None	Enclosed
Bell 206L-1	\$80,008	AvG	907 kg	1.84 tons	2+5 or 2 stretchers	4	None	Enclosed
Bell 206L-2	\$81,408	AvG	907 kg	1.86 tons	2+5 or 2 stretchers	4	None	Enclosed
Bell 206L-3	\$83,448	AvG	907 kg	1.96 tons	2+5 or 2 stretchers	4	None	Enclosed
Bell 206L-4	\$84,558	AvG	1.04 tons	2.06 tons	2+5 or 2 stretchers	4	None	Enclosed

Bell 206LT	\$89,148	AvG	772 kg	2.01 tons	2+5 or 2 stretchers	4	None	Enclosed
Zafar 300	\$222,590	AvG	680 kg	1.49 tons	2+2	4	Image Intensification	Enclosed

Vehicle	Tr Mov	Com Mov	Mnvr/Acc Agl/ Turn	Fuel Cap	Fuel Cons	Ceiling
Bell 206A	452	113	20/28	270	148	4602
Bell 206B/Zafar 300	445	111	20/28	270	139	4602
Bell 206B-3	450	113	20/28	270	146	4602
Bell 206L-1	425	106	20/27	270	146	4602
Bell 206L-2	441	110	20/28	270	172	4602
Bell 206L-3	447	112	20/28	270	260	4602
Bell 206L-4	453	113	20/28	270	260	4602
Bell 206LT	482	121	20/30	270	375	6096

Vehicle	Combat Equipment	Minimum Landing/ Takeoff Zone	RF	Armament	Ammo
(All Others)	None	22m	None	None	None
Zafar 300	None	23m	+2	M-134 Minigun, 2 Hardpoints	1000x7.62mm

Bell 214A

Notes: The Bell 214 is a development of the Bell "Huey" series was designed for "hot and high" conditions – high altitude and hot weather, where helicopters normally don't function nearly as well as otherwise. It was first produced for the armed forces of the Shah of Iran. The design features a longer fuselage and more powerful engines. The helicopter has no ejection seats, and is not capable of in-flight

refueling.

The Bell 214A Isfahan was the first of the 214 series. These helicopters were taken over by Revolutionary Iran's forces and later built without license. Bell then sold the helicopter to other countries, including Brunei, Columbia, Ecuador, Iraq, Oman, Peru, Philippines, Thailand, the UAE, and Venezuela. At least one captured model of this helicopter is flown by the 82nd Airborne Division's commander in Iran. The Bell 214B BigLifter is a civilian version of the 214A; the 214C is a search and rescue variant with a rescue hoist that has a capacity of 275 kg. The 214ST is a twin engined variant of the Bell 214, normally used by civilians.

Vehicle	Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
Bell 214A	\$284,072	AvG	2.18 tons	7.48 tons	2+16	10	None	Enclosed
Bell 214B	\$141,548	AvG	2.18 tons	7.26 tons	2+16	8	None	Enclosed
Bell 214C	\$254,418	AvG	2.18 tons	7.44 tons	3+15	8	None	Enclosed
Bell 214ST	\$159,468	AvG	2.49 tons	9.45 tons	2+16	10	None	Enclosed

Vehicle	Tr Mov	Com Mov	Mnvr/Acc Agl/Turn	Fuel Cap	Fuel Cons	Ceiling
Bell 214A/B/C	522	130	45/33	1647	753	4500
Bell 214ST	576	144	45/36	1647	1201	4500

Vehicle	Combat Equipment	Minimum Landing/Takeoff Zone	RF	Armament	Ammo
Bell 214A	Flare/Chaff Dispensers	32m	+1	2xM-60E2 Doorguns, 2 Hardpoints	1200x7.62mm
Bell 214B	None	32m	None	None	None

Bell 214C	Radio Direction Finder, Flare/Chaff Dispensers	32m	None	2xM-60E2 Doorguns	800x7.62mm
Bell 214ST	None	32m	None	None	None

Bell 412

Notes: This is the latest variant of the UH-1 Huey series. It features the most powerful engines available on a Huey helicopter, and a 4-bladed rotor. It is used by a large number of nations, including countries on all continents except Antarctica. It uses the large sliding doors on either side of all Hueys, and has twin engines.

Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
\$186,212	AvG	2.29 tons	5.4 tons	2+13	8	None	Enclosed

Tr Mov	Com Mov	Mnvr/Acc Agl/Turn	Fuel Cap	Fuel Cons	Ceiling
536	134	45/33	1251	660	5304

Combat Equipment	Minimum Landing/Takeoff Zone	RF	Armament	Ammo
None	30m	None	None	None

CH-34 Seahorse/Choctaw

Notes: This is the military version of the S-58 helicopter. The CH-34 version is called the Choctaw, while the UH-34 is called the Seahorse. These are very old helicopters that saw their last active US service in Vietnam, but continue to be used in South America and Southeast Asia. They are large and slow helicopters that nonetheless seem to get the job done.

The CH-34 was the first military version, first flown shortly after the Korean War. They were often armed and used as gunships until the advent of gunship versions of the UH-1. The UH-34 was the Marine version of the CH-34, but differed little from the CH-34. The S-58T is a twin-engine development of the civilian S-58, little used by the military.

Westland of Great Britain acquired a license to build the S-58 in 1956; they built a version known as the Wessex. The HC-2 version is a standard sort of utility/cargo helicopter, a counterpart to the CH-34

Choctaw. It uses two British-made engines instead of the one engine of the American version. It can be distinguished by the large exhaust pipe on either side of the nose (the engines are in the nose).

Vehicle	Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
CH-34	\$380,467	AvG	2.77 tons	6.35 tons	3+16 or 8 stretchers	8	None	Enclosed
S-58T	\$285,432	AvG	3.63 tons	5.9 tons	3+16 or 8 stretchers	8	None	Enclosed
HC-2	\$399,108	AvG	3.63 tons	6.12 tons	3+16 or 8 stretchers	10	None	Enclosed

Vehicle	Tr Mov	Com Mov	Mnvr/Acc Agl/Turn	Fuel Cap	Fuel Cons	Ceiling
CH/UH-34	396	99	85/25	615	529	3000
S-58T	444	111	85/28	615	654	3000
HC-2	452	113	85/28	615	961	3000

Vehicle	Combat Equipment	Minimum Landing/Takeoff Zone	RF	Armament	Ammo
CH/UH-34	None	40m	None	2xM-60E2 (right door, left rear window), 2 Hardpoints	2000x7.62mm
S-58T	None	40m	None	None	None
HC-2	None	40m	None	2xMAG (right door, left rear window), 2 Hardpoints	2000x7.62mm

CH-46 Sea Knight

Notes: Also known to the Marines as the Frog, it is also flown by Canada (where it is known as the CH-113), Japan (where it is known as the KV-107), and Sweden (where it is known as the HKP-4). It is often

mistaken for the Chinook, but the CH-46 has three wheels instead of the four the Chinook usually has and the Chinook is larger.

The original model is the CH-46A. The SAR version of this helicopter is the HH-46A; it has Doppler search radar and a radio beacon finder, as well as a hoist with a capacity of 300 kg. The next operational transport was the CH-46D, with better engines; the HH-46D is the SAR version of this aircraft, and equipped in a similar manner to the HH-46A. The CH-47E was to be the final version of the Sea Knight (it was to be replaced by the Osprey); it has even more powerful engines. Due to the delays in the Osprey program, the US Marines updated their CH-47Ds and Es with better avionics and some defensive systems.

Twilight 2000 Notes: This helicopter was replaced in US Marines service by the V-22 Osprey series, but many were recalled to service during the Twilight War to replace Osprey losses. The CH-46E and CH-46F do not exist.

Vehicle	Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
CH-46A	\$185,736	AvG	3.8 tons	9.71 tons	3+25	14	None	Enclosed
HH-46A	\$373,395	AvG	3.8 tons	9.71 tons	3+24	16	Radar, WL Searchlight	Enclosed
CH-46D	\$190,216	AvG	4.08 tons	10.43 tons	3+25	14	None	Enclosed
HH-46D	\$378,233	AvG	4.08 tons	10.43 tons	3+24	16	Radar, WL Searchlight	Enclosed
CH-46E	\$253,920	AvG	4.08 tons	10.43 tons	3+25	14	None	Enclosed
CH-46F	\$633,861	AvG	4.08 tons	10.55 tons	3+25	18	None	Enclosed

Vehicle	Tr Mov	Com Mov	Mnvr/Acc Agl/ Turn	Fuel Cap	Fuel Cons	Ceiling
CH-46A/HH-46A	498	125	45/31	1032	918	4267
CH-46D/HH-46D	505	126	45/32	1032	1032	4267

CH-46E/F	512	128	45/32	1032	1382	3350
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Vehicle	Combat Equipment	Minimum Landing/ Takeoff Zone	RF	Armament	Ammo
CH-46A/D/E	None	45m	None	2xM-60 Doorguns	2000x7.62mm
HH-46A/E	Radio Direction Finder	45m	None	2xM-60 Doorguns	2000x7.62mm
CH-46F	Flare/Chaff Dispensers, RWR, LWR, GPS	45m	None	2xM-60 Doorguns	2000x7.62mm

CH-47D Chinook

Notes: The CH-47D Chinook is the US armed forces standard medium-lift helicopter and is also found in service with many other nations in both military and civilian versions. There is one door behind the cabin on either side and a rear cargo ramp. The helicopter is capable of water landings without special floatation devices and has an integral hydraulic rescue winch and cargo hooks for slung loads.

The CH-47A was the first model, first used in 1961. This was followed by the increased-capability CH-47B. The CH-47C was the most powerful of the Chinooks, with extra fuel capacity, but it was also quite slow and fuel-hungry and was withdrawn. The CH-47D is the most produced version, and currently the standard US Army version. The CH-47F is the new version, with engines that function better in "hot and high" environments. They have improved avionics and survivability. The CH-47SD (Super-D) is a modernization of the CH-47D with radar and considerable defensive avionics.

Twilight 2000 Notes: The CH-47F is a rare variant, and the CH-47SD does not exist.

Vehicle	Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
CH-47A	\$658,674	AvG	10.21 tons (up to 5.76 tons internal)	20.24 tons	3+33 or 25 paratroops or 18 stretchers	22	None	Enclosed

CH-47B	\$685,391	AvG	13.22 tons (up to 7.46 tons internal)	24.99 tons	3+44 or 33 paratroops or 24 stretchers	26	None	Enclosed
CH-47C	\$722,430	AvG	15.56 tons (up to 8.78 tons internal)	27.93 tons	3+44 or 33 paratroops or 24 stretchers	30	None	Enclosed
CH-47D	\$920,899	AvG	13.92 tons (up to 7.85 tons internal)	24.49 tons	3+44 or 33 paratroops or 24 stretchers	28	None	Enclosed
CH-47F	\$1,239,172	AvG	13.92 tons (up to 7.85 tons internal)	22.68 tons	3+44 or 33 paratroops or 24 stretchers	32	None	Enclosed
CH-47SD	\$1,985,682	AvG	12.94 tons (up to 7.3 tons internal)	24.49 tons	3+44 or 33 paratroops or 24 stretchers	34	Radar	Enclosed

Vehicle	Tr Mov	Com Mov	Mnvr/Acc Agl/Turn	Fuel Cap	Fuel Cons	Ceiling
CH-47A	418	105	60/26	3900	1623	2575
CH-47B	531	133	60/33	3900	2107	2575
CH-47C	482	121	65/30	3900	2778	2575
CH-47D	538	135	60/34	4200	2219	2575

CH-47F	589	147	60/37	3900	3610	4800
CH-47SD	574	144	55/36	7828	3390	3383

Vehicle	Combat Equipment	Minimum Landing/Takeoff Zone	RF	Armament	Ammo
CH-47A/B/C	None	80m	None	3xM-60 (2xright side door, 1xleft side window)	3000x7.62mm
CH-47D	Flare/Chaff Dispensers	80m	None	3xM-60 (2xright side door, 1xleft side window)	3000x7.62mm
CH-47F	Flare/Chaff Dispensers (32), Secure Radios, RWR	80m	None	3xM-60 (2xright side door, 1xleft side window)	3000x7.62mm
CH-47SD	Flare/Chaff Dispensers (32), Secure Radios, RWR, LWR, ECM, Armored Cockpit	80m	None	3xM-60 (2xright side door, 1xleft side window)	3000x7.62mm

CH-53 Sea Stallion

Notes: This helicopter is used as a medium lift helicopter by the US Marines, though it has been largely supplanted by the CH-53E Super Stallion. It is also in use by other armed forces worldwide. It has a rear ramp and a side door. Optionally, twin drop tanks may be carried for an extra 3406 liters of fuel. It is capable of amphibious landings.

The CH-53A was the first model, first flown in 1964. Its hardpoints may only be used for drop tanks. The HH-53B, also known as the Super Jolly, is a search and rescue variant used by the USAF, with a rescue hoist that has a capacity of 272 kg, and equipment to aid its searches. It also has a probe for aerial refueling, and jettisonable extra fuel tanks. The engines are not as powerful as those on the CH-53A, but this further extends range. The HH-53C brings more powerful engines back. The CH-53D is a further improvement of the CH-53A, with more powerful engines. The Ya'sur 2000 is the result of an Israeli modernization program for the CH-53D; it is estimated to have extended the life of the CH-53D in Israeli service by 20 years.

Twilight 2000 Notes: The Ya'sur 2000 does not exist, but the Israelis did acquire some extra CH-53E Super Stallions instead.

Vehicle	Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
CH-53A	\$868,095	AvG	5.9 tons	19.05 tons	3+37 or 28 paratroops or 24 stretchers	26	None	Enclosed
HH-53B	\$1,187,093	AvG	5.9 tons	19.05 tons	3+37	26	None	Enclosed
HH-53C	\$1,246,323	AvG	5.9 tons	19.05 tons	3+37	28	None	Enclosed
CH-53D	\$1,559,779	AvG	5.9 tons	19.05 tons	3+37 or 28 paratroops or 24 stretchers	28	None	Enclosed
Ya'sur 2000	\$2,519,548	AvG	5.9 tons	19.05 tons	3+37 or 28 paratroops or 24 stretchers	28	Weather Radar	Enclosed

Vehicle	Tr Mov	Com Mov	Mnvr/Acc Agl/ Turn	Fuel Cap	Fuel Cons	Ceiling
CH-53A	628	157	55/39	4500	2549	3400
HH-53B	611	153	55/38	7906	2279	3400
HH-53C	649	162	55/41	7906	2909	3400
CH-53D/Ya'sur 2000	653	163	55/41	4500	2914	3795

Vehicle	Combat Equipment	Minimum Landing/Takeoff Zone	RF	Armament	Ammo
CH-53A	None	40m	None	2xM-2HB (Rear, Left Side Door), 2 Hardpoints	1500x.50
HH-53B/C	Radio Direction Finder	40m	None	2xM-2HB (Rear, Left Side Door)	1500x.50
CH-53D	Armored Cockpit, Flare/Chaff Dispensers	50m	None	2xM-2HB (Rear, Left Side Door), 2 Hardpoints	1500x.50
Ya'sur 2000	Armored Cockpit, Flare/Chaff Dispensers, RWR, GPS	50m	None	2xM-2HB (Rear, Left Side Door), 2 Hardpoints	1500x.50

CH-53E Super Stallion

Notes: This is a stretched and up-engined version of the Sea Stallion. The Super Stallion has a total of three engines for superior lifting capability. The Super Stallion also has a rear ramp, but has two side doors, each with a door gun. Optionally, twin drop tanks may be carried for an extra 4290 liters of fuel, and may also carry an internal extra fuel tank for an additional 8265 liters of fuel. The Super Stallion is capable of in-flight refueling and buddy refueling, and is capable of amphibious landings. It may be noted that while US Super Stallions normally mount only drop tanks on the hardpoints, the Israelis regularly mount weapons.

Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
\$3,548,199	AvG	16.33 tons (up to 13.26 tons internal)	33.34 tons	3+55	42	Weather Radar	Enclosed

Tr Mov	Com Mov	Mnvr/Acc Agl/Turn	Fuel Cap	Fuel Cons	Ceiling
630	157	55/39	8619	5865	4000

Combat Equipment	Minimum Landing/ Takeoff Zone	RF	Armament	Ammo
Armored Cockpit, Flare/ Chaff Dispensers, IRCM, RWR	40m	None	3xM-2HB (Right, Left, Rear), 2 Hardpoints	2250x.50

CH-54 Tarhe

Notes: This heavy-lift helicopter is in both military and civilian use (and known as the Skycrane in its civilian guise). It normally uses an external cargo pod, but also has a lifting winch. The Tarhe has long landing gear that enables it to straddle and lift its cargo. Normal cargo pods are 9-ton capacity pods that contain mobile hospitals, command posts, barracks, and other special loads. A common use in Vietnam was to retrieve crash-landed aircraft. The third crewmember is a loadmaster that faces rearward to direct loading and winching operations.

Twilight 2000 Notes: Most stocks of Tarhes were relegated to Reserve status before the Twilight War, but many were reactivated as the war intensified.

Vehicle	Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
CH-54A	\$291,568	AvG	300 kg internal, plus 8.78 tons external	19.05 tons	3+Special (up to 45 or 24 stretchers in pod)	28	None	Enclosed
CH-54B	\$300,508	AvG	300 kg internal, plus 9.07 tons external	21.32 tons	3+Special (up to 45 or 24 stretchers in pod)	30	None	Enclosed
CH-54E	\$388,588	AvG	300 kg internal, plus 12.5 tons external	24.75 tons	3+Special (up to 90 or 48 stretchers in pod)	58	None	Enclosed

Vehicle	Tr Mov	Com Mov	Mnvr/Acc Agl/Turn	Fuel Cap	Fuel Cons	Ceiling

CH-54A	346	86	80/22	4350	3343	4000
CH-54B	338	85	80/21	4350	3567	4000
CH-54E	301	75	80/19	4350	3269	4000

Vehicle	Combat Equipment	Minimum Landing/Takeoff Zone	RF	Armament	Ammo
(All)	None	55m	None	None	None

H-13/UH-13 Sioux

Notes: This light helicopter was one of the first service helicopters anywhere in the world, first built in 1943. It's most famous use is as a medivac in the Korean War, often seen in the TV series MASH. It is still used as a liaison and observation helicopter by some Third World countries, but is most often found in civil use or as restored aircraft flown by private civilian operators. It is a light aircraft with a limited payload. The UH-13 is longer with extra seats.

Vehicle	Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
H-13	\$40,318	AvG	240 kg	1.34 tons	2+1	4	None	Open
UH-13	\$40,518	AvG	300 kg	1.73 tons	2+2	4	None	Open

Vehicle	Tr Mov	Com Mov	Mnvr/Acc Agl/Turn	Fuel Cap	Fuel Cons	Ceiling
H-13	340	85	30/21	170	99	5394
UH-13	338	85	30/21	170		

Vehicle	Combat Equipment	Minimum Landing/Takeoff Zone	RF	Armament	Ammo
(Both)	None	25m	None	None	None

HH-3E Jolly Green Giant

Notes: This is a large cargo helicopter used by Italy and formerly used by the US Air Force and Army for large combat operations and loads. (In US service, it has been largely replaced by the CH-53.) The Jolly Green Giant is heavily armored and armed. It has a rear ramp, a door on the starboard side behind the cockpit, and 450-kg capacity winch on the side door. The Jolly Green is still used by the US Coast Guard (where it is known as the Pelican), as it is capable of amphibious landings. The Jolly Green has no ejection seats, but is capable of in-flight refueling.

Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
\$833,445	AvG	4.8 tons (up to 2.25 tons internal)	9.92 tons	4+25 or 15 stretchers	16	None	Enclosed

Tr Mov	Com Mov	Mnvr/Acc Agl/Turn	Fuel Cap	Fuel Cons	Ceiling
525	131	40/33	2880	1106	3636

Combat Equipment	Minimum Landing/ Takeoff Zone	RF	Armament	Ammo
Flare/Chaff Dispensers, Armored Cockpit, INS	50m	None	M-2HB (Right Door), M-2HB (Rear), 2 Hardpoints	2000x.50

OH-6 Cayuse

Notes: This light observation helicopter was replaced in active US Army service by the OH-58, but is still used in Reserve and National Guard service and in many other countries. Countries using it include Argentina, Chile, Columbia, Mexico, Philippines, and Vietnam. In US service it is usually known as the Loach (for the initials of Light Observation/Cargo Helicopter, LOCH).

Vehicle	Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
OH-6A	\$316,687	AvG	455 kg	1.09 tons	2+2	4	None	Enclosed

OH-6B	\$702,074	AvG	520 kg	1.49 tons	2+2	4	FLIR	Enclosed
OH-6D	\$702,598	AvG	525 kg	1.57 tons	2+2	4	FLIR	Enclosed

Vehicle	Tr Mov	Com Mov	Mnvr/Ag/Turn	Fuel Cap	Fuel Cons	Ceiling
OH-6A	480	120	20/30	340	44	4380
OH-6B	546	136	20/34	340	105	4380
OH-6D	553	138	20/35	340	116	4380

Vehicle	Combat Equipment	Minimum Landing/Takeoff Zone	RF	Armament	Ammo
(All)	Flare/Chaff Dispensers	24m	+1	2 Hardpoints	None

OH-58 Kiowa/Kiowa Warrior

Notes: This is the original version of the Kiowa, first being used by the US Army in Vietnam in 1969. It is normally used as a scout helicopter, and by the 2000 was still being used by Austria, Australia, and Canada, and could still be found in many US Army National Guard units.

The OH-58A was first fielded in 1969. It was used to find targets for AH-1 Cobra gunships and to scout landing zones. One of the weapons first mounted to the Kiowa was the M-134 Minigun, but it was found that the vibration was too great and this practice stopped. In the late 1990s, the OH-58A was retrofitted with a GPS system.

The OH-58C has much more powerful engines. It is also fitted with non-reflective flat glass panels instead of the curved window sections of the OH-58A. In addition to being retrofitted with GPS, some OH-58Cs were also retrofitted with launchers for Stinger missiles.

The OH-58C is based on the Bell 406 airframe. It is fitted with an extensive sensor suite to allow it to work with Apache attack helicopters. The standard OH-58D was later fitted with a mast-mounted sight under the Armed Helicopter Improvement Program (AHIP), to allow it to spot and track targets while hiding behind terrain. The OH-58D is known as the Kiowa Warrior, due to its weapons fit.

The MH-58D is a Saudi version of the OH-58D; it has a 20mm autocannon under the belly, but no mast-

mounted sight.

Vehicle	Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
OH-58A	\$456,632	AvG	345 kg	1.36 tons	2+3	4	Image Intensification	Enclosed
OH-58C	\$458,404	AvG	397 kg	1.62 tons	2+3	4	Image Intensification	Enclosed
OH-58D	\$990,967	AvG	907 kg	2.5 tons	2	6	FLIR, Image Intensification	Enclosed
OH-58D AHIP	\$1,294,898	AvG	907 kg	2.5 tons	2	8	Radar, FLIR, Image Intensification	Enclosed
MH-58D	\$1,073,485	AvG	907 kg	2.56 tons	2	6	FLIR, Image Intensification	Enclosed

Vehicle	Tr Mov	Com Mov	Mnvr/Acc Agl/Turn	Fuel Cap	Fuel Cons	Ceiling
OH-58A	444	111	15/28	185	103	3500
OH-58C	475	119	15/30	185	141	3500
OH-58D/AHIP	474	119	15/30	305	186	3500
MH-58D	469	117	15/29	305	186	3500

Vehicle	Combat Equipment	Minimum Landing/ Takeoff Zone	RF	Armament	Ammo
OH-58A/C	Flare/Chaff Dispensers	36m	+1	2 Hardpoints	None
OH-58D	Flare/Chaff Dispensers, IR Suppression, Laser Designator, RWR, Datalink	38m	+3	2 Hardpoints	None

OH-58D AHIP	Flare/Chaff Dispensers, IR Suppression, Laser Designator, Datalink, RWR, LWR, IRCM	38m	+3	2 Hardpoints	None
MH-58D	Flare/Chaff Dispensers, IR Suppression, Laser Designator, RWR, Datalink	38m	+3	20mm GIAT M-621 Autocannon, 2 Hardpoints	250x20mm

S-76 Spirit/Eagle

Notes: This was a private venture by Sikorsky, incorporating technology from the company's S-70 Blackhawk. The Spirit was directed at both the civilian and military markets, but found most of its sales in the civilian market.

The original S-76 was developed in the late 1970s. The S-76 Mk II is a version with improved avionics. It has an external cargo hook for sling loads. The S-76A has uprated engines, and the S-76B has even more powerful engines.

The AUH-76 is an armed assault helicopter version of the S-76 Mk II. It is known as the Eagle, as are all military models. It has equipment necessary to turn it into an assault craft, including gunsights, hardpoints, and defensive equipment, and miniaturization makes it light. The H-76B is a basic military transport version of the S-76B.

Vehicle	Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
S-76/S-76 Mk II	\$284,012	AvG	1.07 tons	4.67 tons	2+12	8	None	Enclosed
S-76A	\$286,172	AvG	1.2 tons	5.04 tons	2+12	8	None	Enclosed
S-76B	\$418,276	AvG	1.61 tons	5.31 tons	2+14	8	None	Enclosed
AUH-76	\$1,679,429	AvG	1.28 tons	4.46 tons	2+12	16	Image Intensification, FLIR	Enclosed
H-76B	\$1,201,216	AvG	1.61 tons	5.31 tons	2+12	12	Image Intensification, FLIR	Enclosed

Vehicle	Tr Mov	Com Mov	Mnvr/Ag/ Turn	Fuel Cap	Fuel Cons	Ceiling
S-76/S-76 Mk II/AUH-76	538	135	40/34	1080	429	4572
S-76A	549	137	40/34	1080	483	4572
S-76B/H-76B	574	144	40/36	1080	674	4572

Vehicle	Combat Equipment	Minimum Landing/ Takeoff Zone	RF	Armament	Ammo
S-76/ Mk II/A/ B/C	None	40m	None	None	None
AUH-76	Secure Radios, Chaff/ Flare Dispensers, Armored Cockpit, RWR, LWR, GPS, Laser Designator	40m	+3	2xM-60E2 Doorguns, 4 Hardpoints, 2 AAM Hardpoints	1000x7.62mm
H-76B	Flare/Chaff Dispensers, Armored Cockpit	40m	+2	2xM-60E2 Doorguns, 4 Hardpoints	1000x7.62mm

SH-2 Seasprite

Notes: The Seasprite is known by the US Navy as a LAMPS (Light Airborne Multi-Purpose System) helicopter. It is used for liaison duties and for ASW and search and rescue duties. The Seasprite is normally armed with only anti-ship weapons or none at all, but may be armed with a single M-60E2 doorgun, with a gunner carried at the expense of a passenger. No ejection seats are provided, and the aircraft is not capable of in-flight refueling. The Seasprite is used by the US Navy (put back in production in 1981), Australia, Egypt, Taiwan, and New Zealand.

The UH-2B is the standard utility version, used to transport personnel and cargo back and forth from ships. It is not normally used as an assault transport. This is the version detailed below.

Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
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	AvG	1.81 tons	6.08 tons	3+8	8	None	Enclosed
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Tr Mov	Com Mov	Mnvr/Acc Agl/Turn	Fuel Cap	Fuel Cons	Ceiling
554	139	50/35	1800	1062	3075

Combat Equipment	Minimum Landing/Takeoff Zone	RF	Armament	Ammo
None	45m	None	M-60E2, 2 hardpoints	500x7.62mm

SH-3H Sea King

Notes: The first SH-3 made its first flight in 1959, and since then they have been steadily upgraded. It is used throughout the US Navy and NATO service, as well as Argentina, Australia, Brazil, Egypt, India, Iraq, Iran, Japan, Pakistan, Peru, Qatar, Saudi Arabia, Thailand, and Venezuela. It is primarily used for transport and liaison duties, and is seldom armed. A door gun can be fitted and a gunner carried at the expense of one passenger. ASW and search and rescue variants also exist. A version of this helicopter, known as the V-3D, functions as a presidential transport (Marine One and Two).

The various antisubmarine/antishipping versions will not be detailed here. The utility versions include the UH-3A, a cargo helicopter modified from the SH-3A; the HH-3B, a UH-3A with upgraded avionics, and the UH-3H, a fully modernized version of the UH-3. The HH-3A is a combat SAR version of the CH-3A. It has various improvements to allow it to find and rescue downed aircrew and survivors of sunken ships, and protect them if necessary, including a rescue hoist with a capacity of 272 kg. The British counterpart is the Sea King HAR.5; it is basically similar for game purposes, but has different armament and different engines.

Vehicle	Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
CH-3A	\$500,283	AvG	3.44 tons	8.63 tons	3+26	14	None	Enclosed
HH-3A	\$2,215,494	AvG	3.44 tons	9.18 tons	3+15	18	Radar	Enclosed
UH-3H	\$604,359	AvG	3.63 tons	9.53 tons	3+26	14	None	Enclosed

HAR.5	\$2,222,087	AvG	3.63 tons	9.75 tons	3+15	18	Radar	Enclosed
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Vehicle	Tr Mov	Com Mov	Mnvr/Acc Agl/ Turn	Fuel Cap	Fuel Cons	Ceiling
UH-3A/B/HH-3A	506	126	60/32	2800	460	3000
UH-3H	534	134	60/33	2800	513	3000
HAR.5	537	134	60/34	2800	487	3000

Vehicle	Combat Equipment	Minimum Landing/Takeoff Zone	RF	Armament	Ammo
UH-3A/B	None	40m	None	M-60E2 Doorgun, 2 Hardpoints	1000x7.62mm
HH-3A	Flare/Chaff Dispensers, Radio Direction Finder, RWR	40m	+2	M-134 Minigun, 2 Hardpoints	2000x7.62mm
UH-3H	Flare/Chaff Dispensers	40m	+1	M-60E2 Doorgun, 2 Hardpoints	1000x7.62mm
HAR.5	Flare/Chaff Dispensers, Radio Direction Finder, RWR	40m	+2	MAG Doorgun, 2 Hardpoints	2000x7.62mm

TH-55/H-55 Osage

Notes: This light helicopter was used until the as the US Army's basic training helicopter until the early 1980s, when it was replaced by the UH-1H Iroquois. With large numbers of the UH-1H taken back into service as troop transport helicopters during the Twilight War, the TH-55 was brought back as a training helicopter. Later, they were used in the United States as light observation and artillery spotting helicopters. It is a simple, light, no-frills helicopter that is easy to maintain, simple to fly, and cheap to operate. The H-55 version is used as a utility helicopter or training helicopter by Algeria, Brazil, Colombia, Ghana, Haiti, Japan, Kenya, Nicaragua, Sierra Leone, Spain, and Sweden, and is also in wide use by civilian operators and police departments worldwide.

Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
\$73,588	AvG	267 kg	725 kg	2		None	Open

Tr Mov	Com Mov	Mnvr/Acc Agl/Turn	Fuel Cap	Fuel Cons	Ceiling
276	69	20/17	125	62	3625

Combat Equipment	Minimum Landing/Takeoff Zone	RF	Armament	Ammo
None	16m	None	None	None

UH-1 Iroquois

Notes: The famous "Huey" (the nickname based on its original US Army designation, the HU-1A) has seen action in conflicts all over the globe, including its most famous use by the US in Vietnam. It still serves to this day with the US Marines, who consider the UH-1N and UH-1Y to be better than the Blackhawk, as well as scores of countries worldwide, not to mention thousands of civilian operators. It is perhaps the most common helicopter in the world today.

The UH-1A was the original US Army version, based on the Bell 204 airframe. The UH-1B has a better seating arrangement to allow one more passenger. The UH-1C is improved with a more powerful engine. It was often used as a gunship, loaded with guns and rocket pods, before the advent of the Cobra. The UH-1E is a version for the USMC with a 272-kg capacity rescue hoist and a chin turret mounting two machineguns. The UH-1F is a version built for the USAF to patrol missile silos; it has a more powerful engine and some surveillance equipment. The HH-1K is a US Navy SARbird, with a rescue hoist with a capacity of 272 kg and limited additional sensors, as well as more powerful engines. The UH-1L is the US Navy utility version of the HH-1K. The UH-1M is a UH-1C with night vision equipment fitted.

The UH-1D is based on the Bell 205 airframe. It is enlarged and has more powerful engines than its predecessor. The UH-1H is a UH-1D with better engines. The HH-1H is a SAR version of the UH-1H, similar in concept to the HH-1K.

The UH-1N is based on the Bell 212 airframe, and is sometimes called the Twin Huey because of the two engines that power it. It is further stretched over the UH-1D.

The US Marines have been upgrading their UH-1Ns to the UH-1Y standard. The UH-1Y has four rotor blades for more agility and lifting ability, a glass cockpit, a computerized flight management system, and defensive capabilities that the previous versions of the UH-1 lacked.

Twilight 2000 Notes: The UH-1Y does not exist.

Vehicle	Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
UH-1A	\$199,775	AvG	1.18 tons	3.6 tons	2+6	4	None	Enclosed
UH-1B	\$199,775	AvG	1.18 tons	3.6 tons	2+7	4	None	Enclosed
UH-1C	\$204,202	AvG	1.36 tons	4.31 tons	2+7	6	None	Enclosed
UH-1D	\$243,048	AvG	1.56 tons	3.94 tons	2+12	6	None	Enclosed
UH-1E	\$299,069	AvG	1.36 tons	4.39 tons	2+7	6	None	Enclosed
UH-1F	\$345,509	AvG	1.36 tons	4.6 tons	2+7	7	Image Intensification	Enclosed
UH-1H	\$247,886	AvG	1.76 tons	4.31 tons	2+12	6	None	Enclosed
UH-1L	\$209,040	AvG	1.53 tons	4.68 tons	2+7	6	None	Enclosed
UH-1M	\$342,442	AvG	1.36 tons	4.34 tons	2+7	7	Passive IR	Enclosed
UH-1N	\$267,430	AvG	2.27 tons	5.08 tons	2+14	8	None	Enclosed
UH-1Y	\$599,103	AvG	3.02 tons	8.39 tons	2+18	12	None	Enclosed
HH-1H	\$558,926	AvG	1.76 tons	4.34 tons	2+10	8	Image Intensification	Enclosed
HH-1K	\$539,343	AvG	1.53 tons	4.71 tons	3+6	8	Image Intensification	Enclosed

Vehicle	Tr Mov	Com Mov	Mnvr/Acc Agl/Turn	Fuel Cap	Fuel Cons	Ceiling
UH-1A/B	180	245	50/70	650	305	3600
UH-1C/E/M	478	119	50/30	650	405	3505
UH-1D	362	91	50/23	945	404	3840
UH-1F	500	125	50/31	650	475	3505
UH-1H/HH-1H	408	102	50/26	945	516	3840
UH-1L/HH-1K	513	128	50/32	650	511	3505
UH-1N	453	113	50/28	815	511	5273
UH-1Y	608	152	40/38	1438	1350	6100

Vehicle	Combat Equipment	Minimum Landing/ Takeoff Zone	RF	Armament	Ammo
UH-1A/B/C/ F/L/M/N	None	34m	None	2xM-60 Doorguns, 2 Hardpoints	1000x7.62mm
UH-1E	None	34m	+1	2xM-60, 2xM- 60 Doorguns, 2 Hardpoints	2000x7.62mm
HH-1K/H	Secure Radios, Radio Direction Finder	34m	None	2xM-60 Doorguns, 2 Hardpoints	1000x7.62mm
UH-1Y	Secure Radios, Flare/ Chaff Dispensers, IR Suppression, RWR, LWR, Armored Cockpit, GPS	40m	+2	2xMAG Doorguns, 2 Hardpoints	2000x7.62mm

UH-60 Blackhawk

Notes: The UH-60 is the US military's primary troop transport and assault helicopter, and is also used by Australia, Bahrain, Brazil, China, Egypt, Israel, Greece, Japan, Jordan, and Mexico. It replaced the UH-1 in the service of most of those countries, bringing improvements in cargo carrying, crashworthiness, and maneuverability. The Blackhawk has no ejection seats, and is not capable on in-flight refueling.

The UH-60L version of the Blackhawk was designed for airmobile assaults, with updated engines and an improved gearbox for improved lifting capability. The UH-60L has an improved cargo hook with the capability to sling load a HMMWV or light howitzer or a similar weight item. Israeli UH-60Ls have an aerial refueling probe.

The HH-60J Jayhawk is a rescue version of the SH-60B Seahawk, used by the US Navy and Coast Guard. It has a 270kg rescue winch with 60m of cable. Like the SH-60B, it uses different engines, and it also has an aerial refueling probe.

The rarest variant of the Blackhawk is the VH-60N. Originally known as the VH-60A, they were redesignated to avoid confusion with the UH-60A. These helicopters are flown only by the US Marines and are used to fly the President of the United States and other VIPs important to the US on short-range flights where larger helicopters would not be necessary or expedient. Only nine of these variants exist. They start out as standard UH-60As, but (and most of the modifications are classified), have upgraded engines, a powerful communications suite, with a communications officer's position; EMP protection, biological/chemical warfare protection, a small weather radar on a chin mount, exhaust shields to protect against IR-guided missiles, a soundproofed, luxury cabin, and some minor ECM and IRCM protection. The helicopter carrying the president always carries the call sign of Marine One; if carrying the Vice-President, it will carry the call sign of Marine Two. If other VIPs are carried and the President or Vice-President are not aboard, it receives a randomly-generated call sign. These are the only Blackhawks flown by the US Marines, and they are generally known as "Presidential Hawks."

The SH-60B Seahawk is a Naval LAMPS (Light Airborne Multipurpose System) helicopter, which means that it is designed to perform a variety of roles; in this case, the Seahawk performs roles ranging from cargo and personnel transport to antisubmarine warfare. The Seahawk was designed to replace the old Seasprite LAMPS I and LAMPS II helicopters, and is designated a LAMPS II platform. The SH-60B differs greatly from the UH-60A from which it is derived; the Seahawk has an extensive avionics suite used for the detection and fighting of enemy submarines and a secondary search-and-rescue role. The UH-60A and SH-60B have 83% parts commonality; however, the airframe and exposed parts of the Seahawk are treated to resist salt-water corrosion. The SH-60B features a RAST (Recovery Assist Secure and Traverse) system; this allows the Seahawk to literally "hook" a certain part of the landing pads of ships and then be reeled in, making recovery aboard small ships and in bad weather possible. The rotors, tailfin, horizontal stabilator, and torque rotor all fold to facilitate storage in small spaces. (The stabilator is also rectangular instead of swept as on the UH-60A.) The seats for the crew of the Seahawk are not armored, as on the Blackhawk, though the cabin doors can be jettisoned with explosive bolts. The communications are long-range and secure. The Seahawk has a very efficient autopilot, allowing the aircraft even to hover while maintaining altitude, attitude, and position automatically. The Seahawk is air conditioned, not for the benefit of the crew, but for the avionics suite. Fuel capacity is increased, and the Seahawk has a HIFS (Hover In-Flight System) allows the Seahawk to hover above or alongside a ship and be refueled. The Seahawk has a powerful radar in a chin mount; this radar is able to look 360 degrees around the aircraft. The Seahawk has a MAD system to assist in locating and identifying submarines and surface ships. It may be extended on a short boom or towed up to 25 meters behind the

Seahawk. The Seahawk has sonobuoy tubes. The SH-60B routinely uses the optional stub wings which can be mounted on either side of all Blackhawk-series helicopters, and generally carries weapons on them, though drop tanks or ECM/IRCM pods may also be carried. Original SH-60Bs had the same engines as the UH-60A, but these were later changed for uprated engines. The Seahawk may also be distinguished by the landing gear; the tail gear is moved to the rear of the fuselage instead of being on the tail boom, and has two wheels instead of one. This also facilitates landing on small landing pads. The landing gear is also taller than the standard Blackhawk.

After 1987, Seahawks were further upgraded, being equipped with a laser jammer similar to that of the Stingray Bradley (see US Tracked Armored Personnel Carriers), flare and chaff dispensers, a radar warning system to alert the crew of missile launches and approaches, door guns, FLIR, and stabilized binoculars. Shortly before the 1991 Gulf War, Block I upgrades were begun, equipping the Seahawk with GPS, a more powerful computer, provision for a GECAL .50 caliber Gatling gun, and upgrades in possible weapons carried to include antishipping missiles and better torpedoes. The left winglet was also extended to include one more hardpoint. (The right side winglet could not be extended, since the stores would get in the way of the rescue hoist.

The SH-60F Ocean Hawk may be thought of as a "stripped" version of the late (though not the Block I) SH-60B; it is designed primarily for "Angel" service (rescuing those aviators who have to ditch soon after takeoff or landing), but may also be used for general SAR service and close-in antisubmarine and antishipping duties. The Ocean Hawk deletes the RAST gear, since it is not required to land on the pads of small ships, and the LAMPS III suite is replaced with a less sophisticated suite. It adds a dipping sonar, but the sonobuoy launchers are removed, replaced by a single sonobuoy launcher with 8 sonobuoys in a rack and the launcher loaded manually. The left winglet is extended to include one more hardpoint, but as the Ocean Hawk retains the SAR hoist, the right winglet is not extended. The Ocean Hawk also has a sling hook under the fuselage to allow it to transport cargo; this hook is able to hoist up to the maximum cargo capacity of the SH-60F. The SH-60F went into service just before the 1991 Gulf War.

Vehicle	Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
UH-60A	\$463,832	AvG	3.63 tons	9.19 tons	3+14	12	None	Enclosed
UH-60L	\$604,339	AvG	4.39 tons	11.11 tons	3+14	14	None	Enclosed
HH-60J	\$992,516	AvG	3.92 tons	9.93 tons	3+14	18	FLIR, Image Intensification	Enclosed
VH-60N	\$1,282,030	AvG	3 tons	10 tons	3+6	24	FLIR, Radar (Weather)	Shielded

SH-60B (Early)	\$1,424,720	AvG	3.74 kg	9.93 kg	3+6	24	Radar	Enclosed
SH-60B (Late)	\$1,854,730	AvG	3.74 kg	10.51 tons	3+6	24	FLIR, Radar, Image Intensifier	Enclosed
SH-60B (Block I)	\$1,904,730	AvG	3.74 kg	10.57 tons	3+6	24	FLIR, Radar, Image Intensifier	Enclosed
SH-60F	\$1,538,888	AvG	3.74 tons	9.42 tons	3+9	20	Radar	Enclosed

Vehicle	Tr Mov	Com Mov	Mnvr/Acc Agl/Turn	Fuel Cap	Fuel Cons	Ceiling
UH-60A	592	148	40/37	3500	1198	4000
UH-60L	589	147	40/37	3500	1435	4000
HH-60J	604	151	40/38	3500	1350	4000
VH-60N	586	147	40/38	3500	1350	4000
SH-60B (Early)	518	130	40/37	3800	1217	4000
SH-60B (Late/Block I)	525	132	40/37	3800	1350	4000
SH-60F	604	151	40/37	3800	1350	4000

Vehicle	Combat Equipment	Minimum Landing/ Takeoff Zone	RF	Armament	Ammo

UH-60A	IR Suppression, Flare/ Chaff Dispensers, RWR, GPS	40m	None	2xMAG Doorguns	2000x7.62mm
UH-60L	IR Suppression, Flare/ Chaff Dispensers, RWR, GPS, IRCM	40m	None	2xMAG Doorguns	2000x7.62mm
HH-60J	Secure Radios, IR Suppression, Flare/Chaff Dispensers, RWR, GPS, IRCM	40m	None	2xMAG Doorguns	2000x7.62mm
VH-60N	IR Suppression, Flare/ Chaff Dispensers. RWR. GPS, ECM, IRCM, Secure Radios, Satcom Radio, Short-Range Radio Jammer	40m	None	None	None
SH- 60B (Early)	IR Suppression, MAD Sensor, Look-Down Radar, Sonobuoys (125), Inertial Navigation, Secure Radios	40m	+2	4 Hardpoints	None
SH- 60B (Late)	IR Suppression, MAD Sensor, Look-Down Radar, Sonobuoys (125), Inertial Navigation, Secure Radios, Laser Jammer, Flare/Chaff Dispensers, RWR	40m	+2	4 Hardpoints, 2xM-60D Doorguns	2000x7.62mm
SH- 60B (Block I)	IR Suppression, MAD Sensor, Look-Down Radar, Sonobuoys (125), Inertial Navigation, Secure Radios, Laser Jammer, Flare/Chaff Dispensers, RWR, GPS	40m	+3	5 Hardpoints, 2xM-60D Doorguns, GAU-19/A	1000x7.62mm, 500x.50
SH-60F	IR Suppression, Dipping Sonar, Sonobuoys (8), Inertial Navigation, Secure Radios, RWR	40m	+1	5 Hardpoints, 2xM-60D Doorguns	2000x7.62mm

A/MH-6 Little Bird

Notes: This is a special operations variant of the OH-6. The AH-6 and MH-6 are probably the quietest helicopters in the world, used to insert small special operations teams into enemy territory and back up units like the US Army's Delta Force. The A/MH-6 is equipped with special, quiet engines, added electronics, and provisions for ATGMs. An optional 80-liter internal fuel tank can be fitted at the expense of cargo or passengers. No ejection seats are provided, and the helicopter is not capable of in-flight refueling.

The AH-6C is based on the OH-6A Cayuse, with extra avionics and equipment for its attack mission. The AH-6E is based on the OH-6D, while the AH-6J is based on the MD-530 Defender. The MH-6E is based on the AH-6E, but has additional avionics, as well as engine noise dampening and skin construction of RAM. (All radar-based attacks and detection vs. the MH-6E is at -4.) The MH-6J is based on the AH-6J, and has the same skin, as well as a mast-mounted sight for its sensors.

Vehicle	Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
AH-6C	\$1,278,720	AvG	455 kg	1.24 tons	2+2	14	Thermal Imaging, Image Intensification	Shielded
AH-6E	\$1,283,059	AvG	520 kg	1.71 tons	2+2	14	Thermal Imaging, Image Intensification	Shielded
AH-6J	\$1,301,309	AvG	672 kg	1.72 tons	2+2	14	FLIR, Image Intensification	Shielded
MH-6E	\$1,740,105	AvG	760 kg	1.47 tons	2+4	16	FLIR, Image Intensification	Shielded
MH-6J	\$1,940,310	AvG	912 kg	1.48 tons	2+4	16	FLIR, Image Intensification	Shielded

Vehicle	Tr Mov	Com Mov	Mnvr/Acc Agl/Turn	Fuel Cap	Fuel Cons	Ceiling
AH-6C	480	120	20/30	340	44	4380
AH-6E/MH-6E	553	138	20/35	340	116	4380
AH-6J/MH-6J	518	130	15/32	340	106	4300

Vehicle	Combat Equipment	Minimum Landing/ Takeoff Zone	RF	Armament	Ammo
AH-6C/ E/J	Laser Designator, Secure Radios, Flare/Chaff Dispensers, INS, TFR	30m	+3	M-134 or Mk19, 2xHardpoints	1285x7.62mm or 250x40mm
MH-6E/ J	Laser Designator, Secure Radios, Flare/Chaff Dispensers, GPS, TFR, IR Suppression, Engine Noise Reduced by 60%	30m	+3	M-134, M-2HB, or Mk19, 2xHardpoints	1285x7.62mm, 775x.50, or 250x40mm
MH-6J	Laser Designator, Secure Radios, Flare/Chaff Dispensers, INS, TFR, IR Suppression, Engine Noise Reduced by 60%	30m	+4	M-134, M-2HB, or Mk19, 2xHardpoints	1285x7.62mm, 775x.50, or 250x40mm

EH-60A Quick Fix

Notes: This is a Blackhawk airframe decked out with advanced electronics (and the accompanying antennae). The EH-60A is intended for battlefield EW. It performs ECM, ESM, and ARDF missions, and can gather COMINT/ELINT. The primary EW systems on EH-60A are the AN/ALQ-151 (v)2 Quickfix and the AN/TLQ-17A Trafficjam. No ejection seats are provided, but the aircraft is capable of aerial refueling.

Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
\$1,615,534	AvG	3.6 tons	14.35 tons	4+2	18	FLIR	Enclosed

Tr Mov	Com Mov	Mnvr/Ag/Turn	Fuel Cap	Fuel Cons	Ceiling
592	148	40/37	3500	1198	4000

Combat Equipment	Minimum Landing/ Takeoff Zone	RF	Armament	Ammo

Secure Radios, Radio Jammers, Chaff/ Flare Dispensers, ECM, Active Jamming, IRCM	48m	None	None	None
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MH-47 Pave Chinook

Notes: This is the special operations version of the CH-47 Chinook, with upgraded electronics, provision for air-to-air refueling and buddy refueling, and armament. It was used before the advent of MH-53H Pave Low, but is still used from time to time when heavy loads need to be moved or the Pave Chinook's sling load capabilities are needed.

The MH-47D is based on the CH-47D. It has a wide variety of added communications, electronics, and defensive gear. A probe for aerial refueling is added, as is a rescue hoist with a capacity of 272 kg. The MH-47E is similar, but has additional defensive measures added, more powerful engines, as well as a flight management computer. The MH-47G is the latest special ops variant of the Chinook, based on the CH-47F.

Twilight 2000 Notes: The MH-47G does not exist.

Vehicle	Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
MH-47D	\$2,147,109	AvG	13.92 tons (up to 7.85 tons internal)	25.24 tons	5+44 or 25 paratroops	40	FLIR, Weather Radar	Enclosed
MH-47E	\$2,564,514	AvG	13.92 tons (up to 7.85 tons internal)	28.59 tons	5+44 or 25 paratroops	42	FLIR, Weather Radar	Enclosed
MH-47G	\$2,654,514	AvG	13.92 tons (up to 7.85 tons internal)	23.38 tons	5+44 or 25 paratroops	44	FLIR, Weather Radar	Enclosed

Vehicle	Tr Mov	Com Mov	Mnvr/Acc Agl/Turn	Fuel Cap	Fuel Cons	Ceiling
MH-47D	538	135	60/34	4200	2219	2575
MH-47E/ G	630	157	60/39	4200	3199	2575

Vehicle	Combat Equipment	Minimum Landing/ Takeoff Zone	RF	Armament	Ammo
MH-47D	Secure Radios, Doppler/ Inertial Navigation, GPS, Flare/Chaff Dispensers, Radio Direction Finder	80m	None	2xM-2HB Doorguns, M-134 (Rear)	1100x.50, 2000x7.62mm
MH-47E	Secure Radios, Doppler/ Inertial Navigation, GPS, Flare/Chaff Dispensers (32), Radio Direction Finder	80m	None	2xM-2HB Doorguns, M-134 (Rear)	1100x.50, 2000x7.62mm
MH-47G	Secure Radios, Doppler/ Inertial Navigation, GPS, Flare/Chaff Dispensers (32), Radio Direction Finder, IR Suppression	80m	None	2xM-2HB Doorguns, M-134 (Rear)	1100x.50, 2000x7.62mm

MH-53 Pave Low

Notes: The Pave Low is the special operations variant of the Super Stallion, used for deep insertion of Marine Recon and FAST teams, Special Forces, Delta Force, and Rangers, SEAL teams, and USAF ARRS teams, as well as pathfinding for helicopters on deep strike missions. The Pave Low has a variety of radios and radars, a complete EW suite, all weather flight capability, a 300 kg rescue hoist, and thermal vision for the pilot, copilot, and gunner, and the ability to carry air-to-surface and air-to-air weapons. It's terrain-following capability is legendary, and it is well capable of flying less than 50 feet off the ground for hundreds of kilometers (in the hands of a skilled pilot and copilot; this type of flying, known as "Paving", is a Formidable: Pilot task). The Pave Low can carry external drop tanks (two 2145-liter tanks), and an internal extra fuel tank (8265 liters), all at the expense of cargo. The Pave Low is capable of in-flight refueling, buddy refueling, and amphibious landings, but has no ejection seats.

The MH-53J Pave Low III is an improved version of the MH-53H. Most of the upgrades are to the electronics systems. Cargo carrying capacity is increased, and the armor is made of titanium. Paving in an MH-53J is only a Difficult task, instead of the Formidable task of earlier versions.

Twilight 2000 Notes: Only about half the Pave Lows in the US inventory were upgraded to this standard before the Twilight War.

Vehicle	Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
MH-53H	\$5,464,553	AvG	14.25 tons (up to 11.57 tons internal)	19.05 tons	6+38 or 22 paratroops	50	FLIR, Weather Radar	Enclosed
MH-53J	\$6,773,863	AvG	16.33 tons (up to 13.26 tons internal)	19.05 tons	6+38 or 22 paratroops	52	FLIR, Weather Radar	Enclosed

Vehicle	Tr Mov	Com Mov	Mnvr/Acc Agl/Turn	Fuel Cap	Fuel Cons	Ceiling
MH-53H/J	630	157	55/39	8619	5865	4000

Vehicle	Combat Equipment	Minimum Landing/ Takeoff Zone	RF	Armament	Ammo
MH-53H	Flare/Chaff Dispensers, ECM, IRCM, Secure Radios, Doppler/Inertial Navigation, GPS, RWR, Engine Noise Reduced by 50%, Armored Fuselage	40m	+1	2xM-2HB Doorguns, M-134 (Rear), 4 Hardpoints	1100x.50, 2000x7.62mm
MH-53J	Flare/Chaff Dispensers, ECM, IRCM, Deception Jamming, Doppler/Inertial Navigation, GPS, TFR, RWR, LWR, Engine Noise Reduced by 50%, Armored Fuselage	40m	+2	2xM-2HB Doorguns, M-134 (Rear), 4 Hardpoints	1100x.50, 2000x7.62mm

MH-60/HH-60 Pave Hawk/Nighthawk

Notes: The Pave Hawk is the Special Operations variant of the UH-60 Blackhawk. It is the basic Blackhawk airframe equipped with advanced avionics, including all-weather radar and automatic flight-control systems. The Pave Hawks also have an aerial refueling probe, auxiliary fuel tanks, rotor de-icing systems, and a rescue hoist (60m cable, 270kg capacity). The Pave Hawks always have two M-134 Miniguns, one firing out of the port and starboard windows. In addition, there is a mount for an M-2HB in each door. Paving is possible (Difficult: Pilot). The Pave Hawk is capable of in-flight refueling.

The MH-60G is an improved version of the Pave Hawk, with about half of the Pave Hawk inventory built or converted to this standard by the time of the Twilight War. Primary improvements are in the electronics; in addition, more powerful engines lead to an increase in speed and cargo carrying capacity.

The MH-60L is a Pave Hawk based on the more powerful UH-60L.

The HH-60D Nighthawk was the first Special Operations variant of the UH-60. Virtually all of them were upgraded to the MH-60G Pave Hawk standard. The main visual clue is the lack of external fuel tanks on the Nighthawk. Another difference is the lack of doorgun mounts. The Nighthawk has a 270kg rescue winch with 60m of cable.

Vehicle	Price	Fuel Type	Load	Veh Wt	Crew	Mnt	Night Vision	Radiological
MH-60A	\$1,182,166	AvG	3.63 tons	11.82 tons	4+10	22	FLIR	Enclosed
MH-60G	\$1,688,928	AvG	3.63 tons	11.86 tons	4+10	28	FLIR	Enclosed
MH-60L	\$2,076,652	AvG	4.39 tons	13.78 tons	4+12	30	FLIR, Weather Radar	Enclosed
HH-60D	\$971,867	AvG	3.63 tons	11.07 tons	4+8		FLIR	Enclosed

Vehicle	Tr Mov	Com Mov	Mnvr/Acc Agl/ Turn	Fuel Cap	Fuel Cons	Ceiling
MH-60A/G/HH-60D	592	148	40/37	5510	1198	4000

MH-60L	589	147	40/37	5510	1435	4000
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Vehicle	Combat Equipment	Minimum Landing/ Takeoff Zone	RF	Armament	Ammo
MH-60A	Flare/Chaff Dispensers, Secure Radios, Doppler/Inertial Navigation, TFR, Engine Noise Reduced by 50%	48m	None	2xM-134 Window Guns, 2xM-2HB Doorguns, 2 Hardpoints	2000x7.62mm, 1000x.50
MH-60G/L	Flare/Chaff Dispensers, Secure Radios, Doppler/Inertial Navigation, RWR, GPS, ECM, IRCM, Engine Noise Reduced by 50%	48m	+2	2xM-134 Window Guns, 2xM-2HB Doorguns, 4 Hardpoints	2000x7.62mm, 1000x.50
HH-60D	Secure Radios, Chaff/Flare Dispensers, IRCM	48m	None	2xM-134 Window Guns	2000x7.62mm