



HAL Jaguar 2-seater

In Defence of HAL

“HAL being knocked out of the the IAF’s Rafale acquisition programme at the last minute – and for reasons best known to the authorities – is astonishing to say the least” opines GS Jamadagni, former GM (Quality Assurance) Hindustan Aeronautics Ltd. who retired from HAL after 40 years of service.

Hindustan Aeronautics Ltd (HAL) turned 78 in 2018 and has always been regarded as ‘backbone’ of the Indian Air Force. Two-thirds of the IAF’s combat aircraft inventory are from HAL, which currently manufactures the Tejas 4th generation light combat aircraft, incorporating advanced avionics and weapons as also the heavier Sukhoi Su-30 MKI fighter aircraft of Russian-origin, currently from raw materials, with major upgradation of the Jaguar strike fighter and Mirage 2000 air superiority fighter underway.

In the area of design & development, HAL has to its credit many indigenous programmes ranging from gliders, basic piston-engine trainers (HT-2, HPT-32), jet trainers (HJT-16 Kiran Mk I and Mk II), supersonic fighter (HF-24 Marut), agricultural aircraft (Basant) and has also

to its credit a number of aircraft upgrade programmes. Aircraft types manufactured over the decades began with the Vampire, then the Gnat, Jaguar, MiG-21 variants and

MiG-27, and all these have served long, in peace and war with the Indian Air Force.

As a nation we have to be proud of these accomplishments. Unfortunately, in the



Tejas LCA