

SHADOWRUN

UNFRIENDLY SKIES



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Connecting Jackpoint VPN ...
... Matrix Access ID Spoofed.
... Encryption Keys Generated.
... Connected to Onion Routers.
> Login
*****
> Enter Passcode
*****
... Biometric Scan Confirmed.
Connected to <ERROR: NODE UNKNOWN>
"Fly as high as the sun."

```

JackPoint Stats

18 users currently active in the network

Latest News

The shooting has started to flare up in Bogotá, make sure you are wearing your bulletproof raincoats. —FastJack

Personal Alerts

- * Engine 2 is overheating by 3%, recommend continued monitoring.
- * The port side passenger door sensor is intermittently reporting an "OPEN" condition.
- * You have 1 new response to your JackPoint posts.
- * ESM has located two ground-based and one airborne radar to the southeast.

First Degree

No Members are online and in your area.

Your Current Rep Score: 418 (48% positive)

Current Time: 19 Sep 2072, 1224 hrs

PREFERENCES

FEEDS

TASKS

LINKS

HISTORY

Welcome back to JackPoint, chummer; your last connection was severed: 2 days, 3 hours, 14 minutes ago



Today's Heads Up

* When you look up, what do you see, besides the acid rain? The sky is full of man-made objects, which in their own time return to Earth. Turbo Bunny and Clockwork have put together a guide to designs of the past couple of decades. These are the workhorses of the sky, or toys of those rich enough to buy a few hours of freedom in the air. —FastJack

Incoming

- * Sometimes it's about the clothes, sometimes the "I can take you, chummer" strut, but it's always about the Attitude. [Tag: [Attitude](#)]
- * Want to learn about the wiz gear all those European veterans are claiming is better than today's bleeding edge? [Tag: [Euro War Antiques](#)]
- * Stories from the decadent cites of Asia don't always involve drunk tourists and sex parlors in dark alleys. [Tag: [99 Bottles](#)]

Top News Items

- * Cascade ork officials confirmed that all passengers on Flight 92313 are deceased after the airliner crashed in the mountainous area within tribal lands. Bereaved family members have begun to file lawsuits against the carrier. [Link](#)
- * Knight Errant apprehended a naked troll running through downtown Seattle. The strange outburst has become a favorite Matrix video. [Link](#)
- * The humanitarian aid group Doctors Without Borders has been denied permission to enter Ciudad Juarez to assist in treating the recent cholera outbreak. [Link](#)
- * Salvage operations continue as the Salish-Shidhe attempt to lift the freighter submarine *Unlikely* from the seabed near Port Angeles. [Link](#)
- * Elf purity group slays wife and child from a mixed elf-ork marriage. [Link](#)

CHAT

MESSAGES

FILES

POSTS

NEXUS

SEARCH

Active

ComStar Firewall

Active

Jack-in-the-Box Antivirous

Active

SpamWitch Filter

On/Receiving

Commeade

Excellent

Signal

Active

Hidden Mode

Local Map

UNFRIENDLY SKIES

Invited Guests
None

Posts/Files tagged with "Unfriendly Skies":
 * Air Travel 2073
 * Embrear-Dassault Mistral
 * Lear-Cessna Platinum I
 * Lear-Cessna Platinum II
[\[More\]](#)

CONTINUE

ADVANCED SEARCH

SAVE

AIR TRAVEL IN 2073

As we all know, the joys of flight are a regular part of the wageslave's dream vacation. Ironically, the use of air travel by the corporations themselves has decreased with the near demise of executive travel and the advent of secure wireless Matrix connections. Travelers of civilian aviation are subjected to a wide variety of security screening methods prior to being allowed to board an aircraft. Those who have the option to travel on corporate-owned aircraft are normally able to avoid some of the more unpleasant screens, as the parent corporation pre-screens them by vouching for the rider's identity and lack of criminal intent.

COMMERCIAL AIR TRAVEL

The public airports of today are similar to those that our grandparents knew. The teeming throngs of bewildered tourists stream from one gate to the next, absorbed in the social media experience that their personal electronics provide, while life passes them by. There is the invasive security check that has become pervasive and occurs to all passengers, especially those not connected enough to avoid them. Along with these are the random checks that tend to target those listed as undesirable. The system is designed to log all of this activity with your flight reservations and SIN so that the government databases can accurately track and charge each entity the appropriate fees and taxes for all of the services provided.

Major improvements have occurred in the handling of baggage and the reduction of personnel costs. Passengers and backstage services are frequently handled by drones, while the few people needed to manage a concourse are located in a facility far removed from the actual airport. The front counters are normally just kiosks monitored by smart systems, with a single person available to handle those passengers with enough status to demand a personal touch. Baggage can be tracked via the Matrix, with the use of RIFD tags making up-to-the-second tracking available to those who purchase the service, reducing the chance of lost baggage. While ideally these facilities are state-of-the-art, several less-used locations, principally those within the NAN and Africa, have not upgraded their baggage-handling systems within the past ten to fifteen years.

The security at most airports is very exacting. The first step in the identity confirmation process is the actual purchase of the ticket. Matrix systems copy the purchaser's SIN information at the time of purchase for comparison to national or corporate databases. The biometric data is also copied into secure data storage for comparison when the individual arrives for their flight. Once at the airport, security drones and surveillance devices monitor all occupants of the facility for explosives and other banned chemicals while facial recognition programs attempt to pick out those with criminal backgrounds or outstanding warrants. Frequent patrols, both astral and physical, attempt to detect suspicious behavior and provide a reassuring presence for legitimate traffic.

The passenger screening process include a close-proximity scan by chemical sniffers, x-ray analysis of both the person and any accompanying baggage, carefully selected interview questions in an attempt to make criminals tip their intentions, and full-body imaging to detect any implanted devices. The passenger's biometric and SIN

data is checked against live government databases and then against the stored data from the carrier's database. This makes it difficult for someone with an assumed identity to pass through the gate. Some airports rely on automated defenses in the passenger-screening area, while others use meta-human employees to separate those who fail the screening process from the regular passenger traffic.

Commercial airlines vary in size and cost, both of which provide some indication of the quality of service that can be expected while aboard the aircraft. Smaller lines tend to be independent operations servicing relatively small geographic regions; these airlines also tend to operate tilt-rotor aircraft, as they allow maximum flexibility. The smaller airlines also usually own older aircraft and outsource their heavy maintenance. The benefits of flying on such airlines is that nobody really pays attention to the passengers, and if you are the hijacking type, the onboard security measures tend to be a generation or three behind the major carriers. Major airlines feature newer equipment and sometimes better maintenance regimens. The service is typically considered better, although it tends to lack the personal approach that some of the smaller lines adopt in an effort to garner market share.

CORPORATE AIR TRAVEL

Those who are fortunate enough to have their travel arrangements made by one of the extraterritorial corporations have a different experience. The corporate airports are much better maintained than public facilities, and the security measures are far less intrusive. Since the majority of the passengers are also employees, the background checks are handled as an administrative function when a trip is scheduled. As is the case with public airports, there are scanners at the entrances, although they tend to be staffed by guards with a more professional demeanor (a result of the higher pay offered by the private sector for this position). The fact that most corporate security protocols allow for faster use of deadly force by these guards helps ensure that passengers remain docile through the abbreviated scan.

The majority of corporate aircraft are well maintained, as the equipment and the personnel allowed to ride in them represent a substantial investment by the parent corp. The quality of service varies, largely based on the job description of the passenger. A wageslave riding in coach class will receive beverage and food service from well-programmed drones with sophisticated response routines, while the middle managers are in a separate cabin with flesh-and-blood attendants. Executives are traditionally transported on exclusive aircraft with luxurious appointments. The security for these corporate assets is generally tight, making in-air hijackings particularly difficult to arrange and dangerous to carry off.

LONG-DISTANCE AIR TRAVEL

The need for long-distance travel has decreased over the last twenty years as the Matrix has allowed for effective online meetings, and virtual sales calls have become an accepted part of business. In order to lure people back to air travel, the industry has pushed to make high-speed aircraft available to a wider range of customers, which

has shaped the current intercontinental travel market. The larger corporations all maintain some form of intercontinental transport to ensure that they are able to provide the rapid journeys the public now expects.

Traditional airliners still have a place in their schedules for long flights, but these are increasingly only scheduled for the needs of the wageslaves that can afford to take actual vacations, rather than relying on the virtual alternative. Supersonic transport, while enjoying a brief window of popularity, has largely failed to hold onto its market share with the development of semi-ballistic and sub-orbital options. Semi-ballistic transport in particular has grown in popularity over the past decade, as sub-orbital assets are used by their parent corporations for more space-related projects.

TYPICAL PASSENGER CAPACITY

The following values are typical seating capacities for human-sized passengers. As a rule of thumb, troll adaptation replaces two seats with a single oversized one. Some vehicles may have cargo space available to replace with additional seating.

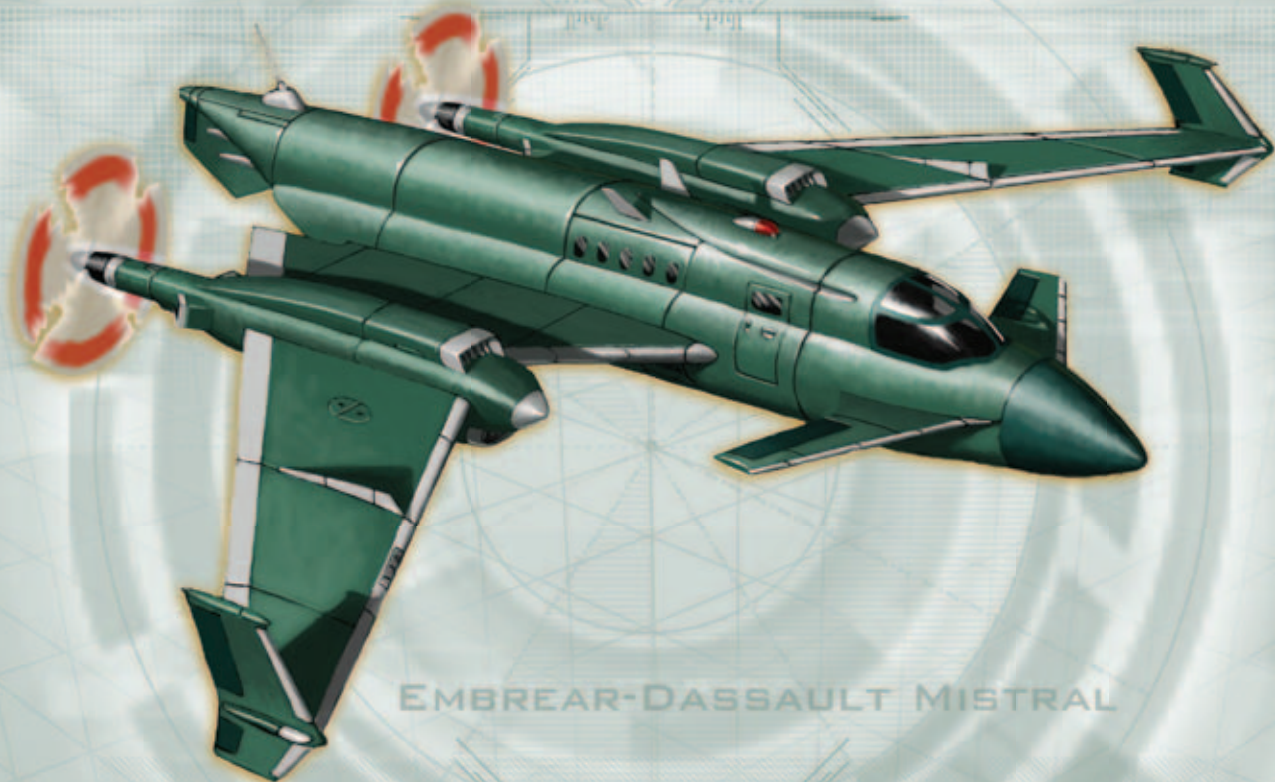
CRAFT	SEATING
Autogyro/Aerial Personal Mobility Vehicle	1
Glider	1 or 2
Tactical Aircraft	1 or 2
Cargo Helicopter	4
Utility Helicopter	7
Light Transport	2 to 4
Personal Luxury Aircraft	5 to 10
Transport Plane	20
Medium Transport	30 to 40
Passenger Plane	150
Jumbo Airliner	300

AIR CARGO

There are a number of options available to those who wish to transport goods quickly. Most national governments maintain an exclusive contract with an incorporated service entity, and all megacorporations manage at least a small courier service to ensure prompt delivery of critical suppliers to their installations. While all passenger aircraft carry at least a small amount of priority cargo, dedicated aircraft carry a far larger amount along well-established routes. The primary carriers of these air routes are zeppelins; while their speed is lower than that of a conventional aircraft, they offer an unparalleled cost-to-weight ratio. The next most popular option is the wide-body subsonic aircraft, many of which have been converted to operate under rigger control through satellite communications arrays.

Freight forwarders still offer high-speed service anywhere in the world, and the corporate transportation network allows those service providers to manage their expectations with less capital expense. It also ensures that the mega-corporations wring enough revenue from their capital purchases to cover some of the operating expenses these high-speed technologies require. The benefits of this system nicely dovetail with the logistics networks developed to ensure that just-in-time supply chains function, as those components that cannot be constructed using nano-forge technology are mere minutes away—if the demand, or price, is high enough.

- <Yawn> When do we get to the stuff that blows up?
- Slamm-O!
- You realize it is not all about the things that kill. The information above may help you get close to a target or make a meet that would otherwise be impossible.
- Fianchetto
- There is a little of that in here, but most are aircraft that are used all the time. There are probably a half dozen flying over your head right now.
- DangerSensei



EMBREAR-DASSAULT MISTRAL

EMBREAR-DASSAULT MISTRAL (PERSONAL LUXURY AIRCRAFT)

The Mistral was designed to meet the needs of several different client bases, and it largely succeeded. While most security firms have moved to more recent models, military and civilian purchasers continue to use the design. It features enhanced stall-resistant design features, allowing for lower takeoff and landing speeds. This translates to better short-field handling and safer operating procedures, as less-experienced pilots have larger margins for error. This Mistral was also designed to make maintenance easier for the ground crew with easy access to avionics and mechanical bays.

Std. Upgrades: Improved Takeoff and Landing 1

EMBREAR-DASSAULT MISTRAL

HAND	ACCEL	SPEED	PILOT	BODY	ARMOR	SENSOR	AVAIL	COST
+1	30/100	300	2	18	5	2	12	721,000¥

- Aztlan used to have a bunch of these tricked out for assault work once they discovered that the forward-swept wings could carry a couple of tons of ordnance. They pulled them out of service and reconfigured them for cargo duty after the first dozen were shot down.
- Clockwork
- Actually, according to what I saw, there might be a couple that have been returned to assault duty. There was a cartel-operated airfield that was destroyed by a team that looked like they jumped out of one of these. A satellite spent a lot of time monitoring the action.
- Orbital DK
- Any idea who controlled the satellite?
- Picador
- No idea. It's one that Ares Aerospace rents out on a regular basis. So at least Ares has the footage, but I'm not sure who else might have gotten a look. Any particular reason you want to know?
- Orbital DK
- No, just professional curiosity.
- Picador





LEAR-CESSNA PLATINUM I (PERSONAL LUXURY AIRCRAFT)

The Platinum I was the pinnacle of secure, luxurious flight when it was introduced in the early 2040s. Currently they are largely considered collector's items in most countries, although some African nations still use them as transports for diplomatic functionaries. The aircraft was one of the most successful in the company's history, with annual sales peaking at 800 units. Lear-Cessna ceased production of this model in July 2068 after twenty years of continuous production.

Std. Upgrades: Amenities (High)

LEAR-CESSNA PLATINUM I

HAND	ACCEL	SPEED	PILOT	BODY	ARMOR	SENSOR	AVAIL	COST
-2	45/135	350	2	17	5	2	14	750,000¥

- These early Platinums have largely been retired, although a refit shop in Bellingham has started to provide replacement parts. They seem to be nano-forged, leading to some interesting questions regarding Aztechnology's patents.
- Turbo Bunny
- Classic Charters manages a small fleet of these for those clients that still ask for them by name. There aren't many dedicated Platinum I fans left, but there are three of these craft sitting in Hong Kong, ready to make trips to the mainland.
- Ma'fan
- The ones that are still in the air are a lot more capable than the baseline model listed here. Almost all those still used for executive transport sport lock-on countermeasures and self-defense jammers at minimum.
- Rigger X



LEAR-CESSNA PLATINUM II

LEAR-CESSNA PLATINUM II (PERSONAL LUXURY AIRCRAFT)

The upgraded Platinum was originally offered to individuals and corporations that desired a secure and speedy transport. While the Platinum II is still offered by Aztechnology's subsidiary, it is no longer a regularly produced item. The improved executive transport provides reasonable speed with spacious accommodations and enough glamour to be considered adequate for the members of the European Tour.

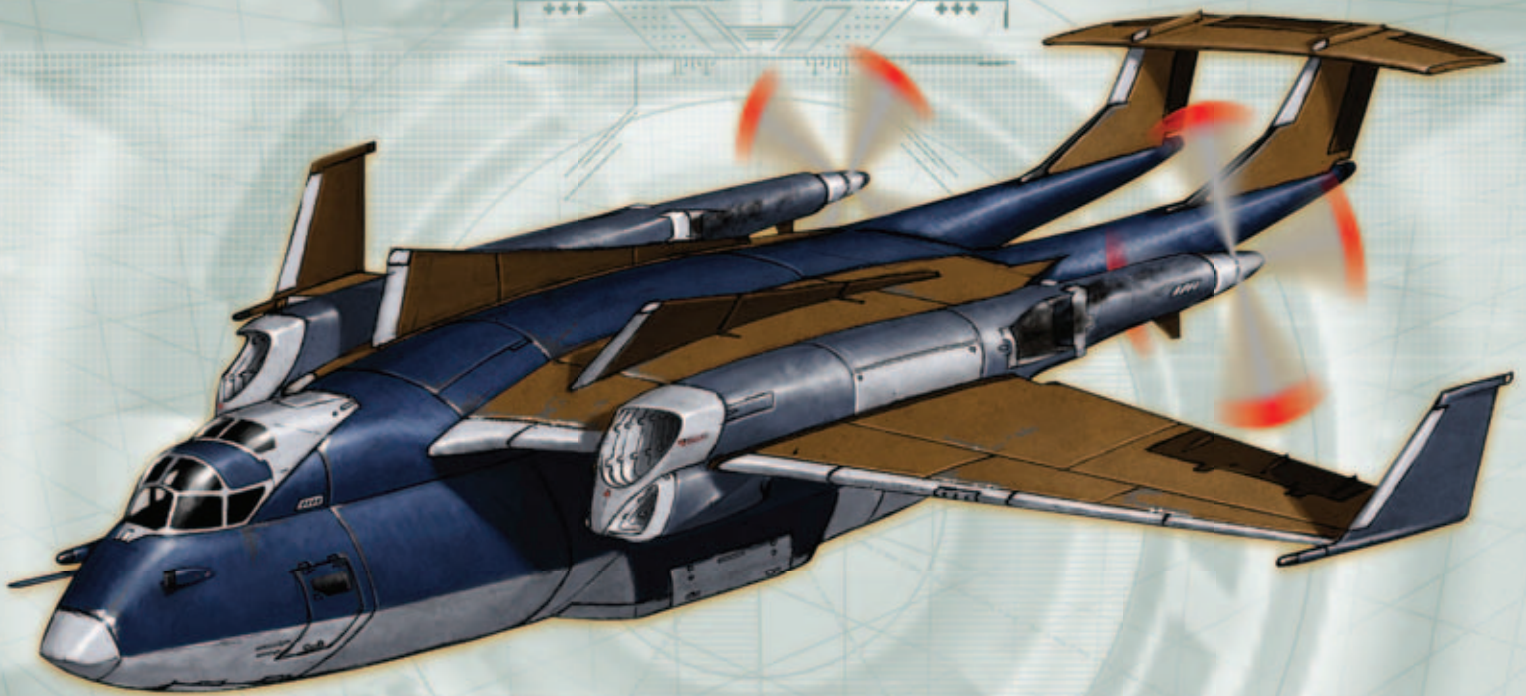
Std. Upgrades: Amenities (High), Satellite Communications, Rigger Adaptation, ECM 4

LEAR-CESSNA PLATINUM II

HAND	ACCEL	SPEED	PILOT	BODY	ARMOR	SENSOR	AVAIL	COST
+0	50/150	800	4	18	6	3	15	1,000,000¥

- The Platinum II is a harder target to take down than its older counterpart. The countermeasures that dedicated executive transports carry make most guided munitions unreliable, and the target's speed makes interception difficult without dedicated military technology.
- Black Mamba
- Several smaller corporations around the Pacific Rim own at least one of these to help them attend meetings that they cannot have over the Matrix.
- Baka Dabora
- The Atlantean Foundation uses these to transport those they want to impress. Once they sign you to a deal, the quality level of the provided transport declines rapidly.
- Elijah





HAWKER-SIDDLEY HS-895 SKYTRUCK

HAWKER-SIDDLEY HS-895 SKYTRUCK (TACTICAL TRANSPORT)

The Skytruck has been the standard for short-ranged cargo transport for nearly thirty years. While no longer considered sufficient for many tasks, the Skytruck remains in production to serve the needs of less-affluent carrier services. There are a large number of these aircraft in operation in South America, as Hawker-Siddley's primary manufacturing facility is located in Aztlan.

Std. Upgrades: Amenities (Squatter), Extra Entry/Exit Points, Improved Takeoff and Landing 1

HAWKER-SIDDLEY HS-895 SKYTRUCK

HAND	ACCEL	SPEED	PILOT	BODY	ARMOR	SENSOR	AVAIL	COST
-1	30/120	320	2	34	5	1	14R	2,000,000¥

- Aztlan's military still uses these for tactical airlifts. There are rumors that there are also several upgraded models to fulfill other battlefield roles.
- Orbital DK
- Those aren't just rumors—they've got plenty of modified Skytrucks out there. There were at least three different model gunships operating in the Yucatan back in the day.
- Picador
- They still use them, mostly on secondary targets like the cartel operations. I guess that Aztechnology's board dislikes competition.
- Black Mamba
- There are several free traders that like to use these on longer hops. The rough field capability makes them a good hauler to cache points outside of the major metropolitan areas.
- Sounder



ARES TR-55 TRAVELER VTOL

ARES TR-55 (TRANSPORT PLANE)

The Ares TR-55 tilt-rotor is frequently seen in the skies above North America, and the craft has had some sales success on the Asian continent as well. Ares provides several different models, each optimized for a different role. The executive-enhanced transport version is still a hot seller, as it combines a light tactical payload with plush accommodations for the VIP. The cargo and passenger versions are also steady sellers, since the capability to vertically deliver goods and people is still needed in today's reality of corporate enclaves and sponsored kidnapping attempts. The tactical and luxury transport versions are not regularly produced any longer due to the reduced travel demand among high-level execs, not to mention the fact that the tactical version proved to be incapable of cost-efficient upgrades to meet today's threats.

Std. Upgrades: Improved Takeoff and Landing 2, Extra Entry/Exit Points

ARES TR-55

HAND	ACCEL	SPEED	PILOT	BODY	ARMOR	SENSOR	AVAIL	COST
+1	30/100	350	3	28	5	2	17	1,200,500¥

- I notice that Clockwork only lists the specs for the standard passenger version here. Are you afraid that we might do a hit on one of your clients?
- Riser
- I only take care of the clients that are currently paying. Since you aren't paying, you can look up your own target's defenses.
- Clockwork
- I'm surprised Ares is still making these things. I thought that sales peaked like ten years ago.
- Hard Exit



DOC WAGON OSPREY II

DOCWAGON OSPREY II (TRANSPORT PLANE)

DocWagon modifies existing designs to meet their specific needs for rapid-response units. The Osprey II is as unique in DocWagon's inventory as it is uninsurable. The units have suffered extensive damage while responding to Platinum Contract calls, resulting in several armor and self-defense avionics upgrades. Federated Boeing continues to produce these units on a limited basis.

Std. Upgrades: Extra Entry/Exit Points, Improved Takeoff and Landing 2, Valkyrie Module, Rigger Adaptation, Anti-Theft System, ECM 2

DOC WAGON OSPREY II

HAND	ACCEL	SPEED	PILOT	BODY	ARMOR	SENSOR	AVAIL	COST
+1	25/90	380	3	32	5	3	18F	1,450,000¥

- This is a classic that DocWagon has yet to fully replace. While no longer the best in their fleet, it can still perform High Threat Response missions faster than the newer CRT transport.
- Butch
- DocWagon upgrades the Valkyrie module almost monthly to ensure the proper treatment of their clients. The cost is reflected in the annual increases they charge for the Platinum-level package.
- Mr. Bonds
- There are some attorneys that are looking into the exclusivity clause according to a trade eZine. Apparently CrashCart would like to add a few of these to their rapid-response fleet.
- Glitch



DOC WAGON CRT AIR UNIT

DOCWAGON CRT AIR UNIT (LIGHT TRANSPORT)

DocWagon's primary response unit is capable of handling multiple casualties in rapid succession. The CRT Air Unit was manufactured by Hughes until Ares purchased the manufacturer. The aircraft is now manufactured by Hawker-Siddeley under an exclusive contract with DocWagon. While the CRT is slower than the older Osprey, it is gradually replacing the older design in all lower-threat environments.

Std. Upgrades: Improved Takeoff and Landing 2, ECM 1, Valkyrie Module (x2), Anti-Theft System

DOC WAGON CRT AIR UNIT

HAND	ACCEL	SPEED	PILOT	BODY	ARMOR	SENSOR	AVAIL	COST
+2	30/120	350	3	27	8	3	16F	1,600,000¥

- These can be seen over every city in North Am and most cities in Europe. DocWagon keeps a few of these warmed up on the helipads of their hospitals at all times. It is one of the primary reasons to hold a contract with them.
- Dr. Spin
- The only weak point with these aircraft is the maintenance. DocWagon contracts out the major overhauls to local independent outfits as a way to keep their overhead down.
- Flanchetto
- It isn't that much of a weak point thanks to a simple provision in the maintenance agreement. Before any aircraft is accepted back into the active fleet, the head mechanic of the overhaul is contractually obligated to personally take it out for a nice spin. Their self-preservation instinct ensures that everything is reassembled correctly.
- Turbo Bunny





AIRBUS A1570 HSCT

AIRBUS A1570 HSCT (PASSENGER PLANE)

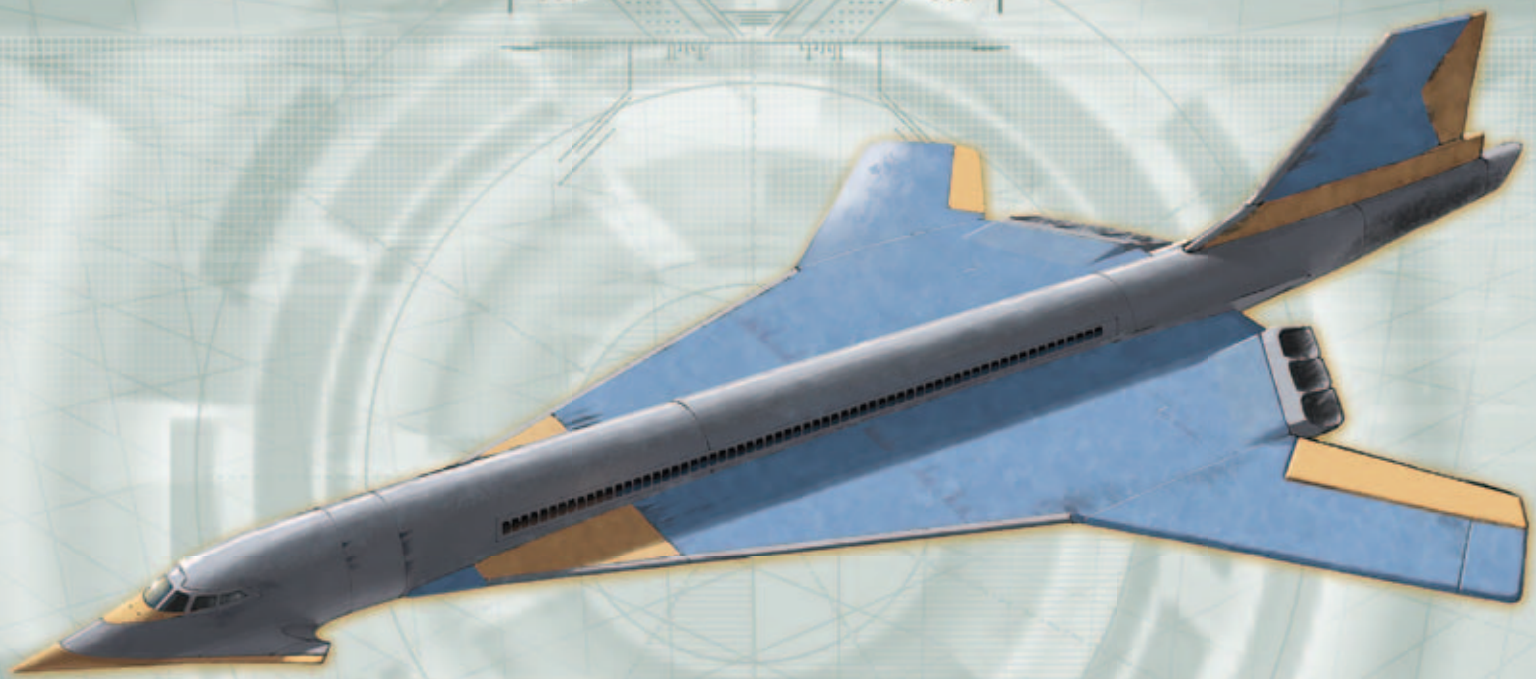
This is a classic high-speed transport, and it still flies on limited routes around the world. The primary customers are celebrities and other wealthy people who have managed not to be under the thumb of one of the mega-corporations. The design's lifting body and merged delta wings are a testament to classic aerodynamic principles, while the amenities aboard ensure that every passenger feels that they are a member of the elite.

Std. Upgrades: Amenities (High), Interior Cameras, Rigger Adaptation, Satellite Communications

AIRBUS A1570 HSCT

HAND	ACCEL	SPEED	PILOT	BODY	ARMOR	SENSOR	AVAIL	COST
-2	60/240	3000	4	40	8	2	24R	10,500,000¥

- These are all about style and flash, which means the Tour still loves them. Some members maintain a personal jet, with the older models being a status symbol that contains more than a whiff of nostalgia from days gone by.
- Arete
- You might be surprised who owns a few of these. There are rumors that Lowfyr maintains a couple to transport things that need to be places quickly in Europe and the Middle East.
- Mr. Bonds
- They are the ultimate high in many ways. I joined the mile-high club in one of these; the seats countered some of the vibration from the flight, which has its good points and its bad points.
- Kat o' Nine Tales



LOCKHEED "ARROW" HSCT

LOCKHEED "ARROW" HSCT (PASSENGER PLANE)

Originally designed to compete with the A1570, the Arrow largely fails on many purely technical aspects. It has one major advantage over its competition, however: price. The Arrow has an initial lower purchase price and has a lower cost per flight hour, a major consideration for any commercial carrier. Ironically, it was Lockheed's desire to use as many off-the-shelf components as possible that led to its depressed performance and lower cost of operation. Airbus has its market to which it sells its thoroughbred aircraft, but there are plenty of other clients buying this craft from Lockheed, keeping the corporation's production lines profitable.

Std. Upgrades: Amenities (High), Satellite Communications

LOCKHEED "ARROW" HSCT

HAND	ACCEL	SPEED	PILOT	BODY	ARMOR	SENSOR	AVAIL	COST
-2	50/200	2500	3	38	6	2	23R	9,875,000¥

- UCAS maintains a few of these as priority transports for the State Department, and the Air Force owns a couple as well although I have never seen them flown. There are rumors that this might be selected to be the next Air Force One.
- Kay St. Irregular
- The USAF has modified their transports into something that would make the manufacturer cry. I found work orders and part numbers for the biggest jamming setup ever. They could fry all the wireless connections in a city if they ever popped them all at once.
- Glitch
- The hell they could. And even if they did, it would be a waste of their money. Area jamming has largely been rendered obsolete as an offensive tactic, since magic and spiritual communication can always get through.
- Winterhawk
- Yeah, but coupling the jam with a dusting of FAB III would shut down all communication, rendering your target completely deaf, dumb, and blind. Plus, the jamming alone will disrupt plenty of people in a major land mass pretty effectively, since magic communication over long-range is unreliable without spirits, and most people cannot call upon spirits at the drop of a hat to deliver messages.
- Flanchetto



ARTEMIS INDUSTRIES NIGHTWING

ARTEMIS INDUSTRIES NIGHTWING (GLIDER)

The Nightwing is an ultra-light, very similar in form to those vehicles originally created in the late twentieth century. The Nightwing offers a shrouded electric motor to minimize the aircraft's sound pollution and to reduce heat emissions in an attempt to minimize other environmental impacts. Originally introduced by Artemis in the 2050s, the Nightwing is targeted to those who live in rural areas that need transportation that can traverse rough terrain and still meet stringent environmental preservation restrictions. The vehicle has recently become a favorite of many Ute tribal members as they attempt to integrate into the more urban Pueblo society.

Std. Upgrades: Signature Masking 1

ARTEMIS INDUSTRIES NIGHTWING

HAND	ACCEL	SPEED	PILOT	BODY	ARMOR	SENSOR	AVAIL	COST
+3	15/30	60	1	3	0	1	8	19,000¥

- The classic for a stealth airborne intrusion. They might not be nearly as good as recent tech, but if you are working on a budget they can be good enough.
- Haze
- Good enough will get your hoop shot off. Always get the best; nothing else is good enough when your ass is on the line.
- Mika
- While it might not be the best for infiltrating corporate facilities, there is some use with people who want to avoid the PCC patrols in the wastelands. The Nightwing's signature reduction and flight profile generally registers it as having a low threat profile.
- Traveler Jones





CASA J-239 RAVEN (TACTICAL AIRCRAFT)

The Raven was developed from a glider airframe over ten years ago. The design has been a success with two different market segments—the customer base was mercenary units and small governments that required a small aircraft to engage lightly armed insurgents and rioting portions of their populations. The Raven continues to sell to these groups fairly well, but it faces increasing competition. Surprisingly, a new market segment has developed in civil aviation. The aircraft's relatively low cost due to its expendable nature has proven a boon for enthusiasts who desire their own plane. Its simple construction ensures that mechanics are able to repair it inexpensively, and the enhanced maneuverability that was necessary for its military application is a positive selling point to the general public.

Std. Upgrades: 2 Weapon Mounts (external, fixed, remote), Improved Economy

CASA J-239 RAVEN

HAND	ACCEL	SPEED	PILOT	BODY	ARMOR	SENSOR	AVAIL	COST
+2	30/100	400	1	6	1	2	11R	260,000*

- Is the civilian model any different from the military model—besides the paint job, that is?
- Snopes
- Actually, the civilian model lacks the hard points for ordnance, but the seat is nicer and the AR interface is slightly more user friendly. It still costs the same, though. And no, before you ask, you cannot just convert it; they made the wing internal structure completely different to get civil air approval.
- Clockwork
- The civil model has become more popular in Europe over the past couple of years, since the Piper Brat is so expensive only the wealthy can afford one.
- Flanchetto



AEROSPATIALE/SAEDER-KRUPP
"GRANDE CONCORDE"

AEROSPATIALE/S-K "GRANDE CONCORDE" (MEDIUM TRANSPORT)

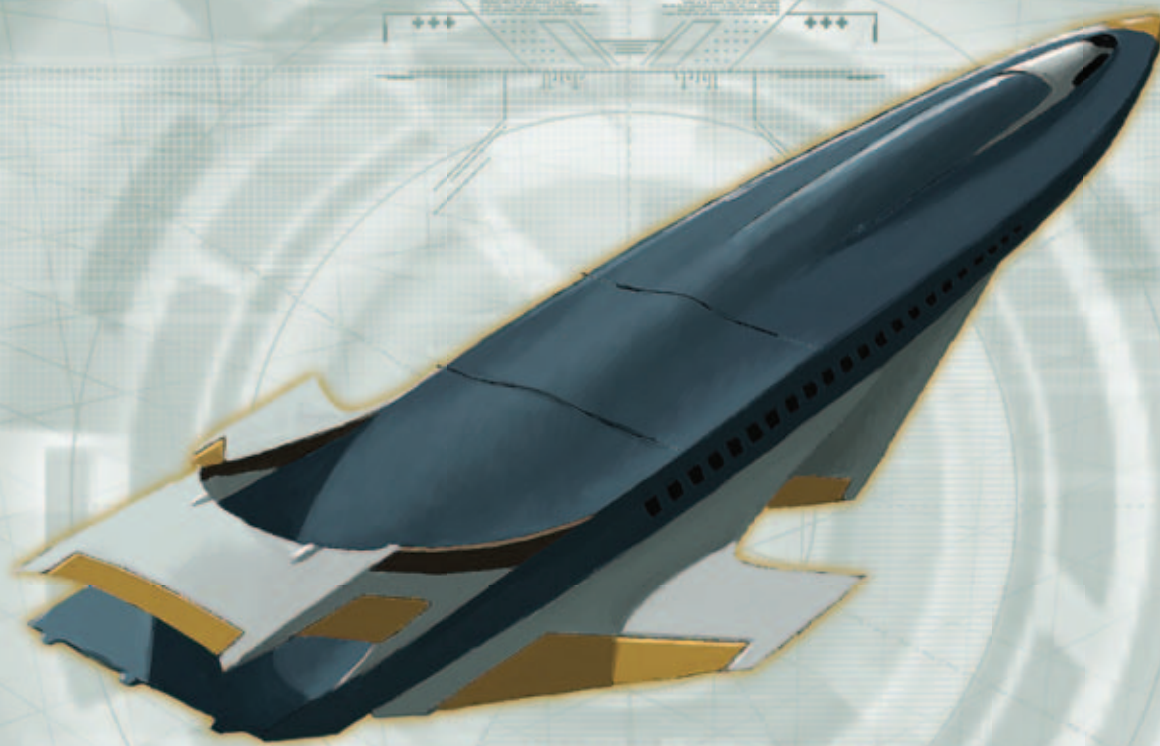
As Saeder-Krupp has expanded its reach into space, the Grande Concorde has played a public role on the leading edge of this work. The French manufacturer continues to produce new space-frames for their corporate clients, as most remaining independent service providers find the sub-orbital market beyond their reach, literally and financially. If you have the connections it is possible to purchase passage aboard one, although Awakened persons might want to pass on the experience of leaving the manasphere.

Std. Upgrades: Amenities (mid), Life Support (level 2), Rigger Adaptation

"GRANDE CONCORDE"

HAND	ACCEL	SPEED	PILOT	BODY	ARMOR	SENSOR	AVAIL	COST
-2	100/1000	1600	4	42	12	2	28R	29,275,000¥

- Sub-orbitals? Really? I mean, most of us will only see them on the trids, or as little models given as hokey holiday gifts. We're more likely to get our hands on some stuff from the *Mil Spec Tech* post than ride one of these things.
- Slamm-O!
- If I didn't include them, somebody would whine that I was not being thorough. You can't make everyone happy.
- Clockwork
- And here I was happy that something orbital related was mentioned.
- Rigger X



GENERAL DYNAMICS SV250

GENERAL DYNAMICS SV250 (MEDIUM TRANSPORT)

The General Dynamics SV250 is a project that almost never was. The initial prototype was far over budget and selected for termination when megacorporate backers emerged to finance the vehicle's completion, and they have purchased the vehicle at discount rates since. These sales have spurred further development of the model, allowing its avionics to remain current with software standards. General Dynamics has announced that the SV250 has enough orders to remain in production until at least 2080, though no new orders will be solicited in the wake of the successful maiden flight of the SV254.

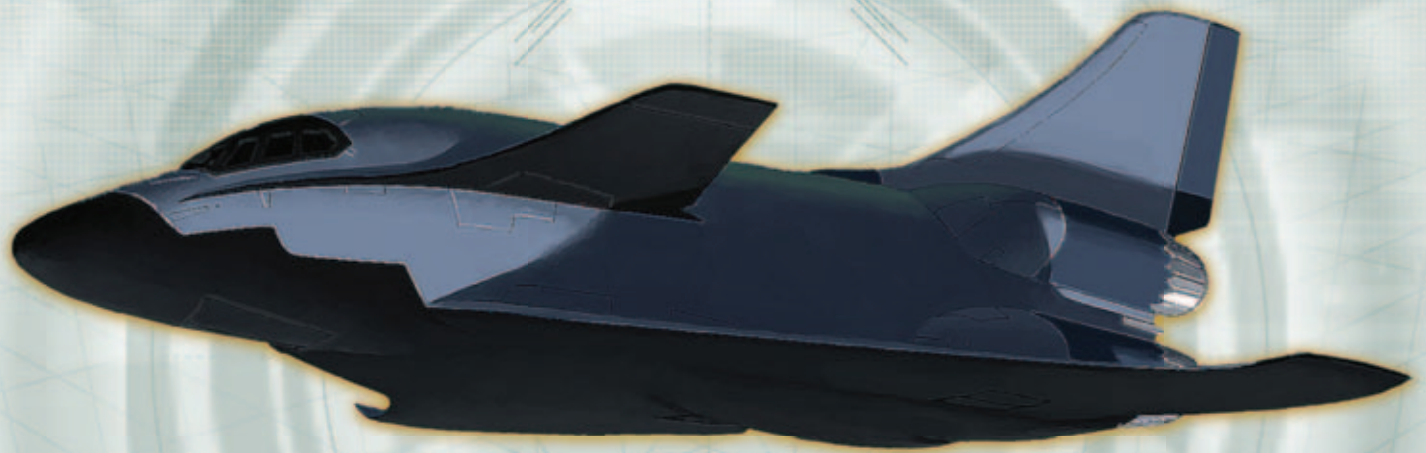
Std. Upgrades: Amenities (Mid), Life Support (level 2), Rigger Adaptation

GENERAL DYNAMICS SV250

HAND	ACCEL	SPEED	PILOT	BODY	ARMOR	SENSOR	AVAIL	COST
-2	100/1000	1400	4	48	18	2	27R	28,500,000¥

- This is a solid performer, with reasonable operating costs. AresSpace Lifters has purchased three of these annually for the past five years as a way to bulk up their fleet of low-orbit assets.
- Mr. Bonds
- I would agree that they are a reliable platform, although an O-ring recall last year helped spur the decision for General Dynamics to move to a new model.
- Orbital DK
- Was there ever any additional corrosion found, other than the two that crashed? All of my sources near the industry have claimed that the design never should have had that happen, since that particular flaw was fixed way back with the NASA space shuttles.
- Sunshine
- No, there was nothing else ever found, and the recall cost nearly a billion nuyen in replacement parts alone. Makes you wonder what really happened, eh?
- Flanchetto





FEDERATED-BOEING "CHINA CLIPPER"

FED-BOEING "CHINA CLIPPER" (PASSENGER LINER)

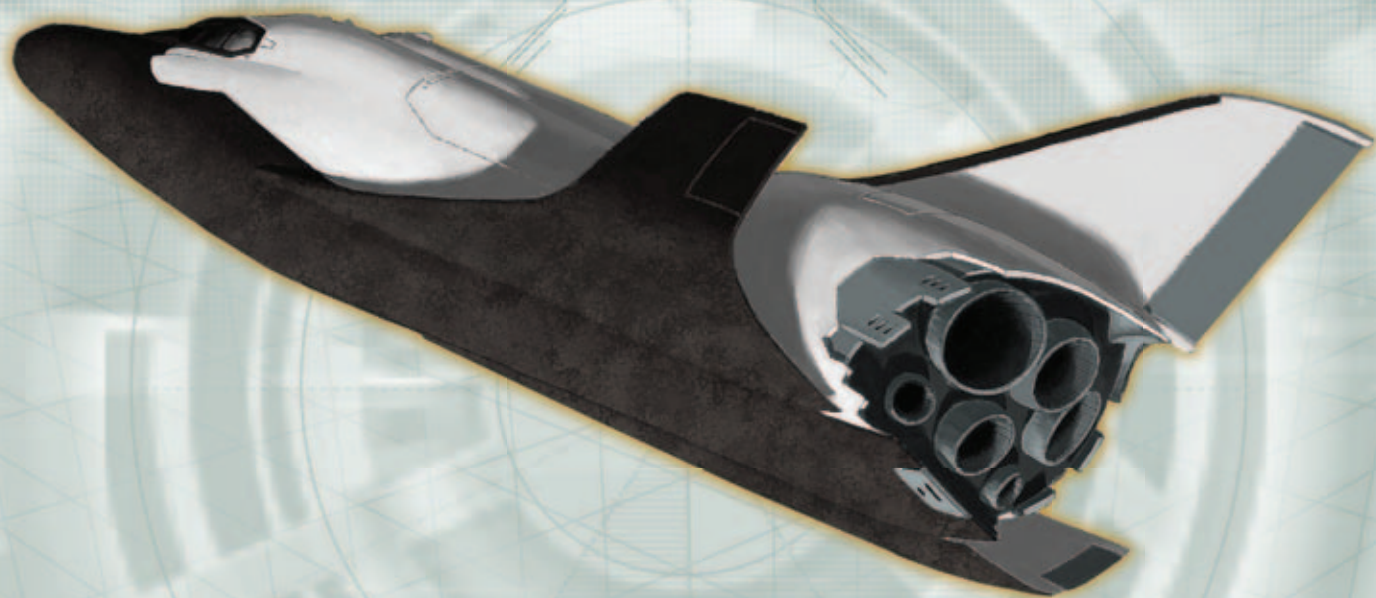
The China Clipper has maintained its reputation as a stalwart workhorse for nearly twenty years. While the China Clipper isn't considered cutting-edge technology anymore, regular software updates have ensured that the classic Boeing design remains in production. The semi-ballistic transport is regularly seen at airports on both sides of the Pacific as it is one of the few high-speed transports in regular use by both corporate and independent airlines for the Tokyo to Los Angeles and Seattle to Hong Kong routes. Customer-service amenities aboard this model are slightly below standard for the industry, but when flight time is measured in minutes rather than hours, few passengers complain.

Std. Upgrades: Life Support (Level 2), Rigger Adaptation, Rigger Cocoon

FED-BOEING "CHINA CLIPPER"

HAND	ACCEL	SPEED	PILOT	BODY	ARMOR	SENSOR	AVAIL	COST
-4	100/1200	8100	4	40	20	2	24R	31,380,000¥

- This is a little more useful information; we can at least use this for some kind of extraction planning. But how do you catch a rocket and have a good ending?
- Slamm-0!
- And now you know one of the reasons why executives and researchers do most of their communication via the Matrix, rather than the face-to-face conferences of ten years ago. Apparently we got a little too predictable in where we would make extraction attempts.
- DangerSensei
- AresSpace Lifters owns a couple of these that are leased back to Ares Arms. I think this is how they make those guaranteed delivery times their ads are always babbling about.
- Glitch



ILYUSHIN IL-159 "MOLNYIYA"

ILYUSHIN IL-159 "MOLNYIYA" (MEDIUM TRANSPORT)

This semi-ballistic transport is the preferred transport for the Awakened crowd. Evo and Ilyushin spent a lot of extra development time and money to make these comfortable for those sensitive to changes in the manosphere. The basic design is capable of better performance than any of the Fed-Boeing offerings, but the extra internal systems make the cost per flight hour almost double that of the older airframes.

Std. Upgrades: Amenities (Mid), Life Support (Level 2), Rigger Adaptation, Rigger Cocoon, Valkyrie Module

ILYUSHIN IL-159 "MOLNYIYA"

HAND	ACCEL	SPEED	PILOT	BODY	ARMOR	SENSOR	AVAIL	COST
-4	100/1200	9600	4	42	21	3	25R	33,000,000¥

- The expense is well worth it. The ability to travel and not be incapacitated by an earth-splitting headache and nosebleed when you land is priceless.
- Frosty
- I concur. While it's great that the flight is normally measured in minutes rather than in the number of shift changes for the flight crew, the extra little touches make the trip much more pleasurable.
- Kay St. Irregular
- And exactly why would you need the extra little touches? I didn't think you were one of the supposed "blessed."
- Cosmo
- Everyone needs a little pampering now and again.
- Kay St. Irregular





HUGHES AEROSPACE AIRSTAR 2050

HUGHES AEROSPACE AIRSTAR 2050 (CARGO HELICOPTER)

Hughes has produced this aircraft non-stop for nearly twenty years. The avionics and control systems go through constant upgrades, and the manufacturer offers a regular maintenance program that will upgrade earlier aircraft for a standard annual payment. The luxury appointments inside the cabin ensure that passengers are rarely inconvenienced during the duration of their flight. Hughes now offers concealed armament packages for those purchasers with the required documentation.

Std. Upgrades: Amenities (High), Improved Takeoff and Landing 2, ECM 3

- Those armed versions are damn near gunships. I think I have seen Aquilars carrying less armament than the one we were tasked to take down last week. It chewed up a grid square with automatic weapon fire as we got away.
- Picador
- You do realize that those "secret" versions have been known about for twenty years? Kids today never read their elders' wisdom.
- FastJack

HUGHES AEROSPACE AIRSTAR 2050

HAND	ACCEL	SPEED	PILOT	BODY	ARMOR	SENSOR	AVAIL	COST
+1	10/30	200	2	15	4	2	12	380,000¥



AGUSTA-CIERNA PLUTOCRAT

AGUSTA-CIERNA “PLUTOCRAT” (UTILITY HELICOPTER)

The Plutocrat is the status symbol of helicopters. Almost all members of the Tour own one, and every megacorporation maintains at least a couple of them to transport and protect their executives. In fact, in many organizations it is a symbol of your importance to the board if you are allowed to fly in one. The helicopter is heavily protected and features luxury appointments throughout; even the pilot’s compartment has that extra touch of class. The manufacturer will add a small turret upon customer request, although the installation is reputed to be aerodynamically inefficient.

Std. Upgrades: Amenities (luxury), Improved Takeoff and Landing 2, Rigger Adaptation, Lock-on Countermeasures, ECM 2

AGUSTA-CIERNA “PLUTOCRAT”

HAND	ACCEL	SPEED	PILOT	BODY	ARMOR	SENSOR	AVAIL	COST
+2	15/40	290	3	16	8	3	14R	520,000¥

- It’s no lie about the pilot’s compartment. Even the front seats are leather and fitted with more ergonomic features than anything else I’ve flown.
- Clockwork
- I’m surprised you could even reach the rudder pedals. Does it offer self-help audio as well? You could use some education in codes of conduct.
- Netcat
- The only education I need is how build the tax shelters for all money turning your ass in will make me.
- Clockwork





EUROCOPTER TIGER

EUROCOPTER TIGER (TACTICAL AIRCRAFT)

The Tiger is one of the world's most recognizable attack helicopters, and Ares is proud to add this stellar performer to its catalog for discerning customers. The original airframes have long since been retired, but continued low rate of production has ensured that the Tiger is still a part of several nations' active inventory. The avionics package has been updated within the past decade to ensure compatibility with modern communications protocols and weapon systems.

Std. Upgrades: Improved Takeoff and Landing 2, Lock-On Countermeasures, Weapon Mount (internal, fixed, remote), 4 Weapon Mounts (external, fixed, remote), Rigger Adaptation

EUROCOPTER TIGER

HAND	ACCEL	SPEED	PILOT	BODY	ARMOR	SENSOR	AVAIL	COST
+1	10/30	300	2	15	15	3	18F	2,100,00¥

- The Tiger was originally flown in combat during the EuroWars. I'm pretty sure that the original airframes were retired by surface-to-air missiles rather than being shipped off to museums.
- Black Mamba
- Most were destroyed, but France managed to keep the original prototype for an exhibit in Paris, and Britain's Imperial War Museum had one—although confirming that now is a little tough.
- Turbo Bunny
- It is probably rusting in a hangar somewhere. When Parliament started to crack down heavily on civil liberties, even the Battle of Britain Memorial Flight was confiscated due to its "war-making ability."
- Glitch



MESSERSCHMITT-KAWASAKI SPERBER

MESSERSCHMITT-KAWASAKI SPERBER (TACTICAL AIRCRAFT)

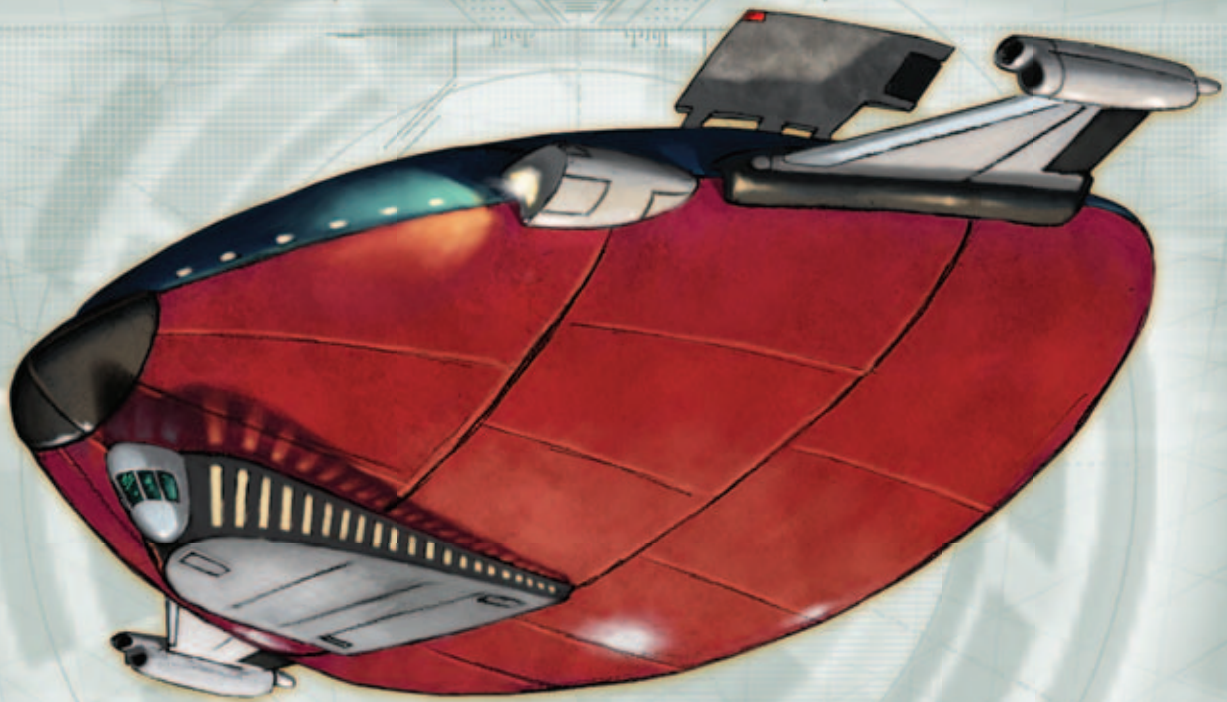
The Sperber traces its roots to Imperial Japan, when it formed a portion of that nation's well-supplied and -trained military might. The initial design has been improved to keep pace with the bewildering array of new threats since the design's inception. Ares offers the Sperber at discounted prices through an agreement with the manufacturer and can provide factory-certified technicians to clients that desire enhanced training, or those who desire to outsource their maintenance costs to concentrate on their primary competency.

Std. Upgrades: Improved Takeoff and Landing 2, Lock-On Countermeasures, Life Support (level 1), Rigger Adaptation, Rigger Cocoon, ECM 2, ECCM 1, 4 Weapon Mounts (external, fixed, remote), Weapon Mount (external, flexible, remote)

MESSERSCHMITT-KAWASAKI SPERBER

HAND	ACCEL	SPEED	PILOT	BODY	ARMOR	SENSOR	AVAIL	COST
+2	20/40	350	2	18	16	3	20F	2,300,000¥

- The Imperial Marines still practice urban flying with these through some of the smaller cities in Japan. They get complaints, but official statements regarding military proficiency seem to outweigh broken windows.
- Baka Dabora
- These helicopters might not be as mean as some of the others on the market, but a merc unit supporting Aztlan in Bogotá was enjoying a pretty impressive kill ratio until they were caught on the ground by some stray artillery rounds.
- Picador



LUFTSCHIFFBAU ZEPPELIN 2049

LUFTSCHIFFBAU ZEPPELIN 2049 (PASSENGER LINER)

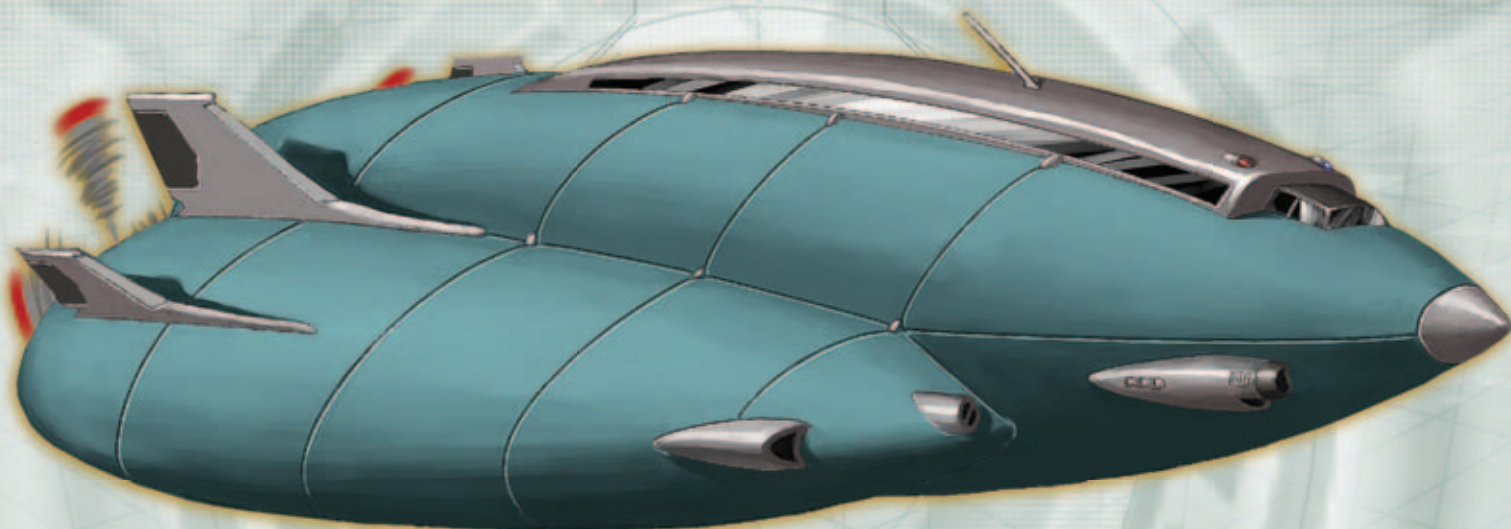
The Zeppelin 2049 has not been produced by its original manufacturer for nearly ten years, as their production facilities have moved to newer, more profitable designs. A knockoff producer from Fuzhou continues to produce the model, however, and has become a popular source for spare parts with many current users of the design. This zeppelin was intended for the low-priority cargo loads that were common in the 2050s. It features an aerodynamic lifting body and comprehensive carbon composite construction. The cargo bay can carry two seven-meter cargo containers and is also capable of slung loads.

Std. Upgrades: LTA, Increased Economy

LUFTSCHIFFBAU ZEPPELIN 2049

HAND	ACCEL	SPEED	PILOT	BODY	ARMOR	SENSOR	AVAIL	COST
-4	5/10	30	1	28	3	1	14	427,000¥

- It's amazing how many of these are still in the air. Wuxing has managed to acquire most of the bulk cargo contracts globally, but there are a number of independent operations that manage to eke out a profit flying these old gas bags.
- 2XL
- Modern airships are considered more ecologically friendly than a number of the faster alternatives. While the 2049 doesn't fit that bill very well, since the engines are fairly heavy polluters, the perception allows some operators to convince their customers that they are eco-friendly.
- Ecotope
- The hard thing to believe is the sheer number of assault modules that were made for this airship. It's like politicians believe that they are flying APCs.
- Red Anya
- It wasn't the national governments that ordered those modules. It was corporations hoping to sneak strike teams across town without being noticed.
- Black Mamba



LUFTSCHIFFBAU ZEPPELIN 2053-C

LUFTSCHIFFBAU 2053-C (JUMBO AIRLINER)

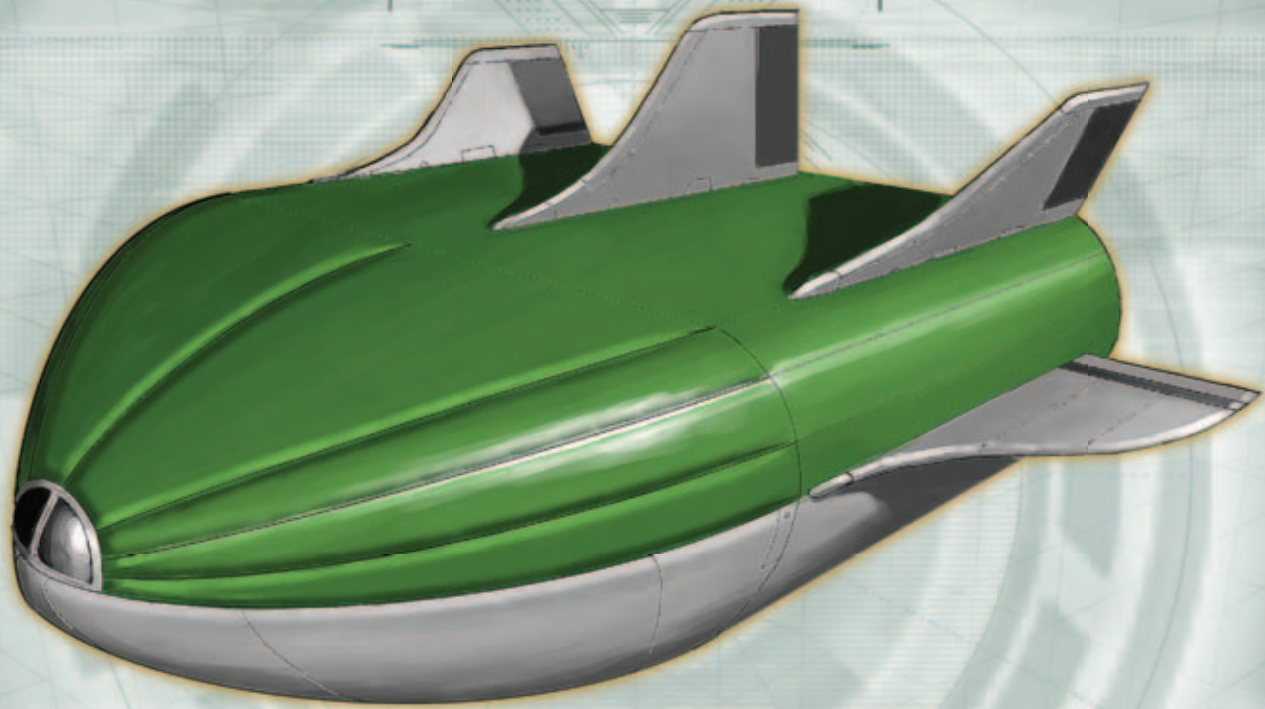
The 2053 is still Luftschiffbau's bread-and-butter product. While the newer 2065 might offer a slightly higher speed, the 2053 has a larger market share, and continuing production limits the ability of new producers to emerge. The 2053-C is a larger airship with an increased cargo capacity over its predecessor, and advanced material improvements have reduced its empty weight. The airship also features SunCell™ technology, allowing it to fly with nearly unlimited duration.

Std. Upgrades: Additional Fuel Tank, LTA, SunCell, Increased Economy

LUFTSCHIFFBAU ZEPPELIN 2053-C

HAND	ACCEL	SPEED	PILOT	BODY	ARMOR	SENSOR	AVAIL	COST
-4	5/10	40	2	30	2	2	15	650,000¥

- These things are a lot of fun if you can find the ones owned by Wuxing or one of the other major shippers. The big boys normally modify them with satellite communications and rigger control, which can lead to all sorts of chaos when you want to twist someone's tail.
- Slamm-O!
- This model is much more environmentally friendly than previous designs in daily operation. It's too bad that once you look at the entire footprint, you see that they are almost as bad for the environment as a cargo ship. Also, flying one of these into a building is not a conscientious idea of fun.
- Ecotope
- Says you. There was a reason that bumper cars were considered family fun for over a century.
- Slamm-O!



GOODYEAR COMMUTER-47 LTA

GOODYEAR COMMUTER-47 LTA (LIGHT TRANSPORT)

Goodyear produced this small dirigible for executive travel and personal use back when middle management had the delusion of personal freedom. The zeppelin still sees regular use, primarily in those parts of the world where citizens require long-range affordable transport to reach civilization. While Aztechnology still produces limited runs to meet this demand, it is no longer in full-scale production.

Std. Upgrades: LTA, Increased Economy

GOODYEAR COMMUTER-47 LTA

HAND	ACCEL	SPEED	PILOT	BODY	ARMOR	SENSOR	AVAIL	COST
-2	5/10	45	1	18	2	2	13	260,000¥

- People who live in the interior of the NAN and South America purchase these airships almost like a family car. There are a bunch of little airports that cater to some minor cities. I like these places, since I've found that traveling with the common touch helps when you're carrying something you shouldn't be.
- Traveler Jones
- These gasbags are not a lot of fun to work on. Goodyear made nearly every structural part proprietary, and you invariably bend or twist one when you start adding any number of useful add-ons.
- Turbo Bunny
- The custom framework done for most of the SHAPELY (Shaped Airfoil Positive Enhanced Lift) inspired designs tends to be a little difficult to work around. The entire zeppelin is intended to be a lifting body leading to a lot of precision framework, and several companies are aware of the market for replacement parts.
- Orbital DK



AIRSHIP INDUSTRIES SKYSWIMMER (LIGHT TRANSPORT)

Originally intended to be a recreational vehicle for middle-class families, the Skyswimmer has managed to evolve into a variety of other roles and much more lucrative market segments. With the creation of the wireless Matrix and the standardization of data transfer protocols, AR-enhanced navigation and piloting makes going from point A to point B much easier than it was ten years ago. This has opened up new markets for low-cost and easily maintainable air transport. The Skyswimmer, with its turbine-electric drive units and SunCell™ technology, is capable of continuous operation while having minimal environmental impact.

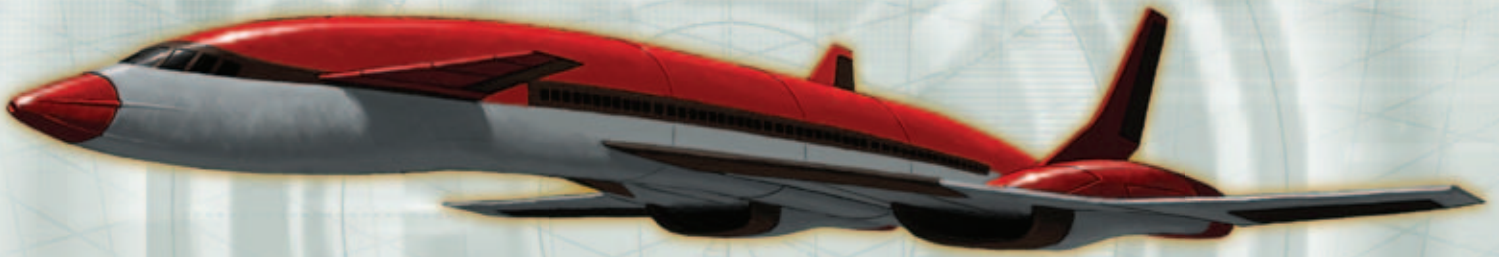
Std. Upgrades: LTA, SunCell, Improved Economy, Amenities (mid)

AIRSHIP INDUSTRIES SKYSWIMMER

HAND	ACCEL	SPEED	PILOT	BODY	ARMOR	SENSOR	AVAIL	COST
-3	5/10	30	1	14	1	1	12	180,000¥

- Clockwork failed to mention that the wings fold up too, so they are easier to store. While it still takes a large building to hide one in flyable condition, the extra room to maneuver on the ground helps.
- 2XL
- Great, the family blimp. How is this relevant?
- Cosmo
- You can place your team aboard, travel in relative comfort to anywhere, and only have to worry about the weather and your friends' sanitary habits. Provided you don't try to attract attention, you could cross an entire continent without an issue.
- Traveler Jones
- Now that you mention it, the sanitary habits thing has me a little worried.
- Hard Exit
- Get new friends. They have to be better than those banditos you've been working with lately.
- Aufheben





FEDERATED-BOEING 797

FEDERATED-BOEING 797 (PASSENGER LINER)

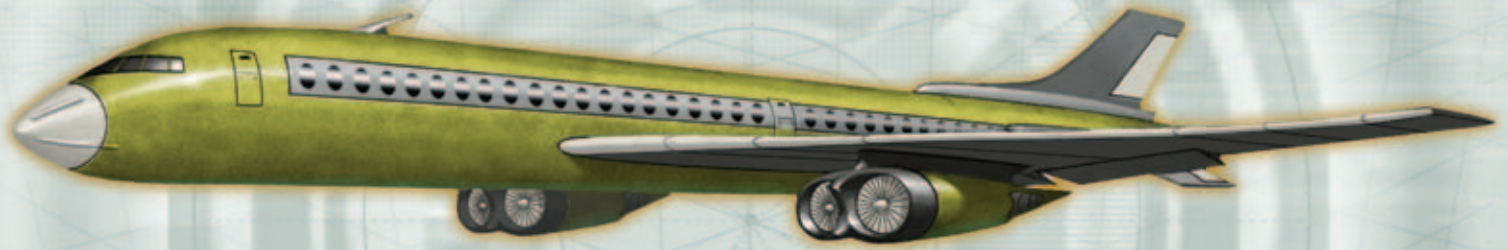
The 797 was designed nearly fifty years ago, when Boeing decided to tinker with a revolutionary design. The 797 was developed from an earlier concept referred to as the “Sonic Cruiser” around the turn of the century. As the power of the corporations grew, they looked for a safe and fast way to transport their executives around the world. Boeing initially answered with the 797, which briefly dominated the aircraft industry’s imagination. Before long, though, the 797 was largely replaced with sub-orbital transports and the legalization of true supersonic aircraft, but it has kept favor with those carriers that can charge for the convenience of reduced travel times.

Std. Upgrades: Amenities (Mid), Satellite Communications

- They are not that hard to get a ride on. Most Hawaiian flights are made in these, since the natives would prefer that tourists ride on something that does not have the same flight profile as a weapon of mass destruction.
- 2XL
- The design is a little dated for the corporate elite, but for the normal wage-slaves it is a slice of heaven compared to the norms for public transport.
- Dr. Spin

FEDERATED-BOEING 797

HAND	ACCEL	SPEED	PILOT	BODY	ARMOR	SENSOR	AVAIL	COST
-4	50/150	750	3	32	8	2	20	7,250,000¥



FEDERATED-BOEING 818

FEDERATED-BOEING 818 (JUMBO AIRLINER)

This is a conventional airliner intended for short trips. While the design featured a number of changes pioneered by Boeing's previous designs, primarily in the areas of material technology and composite wing structures, it largely follows the tried-and-true "tube with wings" formula that airliners have stuck to for over a century. Interestingly, this design remained highly popular until the early Matrix removed many of the reasons for regional business travel.

Std. Upgrades: Amenities (Squatter)

FEDERATED-BOEING 818

HAND	ACCEL	SPEED	PILOT	BODY	ARMOR	SENSOR	AVAIL	COST
-4	40/100	600	2	34	7	2	19	5,000,000¥

- Who hasn't been stuck on one of these? I swear the airlines try to make them as uncomfortable as possible. The service is bad and the noise makes me want to scream.
- Sunshine
- The airlines have analyzed people's travel habits extensively, and there is a large segment of the populace that is more sensitive to the fare price than to how they are treated while on the plane. If you want a better experience, try flying on the 797. Or have Kat as your flight buddy.
- Mr. Bonds
- These are pretty common sights in the skies, and anything that people are so used to seeing that they don't really think about it any more presents opportunities. Technicolor Wings has a couple of these that they use for some of their bigger jobs.
- 2XL



LEARS-CESSNA ROVER

LEAR-CESSNA ROVER (LIGHT TRANSPORT)

The Rover is an unexceptional aircraft catering to those pilot enthusiasts that cannot afford a more modern turbofan design. The Rover is a typical propeller design that would not have looked out of place a century ago. The plane is frequently seen as a status symbol in certain circles, and it often plays a transitory role as the plane you buy while you're saving up for something better. The aircraft is also becoming a favorite of small smuggling operations as it is capable of carrying a relatively profitable load.

Std. Upgrades: Improved Takeoff and Landing 1

LEARS-CESSNA ROVER

HAND	ACCEL	SPEED	PILOT	BODY	ARMOR	SENSOR	AVAIL	COST
+0	20/100	200	2	14	5	1	12	629,000¥

- The plane isn't much to look at, but the passenger seat will hold an additional 100 kilos of novacoke to a drop-off point.
- 2XL
- I call it pleasant to fly, providing that you are somewhere in North America. Aztlan inspects every one of these that I have seen land in their territory. They've learned from past experience that cartel mules love these.
- Hard Exit
- I knew a rigger that managed to arm one of these with a pop-down turret to support his team when they ran in the Redmond Barrens. Knight Errant arrested him within a week of their taking over the Seattle contract.
- Clockwork



ARES DAKOTA

ARES DAKOTA (TRANSPORT PLANE)

The Dakota was released by Ares to compete in the short-haul cargo market segment. It has gained some favor in the NAN, as its short field and reinforced landing gear make it ideal to handle remote airstrips. While its primary competition in servicing these rural communities is lighter-than-air transports, the Dakota's otherwise pedestrian speed is a positive selling point. The design's turboprop engines have been rated as the most reliable civilian engine design released in the past decade by AeroRate blogzine.

Std. Upgrades: Improved Takeoff and Landing 1

ARES DAKOTA

HAND	ACCEL	SPEED	PILOT	BODY	ARMOR	SENSOR	AVAIL	COST
-1	20/80	600	2	20	8	2	15R	1,125,000¥

- A Vory front operation flies three of these for factions within Siberia. Rumors state that one has been converted into a light gunship to help secure the cargo drop points.
- Red Anya
- Ares has been marketing these in Bogota lately. I think there are a few smaller mercenary outfits planning for rapid egress from the area if the situation gets any hotter.
- Hard Exit





SAEDER-KRUPP LAKOTA

SAEDER-KRUPP LAKOTA (CARGO HELICOPTER)

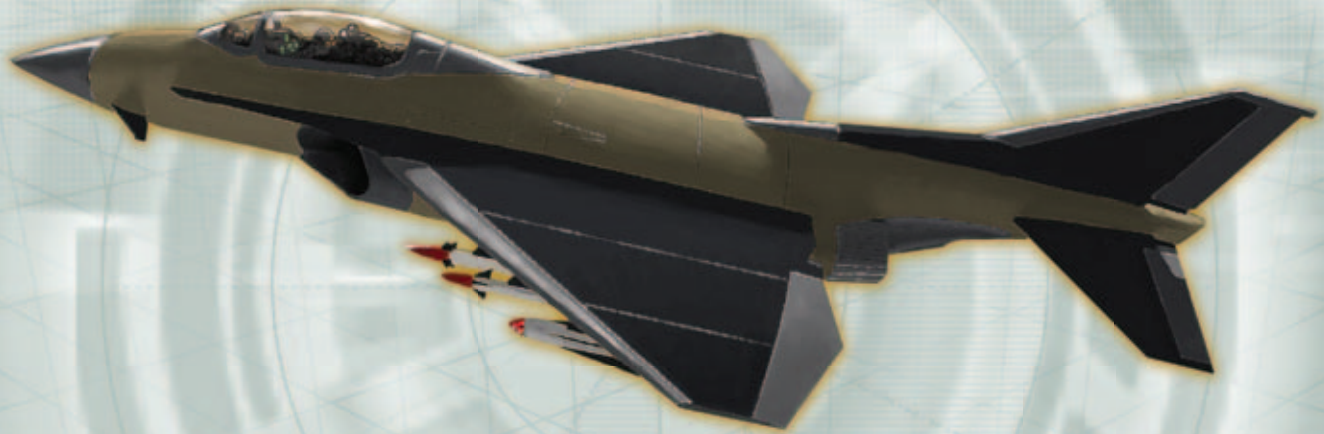
The Lakota is an old design that S-K continues to produce as competition to the Stallion and Airstar. The Lakota soldiered through the EuroWars as a utility and light attack design, proving to be a solid but not stellar performer. The early production units were retired by UCAS shortly after the former United States split, and they were sold to various Middle Eastern nations. This resulted in the design being used by both sides of the conflict. Today, the Lakota is primarily used by civilian operators to transport light, time-sensitive cargo or to provide middle managers a way to reach connectivity-limited worksites.

Std. Upgrades: Improved Takeoff and Landing 2, Weapon Mount (external, fixed, remote)

SAEDER-KRUPP LAKOTA

HAND	ACCEL	SPEED	PILOT	BODY	ARMOR	SENSOR	AVAIL	COST
+2	15/40	250	1	12	4	1	14R	625,000¥

- I have had the "honor" of being allowed to ride in one of these that monitors the pipelines in Kuwait. It was one of the most terrifying flights in my life. The spare parts inventories in Al Jubal must be sorely depleted for that thing to be in the condition it was in.
- Goat Foot
- Actually that isn't surprising. S-K has been offering nice retail deals on replacement airframes rather than spare parts. It's a normal business practice for them. I also doubt the newer airframes are as strongly constructed as those manufactured in the 2030s.
- Turbo Bunny
- There is an outfit patrolling around Nairobi that still uses these birds as close-air support and medical evac.
- Black Mamba



HAWKER-SIDDLEY FIREBRAND

HAWKER-SIDDLEY FIREBRAND (LIGHT TRANSPORT)

The Firebrand is Aztechnology's competition to the Piper Brat, and it has successfully managed market penetration in the Central American and some African markets. The Firebrand features a strong reinforced structure with heavy wing construction. While these design elements limit the plane's maneuverability, they also allow for easy external modification of the airframe. Business managers have been the largest purchasers of the aircraft to a degree that Hawker-Siddley has announced a newer version with improved a communications suite to cater to the modern desire for continual access to the Matrix.

Std. Upgrades: None

HAWKER-SIDDLEY FIREBRAND

HAND	ACCEL	SPEED	PILOT	BODY	ARMOR	SENSOR	AVAIL	COST
+1	20/100	290	2	15	6	2	14	740,000¥

- There are private security companies that have attempted to modify these as cheap ground-attack aircraft, as is the case with the one pictured here. I have yet to see one that worked without drastically affecting the airframe's stability.
- Clockwork
- I have seen a few of these modified for surveillance work. Adding a drop rack for micro-drones seems to be popular, along with expanded sensor capabilities. Lone Star once owned a couple, but Aztlan always seemed to know where they were.
- Hard Exit
- That's easy to believe. Unless you know to look for the linked RFID tag banks in the tail section you always broadcast your location.
- Turbo Bunny





EVO RECKONER (TACTICAL AIRCRAFT)

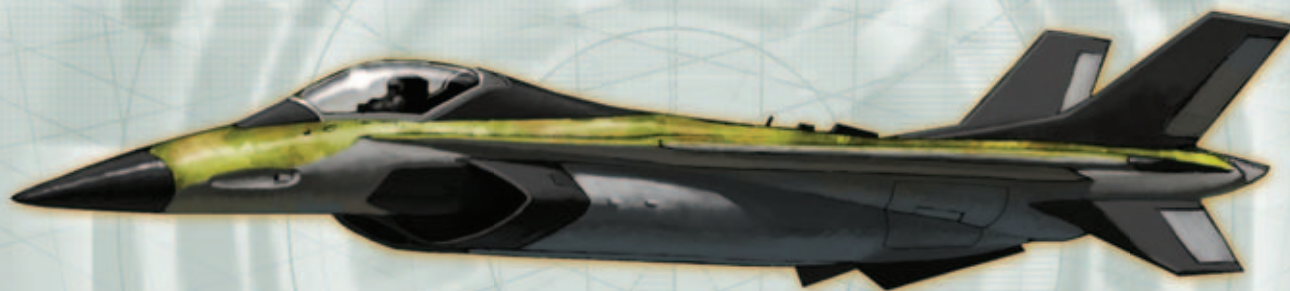
The Reckoner is a dual-purpose design intended to meet the needs of national and corporate air forces. The Reckoner features a dual control system to facilitate the advanced training of pilots and riggers to handle the complex tasks of modern warfare. The design is also intended to perform as a second-line asset for national air forces, and the primary combat asset of smaller organizations.

Std. Upgrades: Lock-On Countermeasures, Ejection Seats, 2 Weapon Mounts (external, fixed, remote)

EVO RECKONER

HAND	ACCEL	SPEED	PILOT	BODY	ARMOR	SENSOR	AVAIL	COST
+2	40/150	750	3	18	9	3	15R	1,600,000¥

- Evo has been pushing the design lately with some deeply discounted spare-parts packages. It looks like they might be interested in breaking into major arms manufacturing.
- Mr. Bonds
- This design was submitted to the CAS about a year ago for the ACT (Advanced Combat Trainer) program. Hopefully the winner will be announced in the next six months like the original RFP stated.
- Hard Exit
- I still don't understand why the world's militaries insist on actual training aircraft. Between simulators, VR, and rigging technology, we should be fighting each other in a plug-and-play world. We do it in the shadows all the time.
- Slamm-O!
- VR and simulators can teach you a lot and let you safely practice, but there are situations where real-world experience helps you a lot more than playing in VR. Militaries are also not willing to risk losing a multi-million nuyen aircraft to an area jammer or unforeseen turbulence.
- DangerSensei



MIG-63

MiG-63 (TACTICAL AIRCRAFT)

The MiG-63 was designed after the end of the EuroWars to incorporate the lessons learned from that conflict. It was originally intended to be a limited experimental program with a pair of flying prototypes to test fused-sensor technology and improved cooperative engagement systems, but the program expanded as the market demand for a lightweight fighter grew. This MiG was assigned the marketing name “Founder” in keeping with former NATO codename conventions.

Std. Upgrades: Ejection Seats, Lock-On Countermeasures, Rigger Adaptation, 3 Weapon Mounts (concealed, fixed, remote), ECM 1, ECCM 5

MiG-63

HAND	ACCEL	SPEED	PILOT	BODY	ARMOR	SENSOR	AVAIL	COST
+2	80/320	1,200	3	18	12	4	28F	3,100,000¥

- Talk about a straw man. How many of these have been produced and sold? According to the blogosphere there are more of these sitting on the stopped production line than flying.
- Snopes
- Actually, company records state that there have been nearly three hundred produced and delivered, with an additional sixty on order. It might not be a major military item, but it has been constructed in reasonable numbers.
- Mr. Bonds
- You have to keep in mind that the Eurofighter’s four thousand plus airframes are a number that has not been seen since the mid-twentieth century military spending. Everything is going to look small fry after that level of production.
- FastJack
- Today bullets and flesh are cheap; everything else is expensive. Militaries would rather spend blood than nuyen. That attitude is why many of us get employed, both by causes and corporations.
- Aufheben





SU-41 "FIXER"

SU-41 "FIXER" (TACTICAL AIRCRAFT)

The SU-41 has been in production since the EuroWars and remains within the inventory of several nations around the globe. The Fixer features enhanced maneuverability and super-cruise capability in an attempt to dominate the dogfight arena. It also has some reduced radar cross-section features that, while not enough to be a true stealth design, enhances the craft's survivability.

Std. Upgrades: Ejection Seats, Improved Efficiency, Reduced Signature Rtg. 1, Lock-On Countermeasures. 2 Weapon Mounts (concealed, fixed, remote), 3 Weapon Mounts (external, fixed, remote), ECM 2, ECCM 1

SU-41 "FIXER"

HAND	ACCEL	SPEED	PILOT	BODY	ARMOR	SENSOR	AVAIL	COST
+3	60/240	1,500	2	16	8	4	24F	1,950,000¥

- This used to duel with the Eurofighter all the time, and will probably stay active as long as the Eurofighter is around. Still, these are second-line dregs that are never anyone's first choice to throw into a fight.
- Black Mamba
- As always, military trash is someone else's treasure. There are rumors that some Fixers have dropped into the hands of a Vory-sponsored smuggling group. I guess this means that if you positively need it overnight, they can deliver.
- 2XL
- Actually, they have been used to take down a couple of the freelancers that used slower transports around Alaska. Then the competition got prepared.
- Sounder
- Prepared? What, smugglers are shooting at each other now?
- Netcat
- Not any more—it sounds like the Yakuza found their competition's primary airstrip. They have been offering some "slightly used" aircraft parts for the past two weeks.
- Red Anya