Scalable Agile Beam Radar (SABR) Flight Testing
Video Transcript

I'm Arlene Camp, Director of Advanced F-16 radar programs at Northrop Grumman.

Behind me is our Sabreliner testbed aircraft. It's as close to an F-16 as you're going to get. We recently completed a series of flight tests on our Scalable Agile Beam Radar, also known as SABR. This is important, because it validates what we did in the laboratory environment, in the air.

I'm Torin Caverly, Engineering Program Manager for Northrop Grumman's SABR radar. Behind me is the Sabreliner aircraft, the aircraft we've used to test our SABR radar. Let's take a look inside.

This jet started out as one of our corporate jets, but it's been extensively modified since those elegant days. And for the last twenty years, it has served as our F-16 radar testbed.

You might have noticed when we were outside that the front end has been modified. The front end has been completely replaced with an F-16 radome and front bulkhead.

In the back, we have our two engineering stations. On the right is our radar operator bench, and on the left is our software and communications bench. These benches, and the racks you see, command and control the radar, record engineering data for analysis as well as simulate every single system in the F-16 that communicates with the radar, all the way down to the communications busses and software commands.

The co-pilot is also able equipped to be a radar operator in the Sabreliner. We have a display that works just like the multifunction display in the F-16 as well as an actual F-16 control stick that allows the co-pilot to operate the radar just like a Viper pilot would.

Our next step is to take SABR airborne in an F-16 as soon as possible.

To learn more about SABR, visit us at www.northropgrumman.com.