



ITALIAN AIR FORCE PA-200 TORNADO "SPECIAL COLOR"
50TH ANNIVERSARY FROM FIRST FLIGHT





On 14 August 1974, a fundamental milestone in history Aviation was written at Manching-Ingolstadt airport. A dream come true and literally took the flight: the PA-200 Tornado MRCA (Multi Role Combat Aircraft) project made his first flight. Right from the start the new aircraft demonstrated the validity of the design and the highest potential in terms of characteristics and capabilities. The Partnership developed between the three Member Countries (Italy, Germany and Great Britain) gave birth to the modern approach of cooperation in Aerospace Industry in Europe: synergy and sharing of technologies, knowledge, costs, resources and effort. For the "end-users", the Tornado reached the flight line in the early 1980s, and since then it has marked indelibly the operational history of modern combat aircrafts for more than four decades. In years characterized by increasing global instability, the Tornado has been both leading actor and guardian. The PA-200 was among combat aircrafts the first, since the 90's, to integrate and carry precision, LASER & GPS guided munitions and, for Italy, the first tactical aircraft since the end of World War II taking part in a conflict, within a coalition effort in implementing a UN Resolution. Leveraging on enhanced and highest-end operational capabilities and performances, the Tornado has given the chance to new generations of Air Force personnel to take part to the most relevant and challenging scenarios of crisis and to

develop a new, innovative and comprehensive perspective. Skills, knowledge, technology understanding, leadership, risk management and decision making, teamwork, excellence, commitment and service are the most evident factors and qualities that has distinguished Tornado Crews (Pilots and Weapon Systems Officers/Navigators) and Personnel.

The ITAF 6th Wing "Diavoli Rossi" is currently the Main Operating Base (MOB) for the whole Italian Air Force Tornado fleet, the Airbase where the PA-200 is currently operated by the 154th (IDS and OCU) and 155th (ECR) Fighter Squadrons and was the first MOB to welcome the Tornado, in 1982.

I feel the privilege to live first-hand such a significant and evocative moment, the 50th Anniversary since Tornado first flight. My direct experience in operations as Tornado Pilot gives me full awareness of the relevance of the PA-200, throughout five decades, for Italian Defence, NATO and Partner Nations. Being qualified and current on both Tornado and F-35A, therefore involved in the progressive transition taking place at Ghedi between the Tornado and the F-35, I live this moment deeply touched, with intense emotion and immense appreciation to the PA-200 Tornado MRCA for the incredible contribution that is still bringing to the battlefield, since 5 decades ago. Let me now extend a thought of gratitude and appreciation to all those who served with the Tornado, and to honor all those who fell in service: to all of them we owe our prestigious traditions and invaluable heritage.

Finally, I would like to thank all 6th Wing men and women, in their role of careful guardians of Tornado legacy, for having inspired the design of the "50 YEARS FIRST FLIGHT" special livery and for the hard work for the painting, leveraging on a fruitful collaboration with experts in the field of graphic design.

Therefore, let's recognize a fully deserved tribute to the PA-200 Tornado MRCA, the first European all-weather, day and night, multi role combat aircraft that played a strategic role in European and NATO Defence.

6TH WING and GHEDI AIRBASE COMMANDER
Colonel (ITAF, Pilot) Luca Giuseppe VITALITI

A handwritten signature in black ink, appearing to read 'Luca Vitaliti'.

THE HISTORY



THE MAKING OF



LIVERY BY  AIRCRAFTSTUDIODESIGN



"LOW VISIBILITY" GREY

- 2008-2009 ISAF Operations in Afghanistan;
- 2011 Operation "Odyssey Dawn" and "Unified Protector", in Libya according to UN Security Council Resolutions 1970 and 1973.
- 2014-16, 2020-21 and 2024 Operation "Inherent Resolve" in the international coalition for the stabilization of Iraq and against DAESH (reached the milestone of 5000 flying hours in O.I.R. operational theater of crisis).

Color used for the ADV version.

The movement on the fin recalls the dynamism of the action leading in three arrows, representing the three Tornado variants:

- IDS (Interdiction and Strike), for air interdiction and ground attack;
- ECR (Electronic Combat Reconnaissance), for electronic reconnaissance and suppression of enemy air defences;
- ADV (Air Defence Variant), for air defence.

CAMOUFLAGE

- 1995-99 Peacekeeping operations in the former Yugoslavia and Kosovo, collaborating with the International Court of Justice.

MRCA prototype, serial n. P-01, flew for the first time on 14 August 1974 at Manching Airport, Germany with the classic red and white test flight livery.

DESERT YELLOW

- 1990-91, as part of the "Desert Storm" operation as an Italian contribution to the international effort in response to the Iraqi invasion of Kuwait.

The red lightning bolt that runs along the side profile recalls the "N" of the Tornado - Panavia partnership.

Fighter Squadron (in chronological order of delivery/flight hours flown).

The tricolor Italian national flag that stands out from the fin wraps around the entire fuselage converging on the longitudinal axis, to seal how the Tricolor has always inspired and directed to success the service of the PA-200.

The colors of the "Tornado 50" marks the successions in fifty years of the different liveries that have colored the Tornado as a protagonist in main and most relevant operational theaters: the white-red livery of the first Italian prototype, the "P-05" in 1975, to the camouflage colors (green, grey, silver) in the 80's and 90's, the yellow-sand desert livery of the "Locusta" Operation in 1990-1991, the current low-visibility mono-grey livery.



154th Fighter Squadron «Diavoli Rossi»
(1982 - to date) - IDS



155th Fighter Squadron «Pantere Nere»
(1985 - to date) - IDS/ECR



156th Fighter Squadron «Linci»
(1984 - 2016) - IDS



102nd Fighter Squadron «Paperi»
(1993 - 2022) - IDS



12th Fighter Squadron «Strali»
(1995 - 2004) - ADV



21st Fighter Squadron «Tigri»
(1997 - 2001) - ADV



ITAF Test Wing - IDS



SPECIFICATIONS

Min/Max Wingspan:	8,6/13,91 m
Length:	16,70 m
Height:	5,95 m
Empty Weight:	13.890 kg
Gross Weight:	20.240 kg
MTOW:	28.000 kg
Powerplant:	2x Turbo-Union RB199-34R Mk103
Thrust (each):	43,8 kN (Dry); 76,8 kN (Afterburner)
Top Speed:	1.480 km/h (S.L.); 2.400 km - Mach 2.2 (30,000 ft)
Range:	1.390 km
Ferry Range:	3.890 km
Service Ceiling:	15.240 m
Crew:	1 Pilot, 1 Weapon Systems Officer/Navigator

PAYLOADS

- 2x Guns 27 mm (IDS, ADV)
- 2x AIM-9L Sidewinder or AIM-120 AMRAAM (ADV)
- AGM-88 HARM / AGM-88E AARGM-ER
- Storm Shadow cruise missile
- PGM: JDAM and GBU series bombs
- Buddy-Buddy Air Refuelling Pod
- Up to 4 x drop tanks for ferry flight/extended range/flight time

AVIONICS

- CLDP or Rafael LITENING targeting pod
- Rafael RecceLite advanced aerial and ground electro-optical system
- BOZ counter-measures pod

SQUADRONS

TECHNICAL DATA



CREATED BY 6° STORMO, IN COLLABORATION WITH

AIRCRAFTSTUDIODESIGN BOTTEGA CREATIVA INDIAFOXTECHO