Honeywell can still brag that it “leads the industry in precision directional control of kinetic warheads for ballistic missile interceptors. We helped pioneer…solid propulsion reaction controls for missile interceptors on the LEAP, AIT and SM-3 [weapons systems] and developed a new family of advanced high temperature Jet Reaction Controls to provide unmatched agility, maneuverability and end-game lethality to tactical missiles and precision guided munitions such as Israeli Military Industry’s Multiple Launch Rocket System [MLRS].” (Emphasis added.)

HP’s pride in providing “end-game lethality” for Israel’s M270 MLRS missile system is telling. The contract to build “Trajectory Correction Systems” to upgrade the accuracy of this rocket artillery was won by Israeli Military Industries (IMI), a large government-owned weapons firm. (See “State-owned Israeli War Industries,” pp.48-49.) For its part, Honeywell provided “Fluidic Thrust Vector Control diverter valves …to deliver trajectory correction” for the MLRS, made by Lockheed Martin. (See table, “CPP Investments,” p.53.) Israel used the MLRS against Lebanon in 2006.

In reporting on two large US weapons-transfers requested by Israel in 2004 and 2007, the US Department of Defense stated that among the “principal contractors” would be Honeywell and Lockheed Martin. The munitions in question included warheads and weapons fuses valued at $319 million (in 2004) and $465 million (in 2007). The 2004 export was to include 10,000 “live bombs,” 160 “inert bombs” and 9,500 “live fuze components.” The 2007 export deal was to include 10,000 tail kits for Joint Direct Attack Munitions, 4,000 full kits for various warheads, 13,550 “live bombs,” and 20,000 “live fuze components.”

Honeywell received $48.1 million in AH-64 contracts, including the maintenance and repair of weapons and aircraft structural components, the supply of aircraft gunnery fire-control components, radar equipment, optical...
sighting and ranging equipment, engine and fuel system components, and flight instruments.

Its F-15 contracts, valued at US$207.3 million, included the maintenance and repair of engines, and the supply of weapons fire-control equipment, weapon system hardware, navigation, flight, engine and communication instruments, electrical motors, and wheel and brake systems.

Honeywell’s F-16 contracts, amounting to US$233.7 million, were for such products and services as gunnery and bombing fire-control components, navigational and flight instruments, transmission equipment and engine components, electronic microcircuits, and maintenance and repair of engine accessories.

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Hyundai Motor Co.

To most, Hyundai—which means “modernity” in Korean—probably conjures up images of fuel-efficient compact cars. Indeed, one of the company’s main divisions, the Hyundai Motor Co. (HMC), is the world’s fourth largest car manufacturer.

But an HMC subsidiary—originally called Koros—churns out fuel-guzzling battle tanks, armoured troop carriers and tank-gunning trainers. Koros, which made trains, is an acronym for Korea Rolling Stock. However, in Japanese, the word korosu means “to kill.” Although this was quite apt, the Koros name was changed to Rotem in 2002.

In 1997, Hyundai defied the Arab boycott and set up an Israeli R&D centre. HMC cars are now Israel’s most popular, surpassing competitors Mazda and Mitsubishi. (See table, “CPP Investments,” p.53.)

Because HMC has received lucrative contracts from Israel’s military, it is obliged to reciprocate with investments in the country. The government’s Industrial Cooperation Authority said: “HMC is committed to about US$16 million worth of Industrial Cooperation activities to be carried out with Israel’s high-tech and automotive industries. The commitment stems, among others from the sale of Hyundai vehicles to Israel’s Ministry of Defense, and the Government Vehicle Administration, which totalled since 2004 up to 2010, 8,000 vehicles.”

Israel’s Globes newspaper reported on two large 2010 contracts won by HMC to supply vehicles to officers of the Israeli Defense Forces (IDF). These deals totalled between US$28 and $33 million. Globes noted that “most leased cars that will be supplied to IDF lieutenant colonels—about 3,000 cars— are Hyundai Accents, manufactured at the...Izmit plant in western Turkey. The pretax value of the export of these cars to Israel is estimated at $22-25 million.”

The other tender was to “lease cars to IDF majors...through Hyundai Motors Israel Ltd., with its I20 model,” which are also made in Turkey. Globes estimated that the “value of the I20s that will be exported to Israel for delivery to the IDF is [US]$6-8 million.”

In 2006, Globes reported that in “the first stage of a military contract” the IDF received “hundreds of Hyundai Getz and Mitsubishi Lancers.” (See Hyundai Motors, p.40, and Mitsubishi in table, “CPP Investments,” p.53.)

In 2010, Israel’s military paid HMC US$30 million to supply thousands of cars to its officers. Those ranked Lieutenant Colonel and above received HMC Accents, while Colonels received HMC’s I20 model.