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1:48 FA-18 HORNET & F-111
recommended kits MONOGRAM, ACADEMY

McDONNELL DOUGLAS FA-18 HORNET

The RAAF's search for a high technology, state of the art, front line fighter aircraft to replace the ageing Mirage 1110's ended with the McDonnell Douglas FA-18A "Hornet" after months of exhaustive evaluation and testing such alternative combat aircraft as the General Dynamics F-16 Hawker Harrier and D'Assault Mirage 2.

The F-18's wide multi-role capability range, including ground attack, air to air combat, adaptability to carrier based operation requiring positive handling at slow airspeeds, "built in" ground maintenance features and quick ordnance turn around were vital factors in approving the purchase of 75 aircraft to serve as Australia's No. 1 air defence force.

The Hornet's acquisition brought sharp criticism from lobby groups and essentially uninformed sources as did the F-111 programme; but to those "in the know" both aircraft are leaders in their respective roles and will remain so for some considerable time.

The F-18A critics were to some extent gagged, when it was announced that approval had been given by McDonnell Douglas to manufacture major electronic and mechanical components and assemble the aircraft at the Commonwealth Aircraft Corporation plants in Australia. R.A.A.F. pilots had to undergo extensive retraining and conversion programmes facilitated by the acquisition of a fully rigged simulator and U.S.A.F trained instructors installed at R.A.A.F. Williamtown.

GENERAL DYNAMICS F-111C

The R.A.A.F. ordered their F-111 aircraft way back in 1964 but it was not until 1973 that the first much maligned and unfairly criticised F-111 entered service with the R.A.A.F. Since that time several aircraft have been lost but only two have been fatal — involving the loss of aircrew, but *none* of these accidents was caused by the commonly held belief that "the wings drop off". All were the result of birdstrike or foreign matter ingestion — a common problem that plagues jet aircraft of all types. The fact remains that Australia's F-111's still meet the rigorous defence standards this vast continent requires after twenty five years of service and will as believed by its protagonists "lead our strike element into the next century".

REFERENCE MATERIAL

FA-18 — "Australian Flying" Sept./Oct., '86 and Vol. 5/59 "Illustrated Encyclopaedia of Aircraft" and the 1988 released video "Aviation Profile" available from most specialist hobby stores for the ultimate research file.

F-111 — "Australian Aviation" Jun/Aug., '84 and Vol. 3/35 Ill. Encyclopaedia or A/C "Ill. Encyclopaedia of Aircraft", "Squadron Signal Publications" A/C No. 35.

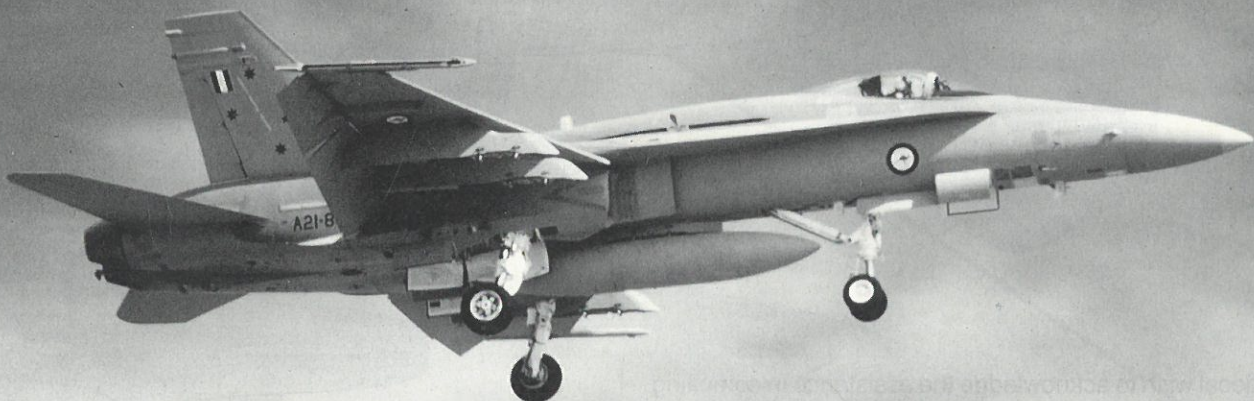
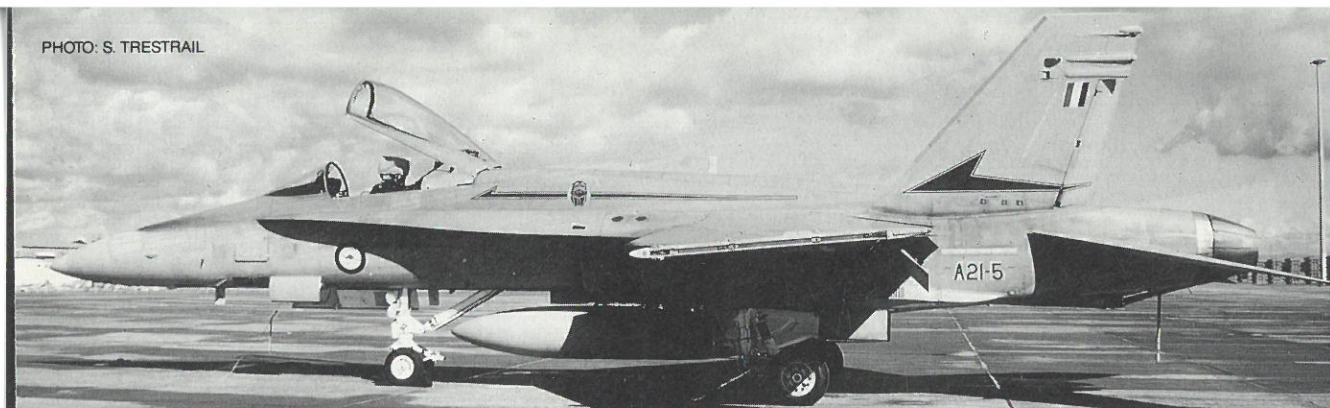
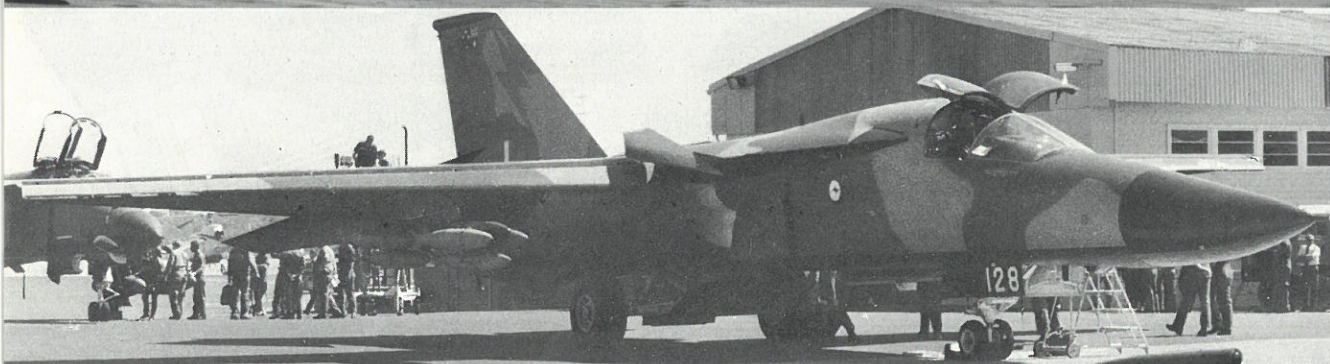
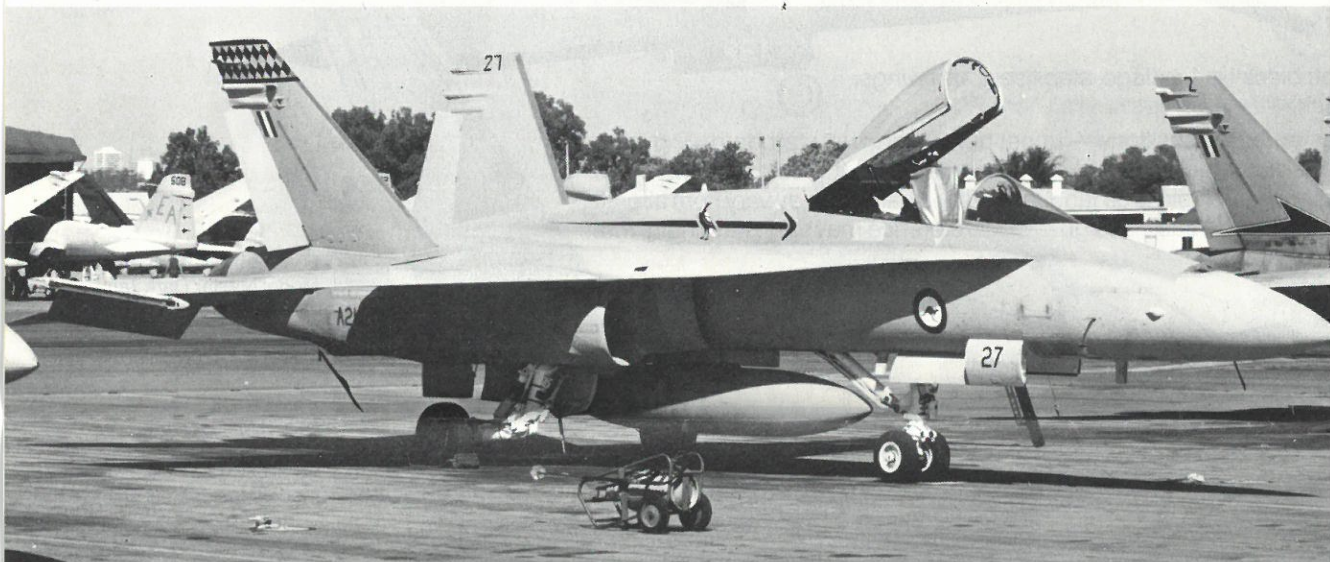


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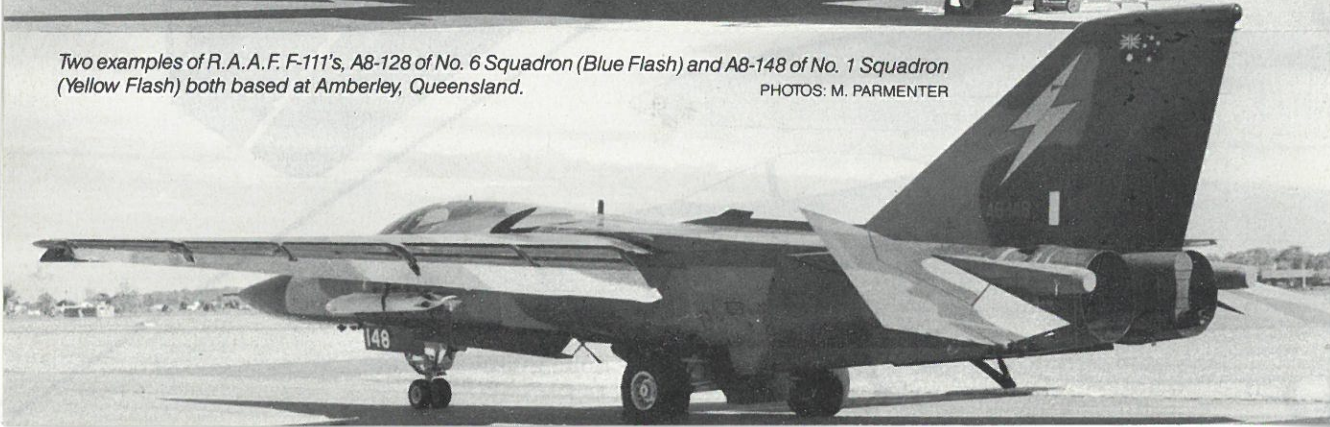


Above: No. 77 Squadron F-18 Hornet A21-5 attached to R.A.A.F. Base Williamtown, N.S.W. — the wing tip “warp” is very evident in this photo.



Two examples of R.A.A.F. F-111's, A8-128 of No. 6 Squadron (Blue Flash) and A8-148 of No. 1 Squadron (Yellow Flash) both based at Amberley, Queensland.

PHOTOS: M. PARMENTER





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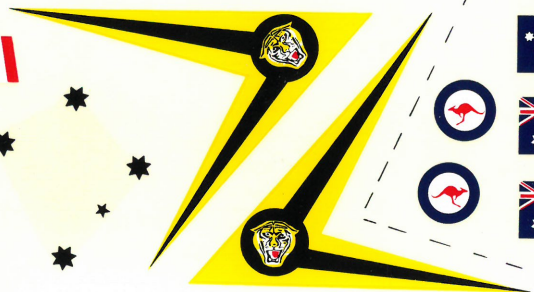


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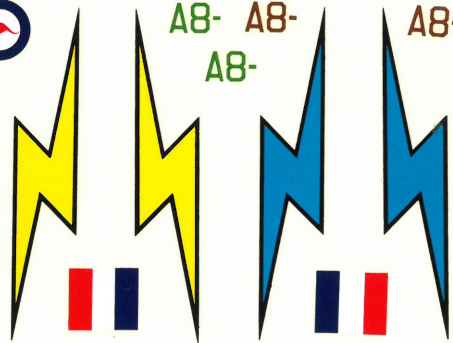
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