

Chapter 1 : General Dynamics F Aardvark - Wikipedia

The General Dynamics F "Aardvark" was a medium-range interdictor and tactical strike aircraft that also filled the roles of strategic bomber, reconnaissance, and electronic warfare in its.

Navy began a program to develop a new air defence fighter for use on its large aircraft carriers. They featured side-by-side crew seating in an escape capsule, as required by the Navy. Because of conflict between the Air Force and Navy over whose requirements had precedence, McNamara intervened in 1962, declaring that the Air Force desires would override suggestions by the Navy. Air Staff Requirement 36 that year mandated an all-weather attack aircraft by capable of delivering a variety of bombs and missiles. The government denied that the Tu could reach Sydney, [22] but Minister for Air Frederick Osborne acknowledged that the Canberras were "the weakest link in our armoury at the present moment". He stated, however, that the available foreign bombers were unsuitable for the RAAF. The F-4 and the A-5 were immediately available, but the less expensive F-4 would need air-to-air refueling to reach Indonesia from Australia. While the TFX was also controversial in the United States, its promised performance specifications and per-aircraft cost were superior to that of the TSR. The Menzies government viewed the British promise to deploy a squadron of V bombers in Australia for interim defense until the TSR-2 was ready as unacceptable for both technical and political reasons. The differences from the FA caused it to be designated the FC in 1964. Training began in 1965, with RAAF personnel seeing terrain-following radar and other sophisticated equipment for the first time. Completion of contractual requirements to the satisfaction of Australia also took time, [38] damaging the morale of the hundreds of trained RAAF personnel who had little to do. The RFC carried a reconnaissance pack with four cameras and an infrared linescanner unit. They underwent an extensive Avionics Upgrade Program through 1968. The short span wings underwent a refurbishment in Australia, which included extending the span, in effect making the wings the same as the FC and FG models. The cockpit formed part of an escape crew capsule. RFCs carried a pallet of sensors and cameras for reconnaissance use. By June 1968, the remaining 23 Phantoms were returned to the U.S. Much more sophisticated than the Canberra, capable of air-to-air and air-to-ground attack roles; it had inertial navigation, a gun and radar. The RAAF proposed keeping the F-4 and using it with the F, but the government decided that the cost was too great. From 1968 to 1970. Although it never saw combat, the FC was the fastest, longest range combat aircraft in Southeast Asia. The second preference in the advice put to the government was to deploy a squadron of four to eight FCs, though Defence did not support this. In the event, the government decided to not expand the Australian force. Fs from both No. 1. This was a maximum effort for No. 1. For the latter role two Fs armed with concrete-filled bombs fitted with precision guidance kits were kept available at all times. Each of these sorties were made after gaining approval from the Indonesian government and normally focused on bridges and communications installations. The long delay to the delivery of the aircraft was a significant political issue in the late 1960s and early 1970s. This occurred around the same time that massive delays and cost blowouts to the Sydney Opera House were making headlines, prompting some commentators to dub the F the "Flying Opera House". The use of an RAAF aircraft to "spy" on its own territory led to the minister responsible, Senator Gareth Evans, earning the nickname "Biggles" after the famous hero pilot of a number of books by Captain W. The health issues with chemical exposure included permanent brain damage to a number of ground crew before conditions were improved. Four aircraft modified to the FC standard were delivered in 1970. The government bought 15 FGs to supplement its FCs [76] in 1970 and delivered in 1971. These accidents took the lives of 10 air crew. The accidents occurred from 1970 to 1971. The ship had been sitting in Snails Bay, off Birchgrove, while the government considered its fate, and it was decided in March 1971 it would be scuttled by air attack. The RAAF had considered scrapping these aircraft, but concluded that it would be cheaper to bury them. While the original order for Fs specified that 18 would be strike variants and six reconnaissance variants, the RAAF later agreed to accept all 24 as strike aircraft and later retrofit six with reconnaissance pallets. At this time the RAAF decided to fit the pallet to four rather than six aircraft. The RFCs retained their strike capability. After four months of test flights, the aircraft returned to Australia in August 1971 where it conducted further tropical weather trials at Darwin. The other aircraft was retired in 1972 after

suffering damage from landing on its belly after one of its main wheels separated during take off; although the aircraft was repairable it was judged not worthwhile doing so due to the impending retirement of the entire F fleet.

Chapter 2 : F Aardvark (Wings) by Halberstadt, Hans Paperback Book The Fast Free | eBay

The General Dynamics F Aardvark was a supersonic, medium-range interdictor and tactical attack aircraft that also filled the roles of strategic nuclear bomber, aerial reconnaissance, and electronic-warfare aircraft in its various versions.

This is most evident around the nose. The green belly was dropped soon after the Combat Lancer deployment to SEA and by the time of the Constant Guard V deployment to Thailand in the undersides were black, a color used until the overall gray scheme was adopted by tactical Fs in the early s. The early aircraft also featured walkway markings on the upper wing and fuselage, which was later omitted. Fs were the last aircraft to use the Vietnam era colors, with Desert Storm aircraft using this scheme because most aircrew found it much easier to fly tactical formation with. Note the difference in profile when the Pave Tack pod was retracted foreground and extended background. The wings had full-span slats and double-slotted flaps. Roll control was provided by two sets of spoilers. After engine start, the wings were set to 16 degrees during the ground checks, and normally to 54 degrees for taxi. Prior to takeoff they were again put to 16 degrees with the slats down and the flaps at 25 degrees. This feature killed lift and shortened the ground roll during landings or takeoff aborts. Depending on the amount of fuel remaining, landing approaches were normally flown at slightly slower speeds than takeoff, with the sweep set at degrees, slats down and flaps at 35 degrees 25 degrees if single engine. After landing, the ground roll spoiler switch was deactivated and the wings swept to 54 degrees for taxi back to parking. The fabric wing seal that covered the wing cavity is shown above Above left - The top of an FD wing with the flaps and slats fully deployed. Above right - The bottom of an FD wing the flaps and slats fully deployed. Note that while the pylons are flush with the wing in front of the pivot point, there is a gap between the two aft of that. Scaledown has produced wings with flaps and slats extended for both short and long wings. The wings are complete units, including precut wings that allow you to throw away the kit wings. Short-wing airplanes never used that pylon. Paragon has produced a modification kit for the short wing airplanes for extended flaps and slats as well. These are a bit more of a modeling challenge because they require you to cut away the front and back of the kit wings. Shrinkage is a minor problem with these wings as well, but a good model can be made using this kit as well. One nice touch with the Paragon kit is the inclusion of photo-etch parts to simulate the fabric wing cavity seals. Wing Stations All Fs were constructed with provisions for four outboard pylons fixed for carriage at 26 degrees of wing-sweep. The Monogram A tanks were closer, but still undersized. Scaledown has produced corrected fuel tanks, with different versions for both the tactical and strategic aircraft. However, they did retain the FBA pylons, which were pointed at the front and more sharply angled at the back than those found on other Fs. When stores were loaded on the wing pylons, safety pins were inserted in the pylons to prevent them from being inadvertently jettisoned. These pins were always inserted from the outboard side. That meant that on the left wing only, the small door that allowed access to the cartridge actuating devices CAD had to be opened whenever the pins were inserted. FC Notes Australian bought 18 FC aircraft with the extended wing tips and strengthened landing gear of the FBA design although its avionics remained virtually identical to those in the FA. Initial delivery occurred in July Four FCs were modified to RFC standard in by installing a pallet in the weapons bay and a control panel in the cockpit A, , , and All other FCs were modified in Australia beginning in March This resulted in a cockpit configuration similar to Pacer Strike FF. FF Notes During the early s all FFs were modified with the Pave Tack system which enabled the WSO to visually acquire targets hours a day using high-quality infrared video, and self-designating them with a laser for attack with laser guided bombs LGB. Integration of this system required additional cockpit controls and displays, the most significant of which was the virtual image display VID. All were initially assigned to the th FS, with some later being transferred to the rd FS. Paint Scheme Notes FAs had a different camouflage pattern than all the other tactical variants. They initially had white undersides, but this was changed to olive drab on the Harvest Reaper FAs. By the time of the Constant Guard V deployment to Thailand in the undersides were black, a color used until the overall gray scheme was adopted by tactical Fs in the early s. US-based FA and FDs had hard-edged patterns, virtually identical between aircraft, while European-based FEs and FFs had soft edged patterns, which were generally similar

from one aircraft to the next. When the Libya raid occurred, the tail codes and national insignia were flat black. Some aircraft carried color wing and squadron insignia the former on the left, the latter on the right. The last three digits of the tail number were stenciled in white on the front-bottom corner of both nose wheel doors. Pilot and crew chief names were painted in white on the left nose gear door, while the WSO and assistant crew chief names were on the right. No AIM-9s were carried. None of the raid aircraft received any special markings except for , which eventually was adorned for a short period with a small about eight-inch long vertical white bomb, shaped very much like a Fat Man atomic bomb. It was located on the left side of the fuselage just in front of and slightly below the bottom front corner of the escape capsule. The TFS reversed black and yellow on its squadron patch after Desert Storm, and its fin cap became black with yellow stripes. All FFs based at Lakenheath were inflicted with an incorrectly proportioned national insignia from the late s, many until they transferred to Cannon AFB. A correctly proportioned FE type broken-pattern stencil insignia started being used on the FFs at Lakenheath at about the time that the FEs started arriving there. Starting in the depot in Sacramento, where all stateside-based Fs were overhauled, had to stop painting aircraft because of environmental concerns. At about the same time a decision was made to change to a different type of paint stripping process and paint. The new paint was the same Gunship Gray used on FEs. After the first few airplanes were painted, it was discovered that the accumulation of oil on the belly beneath the engine bays interfered with paint adhesion enough that the area between the ventral strakes was left the old color on many aircraft. As the gray color scheme was applied, the squadron colors were again applied as stripes on the upper fin. Although FBA and FG had experimental radomes of gray fitted beginning about , the black radomes remain standard. EFAs had a unique gray color scheme, and had never carried squadron colors.

Chapter 3 : WINGS PALETTE - General Dynamics F/EF Aardvark/Raven

[PDF]Free F Aardvark Wings No 4 download Book F Aardvark Wings No racedaydvl.com General Dynamics F Aardvark - Wikipedia Fri, 05 Oct GMT The General Dynamics F Aardvark was a supersonic, medium-range interdictor.

The cannon had a large 2,round ammunition tank, and its muzzle was covered by a fairing; however, it was rarely fitted on Fs. The Pave Tack pod allowed the F to designate targets and drop laser-guided bombs on them. The inner two pylons on each wing rotated to align with the fuselage, while the outer two were fixed. Each pylon had a capacity of 5, pounds 2, kilograms. Various bombs and missiles could be carried on the pylons. Auxiliary fuel drop tanks with US gallons 2, litres capacity each could be fitted. The Sukhoi Su was very similar to the F In little over a month, three aircraft were lost and the combat tests were halted. It turned out that all three had been lost through a malfunction in the horizontal stabilizer, not by enemy action. It was not until that TFW was fully operational. The worth of the new aircraft was beginning to show; Fs flew more than 4, combat missions in Vietnam with only six combat losses. The 18 Fs of the 48th Tactical Fighter Wing and the 20th Tactical Fighter Wing flew what turned out to be the longest fighter combat mission in history. One F was lost over Libya, probably shot down. During Desert Storm, FFs completed 3. The purchase proved to be highly successful for the RAAF. Although it never saw combat, the FC was the fastest, longest range combat aircraft in Southeast Asia. The FA was the initial production version of the F Early A-models used the TFP-1 engine. Navy , fulfilling a naval requirement for a carrier-based fighter aircraft capable of carrying heavy, long-range missiles to defend aircraft carriers and their battle groups from Soviet bombers and fighter-bombers equipped with anti-ship missiles. General Dynamics, lacking experience with carrier-based aircraft, partnered with Grumman for this version. The FB suffered development problems and Navy requirements changed to an aircraft with maneuverability for dogfighting. Australia ordered 24 Fs and, following delays, the Royal Australian Air Force accepted the aircraft in The variant was first ordered in and delivered from The FD reached initial operational capability in Deliveries were delayed due to avionics issues. It also included digital computer set and multi-function displays MFDs. It achieved initial operational capability in The avionics were upgraded on some E-models as part of an Avionics Modernization Program. The variant served in during the Gulf War. It also included the more powerful TFP engine and strengthened wing carry-through box. Although it was tested with digital moving-target indicator MTI capacity, it was not used in production sets. In the early s, the FF began to be equipped with the AVQ Pave Tack forward looking infrared FLIR and laser designator system, which provided for the delivery of precision laser-guided munitions and was mounted in the internal weapons bay. Other changes included weapons bay modifications, addition of a centerline pylon, a retractable refueling probe, provisions for a reconnaissance pallet, and a higher gross weight with the use of FBA landing gear. In , plans called for FBs, but the total was reduced to 76 in The first production aircraft flew in Nuclear gravity bombs were also typical FB armament. Fuel tanks were often carried on the third non-swivelling pylon of each wing. The first design, referred to as "FBG" within the company, [] was a larger aircraft with more powerful engines with more payload and range. The rear landing gear were moved outward so armament could be carried on the fuselage there. The remaining FBs were subsequently reconfigured for tactical use and redesignated FG. The conversions began in and ended after 34 FG conversions were completed. They were used primarily for training.

Chapter 4 : General Dynamicsâ€™ Grumman FB - Wikipedia

*F Aardvark (Wings) [Hans Halberstadt] on racedaydvl.com *FREE* shipping on qualifying offers. F Aardvark (Wings). Normally ships the same day that your order is received.*

Authored by Staff Writer. The General Dynamics F "Aardvark" was purposely-designed as a variable geometry "swing wing" platform from the outset. The variable swing-wing philosophy would allow the aircraft to utilize three pre-determined geometric wing positions that could be called upon to change the flight characteristics of the aircraft "on the fly". The secondary position could be utilized to attain stability and speed at high subsonic speeds. The third position, with wings completely swept back against the fuselage, could be utilized for maximum "fast-dash" performance at altitude. Additionally, larger and more complex forms of the swing-wing philosophy would also arise from the developments of the Rockwell B-1 "Lancer", the Tupolev Tu "Backfire" and the Tupolev Tu "Blackjack" bombers. The F belatedly assigned the designator of "Aardvark" was a large two-seat multi-role aircraft that would be used to good effect in the upcoming Vietnam War. The two crew members sat in a side-by-side arrangement in a fully-jettisonable cockpit capsule, with each member having equal access to all controls on the main panel. The aircraft utilized a single vertical tail fin mounted between the twin engines running that ran aft of the cockpit and the remaining length of the fuselage. Early development of the F proved problematic and costly. The fleet defense derivative which was designated the FB for the US Navy was cancelled altogether due to performance and weight issues the latter issue directly related to the former. Even when the system was already in operational status along the frontlines over Vietnam, the system was still exhibiting technological issues. Delivery of these 24 aircraft were delayed until when they had been originally ordered as early as The FD was an "improved" Aardvark featuring uprated engines, new avionics, a revised canopy and a revised air intake. Ninety-Six were delivered with operational service attained in Delayed once again hampered these deliveries, for the D-models were ordered several years prior in The FE became an interim model following the "breaking-in" issues encountered with the D-models. Ninety-four of these E-models arrived even before the D-models were brought fully online. FF was the final production variant of the Aardvark line. Improved avionics, simplified systems and improved capabilities stemmed from this new model. Production of this type amounted to 76 examples. The FG were used as trainers. Forty-two FA models were also converted to the famous EF Raven series of electronic warfare aircraft conversions completed by Grumman and were utilized in the Persian Gulf War. These systems were originally designed to replace the aging Douglas EB aircraft. The Raven models featured a noticeable bulb on the top of their vertical tail fins.

Chapter 5 : General Dynamics FC - Wikipedia

Estimated delivery dates - opens in a new window or tab include seller's handling time, origin ZIP Code, destination ZIP Code and time of acceptance and will depend on shipping service selected and receipt of cleared payment - opens in a new window or tab.

In June , the USAF issued a specification for a long-range interdiction and strike aircraft able to penetrate Soviet air defenses at very low altitudes and very high speeds to deliver tactical nuclear weapons against crucial targets. Navy sought a long-range, high-endurance interceptor to defend its aircraft carrier battle groups against long-range anti-ship missiles launched from Soviet jet bombers, such as the Tupolev Tu , Tupolev Tu , and Tupolev TuM , along with submarines. However, on 14 February , the new U. Secretary of Defense, Robert McNamara , formally directed that the services study the development of a single aircraft that would satisfy both requirements. The USAF wanted a tandem seat aircraft for low level penetration, while the Navy wanted a shorter, high altitude interceptor with side by side seating. The proposal evaluation group found all the proposals lacking, but the best should be improved with study contracts. Boeing and General Dynamics were selected to enhance their designs. Three rounds of updates to the proposals were conducted with Boeing being picked by the selection board. The Boeing aircraft versions shared less than half of the major structural components. A Congressional investigation followed, but did not change the selection. They featured side by side crew seating in an escape capsule as required by the Navy, versus individual ejection seats. The first test FA was powered by YTFP-1 turbofans and used a set of ejector seats, since the escape capsule was not yet available. The prototypes were far over the requirement weight. Design efforts reduced airframe weight but were offset by the addition of the escape capsule. The additional weight made the aircraft underpowered. Lift was improved by changes to the wing control surfaces. A higher thrust version of the engine was planned. In , the Navy awarded Grumman a contract to begin studying advanced fighter designs. Grumman narrowed down these designs to its Model design. Design[edit] The FB was an all-weather interceptor aircraft intended to defend U. Navy carrier battle groups against bombers and anti-ship missiles. The cockpit is part of an escape crew capsule. Four of the Phoenix missiles mounted on wing pylons and two in the weapons bay. It was the only FB to perform carrier operational trials. The evaluation was completed without issue. The seven FBs flew 1, hours over 1, flights. The last two had Triple Plow II intakes.

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General Dynamics F-111 The General Dynamics F Aardvark was a supersonic, medium-range interdictor and tactical attack aircraft that also filled the roles of strategic nuclear bomber , aerial reconnaissance , and electronic-warfare aircraft in its various versions. The F pioneered several technologies for production aircraft, including variable-sweep wings , afterburning turbofan engines, and automated terrain-following radar for low-level , high-speed flight. Its design influenced later variable-sweep wing aircraft, and some of its advanced features have since become commonplace. The F suffered a variety of problems during initial development. Several of its intended roles, such as an aircraft carrier -based naval interceptor with the FB-111 , failed to materialize. Besides greatly damaging US-Soviet relations, the incident showed that the Soviet Union had developed a surface-to-air missile that could reach aircraft above 60,000 feet. At the time, SAMs were ineffective against low-flying aircraft, and interceptor aircraft had less of a speed advantage at low altitudes. TAC was in the process of receiving its latest design, the Republic F-105 Thunderchief , which was designed to deliver nuclear weapons fast and far, but required long runways. The Navy needed a fleet air defense F-4 Phantom II fighter with a more powerful radar, and longer range missiles than the F-4 Phantom II to intercept both enemy bombers and missiles. The Missileer was designed to carry six long-range missiles and loiter for five hours, but would be defenseless after firing its missiles. Secretary of Defense in January Early studies indicated that the best option was to base the design on the Air Force requirement, and use a modified version for the Navy. The Air Force wanted a tandem -seat aircraft for low-level penetration ground-attack, while the Navy wanted a shorter, high altitude interceptor with side-by-side seating to allow the pilot and radar operator to share the radar display. The evaluation group found all the proposals lacking, but Boeing and General Dynamics were selected to submit enhanced designs. Switching to a crew escape capsule, instead of ejection seats and alterations to radar and missile storage were also needed. Both companies provided updated proposals in April Two more rounds of updates to the proposals were conducted, with Boeing being picked by the selection board. The Boeing aircraft shared less than half of the major structural components. A Congressional investigation followed, but could not change the selection. They featured side-by-side crew seating in an escape capsule as required by the Navy. It was powered by YTFP-1 turbofans and used a set of ejector seats as the escape capsule was not yet available. The attach structure required redesign and testing to ensure adequate design and workmanship. The cockpit was part of an escape crew capsule. The wing included leading edge slats and double slotted flaps over its full length. The landing gear door for the main gear, which was positioned in the center of the fuselage, also served as a speed brake in flight. The cannon had a large 2,000 round ammunition tank, and its muzzle was covered by a fairing; however, it was rarely fitted on Fs. The Pave Tack pod allowed the F to designate targets and drop laser-guided bombs on them. The inner two pylons on each wing rotated to align with the fuselage, while the outer two were fixed. Various bombs and missiles could be carried on the pylons. B-1 Lancer bomber ; and the European Panavia Tornado The Sukhoi Su was very similar to the F In little over a month, three aircraft were lost and the combat tests were halted. It turned out that all three had been lost through a malfunction in the horizontal stabilizer, not by enemy action. It was not until that TFW was fully operational. F missions did not require tankers or ECM support, and they could operate in weather that grounded most other aircraft. The worth of the new aircraft was beginning to show; Fs flew more than 4,000 combat missions in Vietnam with only six combat losses. The 18 Fs of the 48th Tactical Fighter Wing and the 20th Tactical Fighter Wing flew what turned out to be the longest fighter combat mission in history. One F was lost over Libya, probably shot down. During Desert Storm, FFs completed 3. In Australia, the F was affectionately known as the "Pig", due to its long snout and terrain-following ability. The purchase proved to be highly successful for the RAAF. Although it never saw combat, the FC was the fastest, longest range combat aircraft in Southeast Asia. The FA was the initial production version of the F Early

A-models used the TFP-1 engine. Navy , fulfilling a naval requirement for a carrier-based fighter aircraft capable of carrying heavy, long-range missiles to defend aircraft carriers and their battle groups from Soviet bombers and fighter-bombers equipped with anti-ship missiles. General Dynamics, lacking experience with carrier-based aircraft, partnered with Grumman for this version. The FB suffered development problems and Navy requirements changed to an aircraft with maneuverability for dogfighting. Australia ordered 24 Fs and, following delays, the Royal Australian Air Force accepted the aircraft in FC aircraft received avionics, weapons system and other upgrades during their time in service. The variant was first ordered in and delivered from The FD reached initial operational capability in Deliveries were delayed due to avionics issues. It also included digital computer set and multi-function displays MFDs. It achieved initial operational capability in The avionics were upgraded on some E-models as part of an Avionics Modernization Program. The variant served in during the Gulf War. It also included the more powerful TFP engine and strengthened wing carry through box. Although it was tested with digital moving-target indicator MTI capacity, it was not used in production sets. In the early s, the FF began to be equipped with the AVQ Pave Tack forward looking infrared FLIR and laser designator system, which provided for the delivery of precision laser-guided munitions and was mounted in the internal weapons bay. Other changes included weapons bay modifications, addition of a centerline pylon, a retractable refueling probe, provisions for a reconnaissance pallet, and a higher gross weight with the use of FBA landing gear. In , plans called for FBs, but the total was cut to 76 in The first production aircraft flew in Deliveries ended in June Nuclear gravity bombs were also typical FB armament. Fuel tanks were often carried on the third non-swivelling pylon of each wing. The first design, referred to as "FBG" within the company, [] was a larger aircraft with more powerful engines with more payload and range. The rear landing gear were moved outward so armament could be carried on the fuselage there. The remaining FBs were subsequently reconfigured for tactical use and redesignated FG. The conversions began in and ended after 34 FG conversions were completed. They were used primarily for training. EFA Raven Main article:

The General Dynamics F "Aardvark" was a medium-range interdictor and tactical strike aircraft that also filled the roles of strategic bomber, reconnaissance, and electronic warfare in its various versions.

Design And Development The F was an all-weather attack aircraft, capable of low-level penetration of enemy defenses to deliver ordnance on the target. The F featured variable-geometry wings, an internal weapons bay and a cockpit with side-by-side seating. The cockpit was part of an escape crew capsule. The wing sweep varied between 16 degrees and 65 degrees. The wing included leading edge slats and double slotted flaps over its full length. The airframe was made up mostly of aluminium alloys with steel, titanium and other materials used in places. The fuselage was made of a semi-monocoque structure with stiffened panels and honeycomb structure panels for skin. The F used a three-point landing gear arrangement, with a two-wheel nose gear and two single-wheel main landing gear units. The landing gear door for the main gear, which was positioned in the center of the fuselage, also served as a speed brake in flight. Most F variants included a terrain-following radar system connected to the autopilot. These aircraft were used for crew training. After early testing, a detachment of six aircraft were sent in March to Southeast Asia for Combat Lancer testing in real combat conditions in Vietnam. In little over a month, three aircraft were lost and the combat tests were halted. It turned out that all three had been lost through a malfunction in the horizontal stabilizer, not by enemy action. This caused a storm of criticism in the U.S. It was not until that TFW was fully operational. F missions did not require tankers or ECM support, and they could operate in weather that grounded most other aircraft. The worth of the new aircraft was beginning to show; Fs flew more than 4,000 combat missions in Vietnam with only six combat losses. The 18 Fs of the 48th Tactical Fighter Wing and the 20th Tactical Fighter Wing flew what turned out to be the longest fighter combat mission in history. One F was lost over Libya, probably shot down. During Desert Storm, FFs completed 3,000 missions. Eighteen FEs were also deployed during the operation. The Fs were credited with destroying more than 1,000 Iraqi tanks and armored vehicles. Their use in the anti-armor role was dubbed "tank plinking". FCs were allocated to No. 11. The purchase proved to be highly successful for the RAAF. Although it never saw combat, the FC was the fastest, longest range combat aircraft in Southeast Asia. Aviation historian Alan Stephens has written that they were "the preeminent weapons system in the Asia-Pacific region" throughout their service and provided Australia with "a genuine, independent strike capability". Former Indonesian defense minister Benny Murdani told his Australian counterpart Kim Beazley that when others became upset with Australia during Indonesian cabinet meetings, Murdani told them "Do you realise the Australians have a bomber that can put a bomb through that window on to the table here in front of us? The last Fs were retired on 3 December

Chapter 8 : F Aardvark Shirts - Best Airplane Shirts

Flying the Iconic Swing-Wing F Aardvark at the Height of the Cold War Swing-wings, blistering fast down low, and super temperamental. The F's infamous "dump and burn" maneuver.

What are Variable Geometry Wings? This is the descriptive terminology for the capability of an aircraft to change the position of the wings to different configurations, facilitating the flight characteristics desired by the pilot. Instead of having individual ejection seats for the crew, as is the case with many jet aircraft, the crew of the F are encased in an escape module. The entire module is then ejected in an emergency, to descend with its own parachute. After serving as an escape module it then serves as an emergency survival shelter on land or water. This is an aerospace technology that allows a very low-flying aircraft to automatically maintain a relatively constant altitude above ground level, no matter the weather or time of day. It allows military strike aircraft to automatically fly at very low altitudes as low as feet at high speeds, avoiding detection by enemy radar and interception by anti-aircraft systems. This allows the pilot to focus on other aspects of the flight besides the extremely intensive task of low flying itself. In addition to the advantage of low-level flight, what defensive armament did the FF carry? For self defense, AIM-9 Sidewinder air to air missiles could be mounted on the four inner swiveling pylons. A removable 20 MM cannon in the internal weapons bay was available, however, it was rarely fitted on the aircraft. Also, of course, was the capability of flying at very high speeds. What strike capability did the F have? An internal weapons bay was featured that could carry bombs as well as the removable 20 MM cannon or auxiliary fuel tanks with the bomb load capacity being two lb. The FF was also equipped to carry the Pave Tack targeting system, a forward looking infrared sensor, optical camera and laser rangefinder designator. The Pave Tack allowed the FF to designate targets and hit them with laser-guided bombs. Each wing was equipped with four underwing pylons. Various bomb and missile configurations could be carried on the pylons and each pylon had a capacity of 5, pounds. What did it take to crew the F? There was a crew of two – a pilot and a weapon system operator, seated side by side. With respect to performance, what was its maximum speed and service ceiling? At altitude the maximum speed was 1, miles per hour two and a half times the speed of sound – Mach 2. What was the cost of an FF? What was the combat record of the F? There are several facts that make this aircraft historically significant: Franklin an Officer and director of Aviation Heritage Park and was successful on its mission. As one of the aircraft on the El Dorado Canyon mission, our FF, tail number was therefore a participant in what is generally referred to as the longest and most complex fighter mission in aviation history. This aircraft dropped the last bomb on the last night of the Desert Storm War. After receiving intelligence indicating that Saddam Hussein was at a particular location, President George H. Bush ordered an attack by two FFs, each with a 5, lb. As one of the last four Fs manufactured by General Dynamics, our was selected to be a part of the retirement ceremonies for the Fs on July 27, , at the facilities in Fort Worth, Texas, where the first F was manufactured.

Chapter 9 : General Dynamics F Aardvark

Real Top Guns F Belly Landing - Duration: Discovery Channel Strange planes Vertical & strange shapes - Duration: Discovery Wings Great Planes - A-4 Skyhawk - Duration: