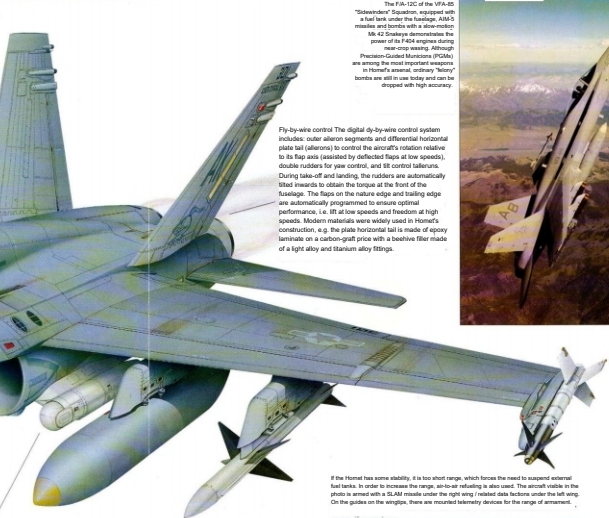




Upgraded Zuni missiles on. The 127 U.S. Marine Corps F/A-18D is commonly used by the U.S. Navy Marine Corps F/A-18D to mark targets as part of the Fleet Air Support (Forward Air Controller) mission. To increase the on-the-ground level, Zuni missiles can be equipped with a variety of head types, including anti-explosive, anti-vehicle, color, incendiary and day/night. The pod most commonly used to launch these missiles is the four tube LAU-10 pod, a 48mm construction made of impregnated paper with an aluminum outer covering.

Wingtip guides
These guides typically carry infrared-guided AIM-9M Sidewinder air-to-air missiles (AAM). The AIM-9 missile, like the AIM-7, was designed for the US Navy in the early 1950s. The most widely used and most effective air-to-air missile is the AIM-9M Sidewinder. The wingtip guides installed on the F/A-18 can also be used to carry the new AIM-120A AMRAAM (Advanced Medium-Range Air-to-Air Missile). "Modern medium-range air-to-air missiles" which are to replace the Sparrow missiles after a long period of testing. Similar in configuration to its predecessor, the AIM-120 offers in that it is equipped with an active radar search. This allows the host aircraft to engage several targets at the same time and to leave the battlefield after firing missiles. Another typical equipment mounted on the ends of the wings is a hopper, with a backing. Air Combat Maneuvering Instrumentation (ACMI), used during training on appropriately equipped training grounds.

Power unit
For the first versions of the F/A-18, General Electric developed low-flow turbofan engines of F40, with a thrust with afterburner of 71.2 or 78.3 kN - depending on the version. The engine, derived from the Y101 drive unit used in the F-15, proved to be efficient and reliable. The new F401 engine, a more powerful version of the F40 engine has been developed. The new engine with 100 kN thrust with afterburner is a "twin engine" of the F12 turbofan engine, planned for the uncrewed A-18 Avenger 2, project.



Fly-by-wire control The digital fly-by-wire control system includes: outer aileron segments and differential horizontal plates (ailerons) to control the aircraft's rotation relative to its flap area (assisted by deflected flaps at low speeds), double rudders for yaw control, and 80 control surfaces. During take-off and landing, the rudders are automatically tilted inward to obtain the torque at the base of the fuselage. The flaps on the nature edge and trailing edge are automatically programmed to ensure optimal performance. i.e. lift at low speeds and traction at high speeds. Modern materials were widely used in Hornet's construction, e.g. the plate horizontal tail is made of epoxy laminate on a carbon-graph price with a beehive fiber made of a light alloy and titanium alloy flaps.

F/A-18A Hornet

The F/A-18A depicted in the figure belonged to the U.S. Marine Corps VMFA-314 "Black Knights" fighter-attack squadron, stationed aboard the aircraft carrier USS Coral Sea (CV-43) and taking part in airstrikes on Libyan surface-to-air missile sites during Operations El Dorado Canyon and Prairie Fire in 1986. The usual code letters of the "VW" squadron were replaced by the letters "AK", denoting the incorporation of the squadron into the 13. Carrier Air Wing 13 (CVW-13) on board the USS Coral Sea. Other types of aircraft in the CVW-13 composition are the A-6E and KA-6D Intruder, EA-6B Prowler, E-2C Hawkeye and SH-3 Sea King helicopters.

ACM BBA HARM
HARM (High-Speed Anti-Radiation Missile), designed as a successor to the Shrike | Standard, characterized by higher speed, longer range and a fighting head with a greater destructive effect. The most important feature of the missile, however, is the ability to react to a wide radiation seal. This eliminates the need to pre-program the missile at a specific frequency, as in the case of Shrike. In this way, one pod can be used to engage different radars, including early warning radars, air traffic control radars and even weather radars.

F/A-18A radar
The two-seat B and early C versions were equipped with the Hughes AN/APG-65 multifunction radar system. The later F/A-18C, D, E, and F versions have a more efficient AN/APG-73 system, which has faster data processing and larger memory. In the front of the fuselage there is also a General Electric M61A1 Vulcan 10mm rotary cannon. 20 mm ammunition supply 570 rounds. The Vulcan, another type of armament constructed in the 80s years, has a rate of fire of 6000 rounds per minute and is installed in many types of American combat aircraft.

Cabin equipment in addition to the most desirable F/A-18 pilot in the entire U.S. Navy. As such, the F/A-18 pilot, at the time of its entry into service, the most modern cabin equipment. Three monochrome CRT monitors and HCTAD control, allowing for head-up operation (i.e. without looking at the instrument). The display of the Kasei AN FLETC JWD-20 gives information about the height and the state of the armament on the glass in front of the pilot's eyes (the front cockpit of the Hornet in the F/A-18B is equipped with a similar display). The F/A-18C are equipped with cabin compatible with F/A-18B. The F/A-18D are equipped with a more modern cockpit. They are used instead of the navigation display. The AN/APG-73 radar system, which has faster data processing and larger memory. In the front of the fuselage there is also a General Electric M61A1 Vulcan 10mm rotary cannon. 20 mm ammunition supply 570 rounds. The Vulcan, another type of armament constructed in the 80s years, has a rate of fire of 6000 rounds per minute and is installed in many types of American combat aircraft.

Mk 20 Rockeye II
The Rockeye II is the most widely used version of the Mk 7 cluster bomb. It is used to combat armored vehicles, and contains 247 small Mk 118 HEAT bombs. The pod opening time can be varied to ensure a safe distance from the carrier aircraft and to change the dispersion pattern. The Rockeye bomb can be activated from an altitude of 30 m in the aircraft immediately proceed to 180 to 78 m in level flight.

FLIR Hoppers
A special device in night-vision conditions is the FLIR thermal imaging camera bay (Forward Looking Infra-Red). AN/AAS-38 NITE Hawk, FLIR-TCR pod (additionally equipped with a laser target marker and night-vision). AN/AAS-38 NITE Hawk or AAS-38B path laser target tracking). One pod can be suspended from the left under-fuselage pylon instead of the Sparrow/AMRAAM missile. The FLIR provides real-time thermal imaging on the TV display in the cabin, which is helpful for target detection and tracking. The system connected to the on-board computer provides an accurate reading of the vision cap and its changes. The two-seat version of the F/A-18D Night Attack Hornet, used by USMC at another aerial unit, can also be equipped with an AN/AAS-38 FLIR camera navigation pod for mid-altitude flights, mounted on the right under-fuselage pylon.

AIM-7M Sparrow The AIM-7 air-to-air missile was introduced to the U.S. Navy in 1951. It has been modernized on an ongoing basis over the past few decades to meet the changing requirements of intermediate-range missile. Beyond-Horizon Range (BVR). The AIM-7 missiles, carried by most Western fighter aircraft, had not achieved much combat success before, but this situation changed during the Gulf War in 1991, where most of the kills (more in BVR conditions) were due to these missiles. Sparrow is equipped with passive radar guidance, the carrier aircraft illuminates the target with its own radar, keeps it in the beam at all times, and the missile is guided by passive radar. The Hornet can carry up to four Sparrow missiles of the latest version of the AIM-7M, which has a greater ability to detect, guide and capture a target beyond the horizon (look-down-look-down), can eliminate noise from the ground and is a jamming immunity.



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MILITARY AIRCRAFT OF THE WORLD

BOEING (MCDONNELL DOUGLAS) F/A-18 HORNET



The F/A-18E of VFA-137 "Kestrels" lands on the deck of the USS Abraham Lincoln (CVN-72) during operations in the Persian Gulf in June 2008. The aircraft in the photo has an asymmetrically suspended payload in the form of a GBU-12 laser-guided bomb, a tank under the right wing and two GBU-38 guided bombs (JDAM) under the

left wing.

Below: During the Super Hornet program, the risk element was significantly reduced to ensure that the aircraft was delivered on time and within budget - for example, full stealth capabilities were abandoned at an early stage. Pictured is the F/A-18F from the VX-23 "Salty Dogs" experimental unit flying over the aircraft carrier USS Enterprise (CVN-65). The high flight speed is evidenced by fog forming in areas of low pressure above the wing.



F/A-18E/F

Boeing's Super Hornet aircraft is a central component of the US Navy's flight operations. A significant number of modifications allowed the "rhinoceros" to maintain itself in the first line as part of the U.S. Navy's network-centric operations system, and Growler introduced a new, invigorating current in electronic warfare missions.

V small three-point suspension to Navy systems. Still, it was believed to have range

basic development combat aircraft of the future, interrupting the work on the modernization of the derivative of the A-6F aircraft Intruder and the "invisible" fly-wing of the A-12 Avenger and by reducing the supply of machinery F-14D Super Tomcat.

The F/A-18 Hornet aircraft proved to be fighter-attackers, the Hornet navy, had quite a turbulent youth. its versatility and flexibility

the weight of the load taken and the great ability to return from the the load and the limited development opportunities design and too low capacity Battlefield Survival

In order to meet the requirements of the

before a future plane

Newly created aircraft, Super enough, but after a quick baptism

Hornet. It was considered that it would be the most militant in the Middle East better output, ensuring a mini- became the basic aircraft machine mum both technical risks and and costs.

Navy's basic aircraft

Newly created aircraft, Super enough, but after a quick baptism

Naval Construction. Different versions of the aircraft using the same airframe are currently performing key missions in the service of the US Navy.

After the plane has solidified in service (summer 2008 more than 20 vessels have already operated on new machines), the Navy began to look for new opportunities to use the Super Hornets. The result was the Growler early warning aircraft and an improved version of the Block II with AESA radar and new systems including m.in objectives JHMCS helmet-mounted pod, ATFLIR pod and SHARP reconnaissance pod. The US Navy's planned orders are for 500 aircraft. In addition, 24 machines of this type were purchased in 2007 by Australia,

and there are chances for further orders from abroad.

As Capt. B.D. Gaddis, head of the NAVAIR F/A-18 program, said, "all reports from unit and air group commanders convince us that the Super Hornet meets or even exceeds our expectations in terms of performance and capabilities."

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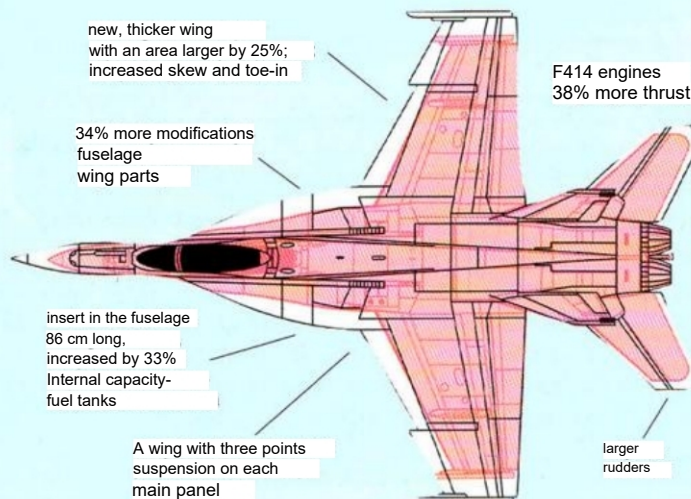
07 US users

08 International Users

From the classic "Bug" to the Super Hornet of the 21st century

U.S. Navy operations conducted with the use of Hornets encountered two serious limitations: too much Short range of the aircraft and too long Time to return to board from the sub-hanging armament. Company McDonnell Douglas proposed the Design III configuration as a further development. Project included a slight elongation of the fuselage, larger wings, larger extended fuselage parts of the wings (LERX, Leading Edge Root Extension) and more powerful F414 engines.

The resulting aircraft was a third larger than Hornet. Increasing the dimensions of the hull has led to an increase in the number of fuel volumes in tanks interior, larger wing allows you to add more suspension points, and the larger leaf area gives you more lift, which translates into lower landing speed than in the case of the Hornet.



BOEING (MCDONNELL DOUGLAS) F/A-18 HORNET . F/A-18E/F

SEE ALSO

035 Super Hornet

096 F-14 Tomcat

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Right: The Super Hornet has a radar cross-section (RCS) that is an order of magnitude smaller than its predecessor. The air intakes and intake ducts are shaped to disperse the reflection of radar waves from the front of the engine compressors. The use of radar-absorbing materials, better electronic warfare systems and improved weapons dropped at a long distance from the target contributed to increasing the machine's survivability on the battlefield.

The Super Hornet also has a special version for electronic warfare, called the EA-18G Growler. The prototype flight was made

in 2001, and to the service of the in the U.S. Navy aircraft of this type have entered In 2009.



F/A-18E Super Hornet

The VFA-122 squadron stationed at Lemoore Air Force Base in California was formed at the end of 1998, and received the super hornets in January 1999. VFA-122 is a training unit, providing training to pilots who have not flown super hornets before, as well as conducting courses for aviators who were temporarily delegated to other activities. This unit, known as the "Flying Eagles", is to be merged with the VFA-125 "Rough Raiders" squadron at the end of 2010.

Defense systems

The modern F/A-18E/F is protected by the ALR-67(V)3 radar warning system, ALQ-165 jamming device

and a towed ALE-50 lure. This set is to be replaced by the IDIDECM system, an integrated electronic warfare system and a towed lure of a new design.

Suspended load

The F/A-18E shown in the figure carries armament to combat enemy air defenses consisting of AGM-88 HARM missiles (on external pylons) and AGM-154 glide bombs. The latter type of armament was considered more appropriate in places where civilian buildings may be damaged.

Radar

The F/A-18E/F retains the AN/APG-73 radar used in the F/A-18C/D. AN/APG-73, considered one of the best multi-purpose radars in the world, has a full range of capabilities, including mapping for Synthetic Aperture Radar (SAR) reconnaissance mode. Since 2005, the Block II version has been fitted with a new AESA unit from Raytheon with an extended range, Passiveness and Sensibility.

Cockpit

The pilot sits in the Martin-Baker SJU-17/A seat, the same as in the last serial F/A-18C/D. In 2007, the JHMCS helmet-mounted sight from Vision Systems International was introduced. nal, primarily for cooperation with AIM-9X missiles, i.e. new generation sidewinders.

Pylons

During the tests, some types of weapons collided when released, so the pylons are tilted outwards by 4°.

Power unit

The Super Hornet is powered by two General Electric F414-GE-400 turbofan engines with a low flow ratio; each engine has a thrust of 97.9 kN with afterburner. This currently state-of-the-art power unit derives from

from the F412 engine built for the Grumman A-12 and the YF120 engine, which was offered as a propulsion for the F-22 aircraft.

