

YF-17



NORTHROP YF-17

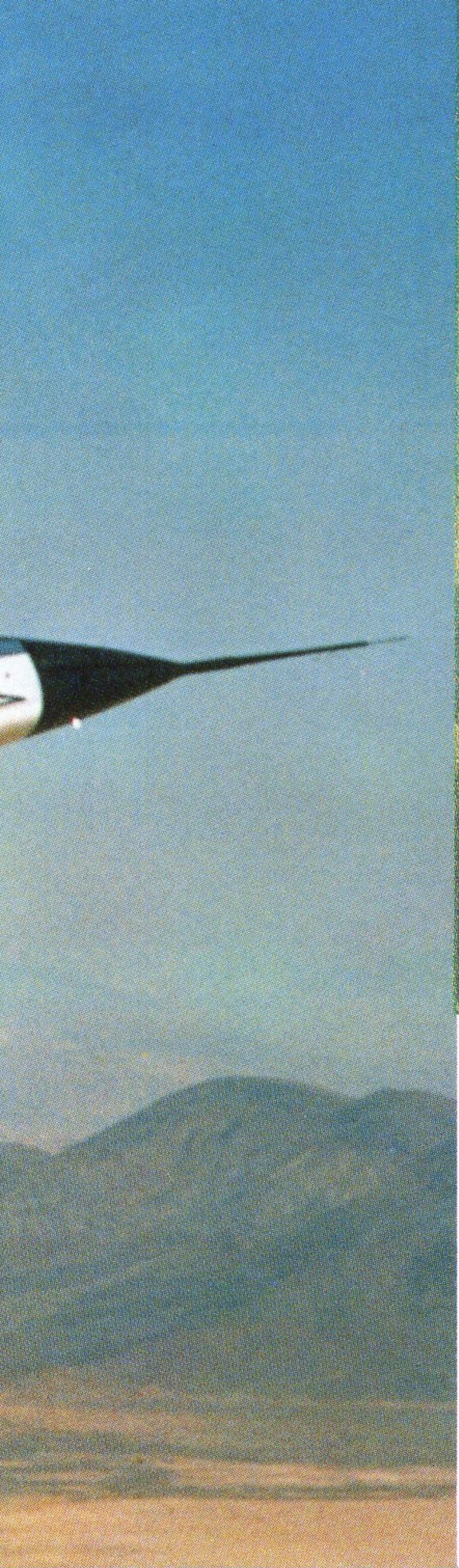
(NORTHROP Photo)



(NORTHROP Photo)



(Photo by F.E. Mormillo)

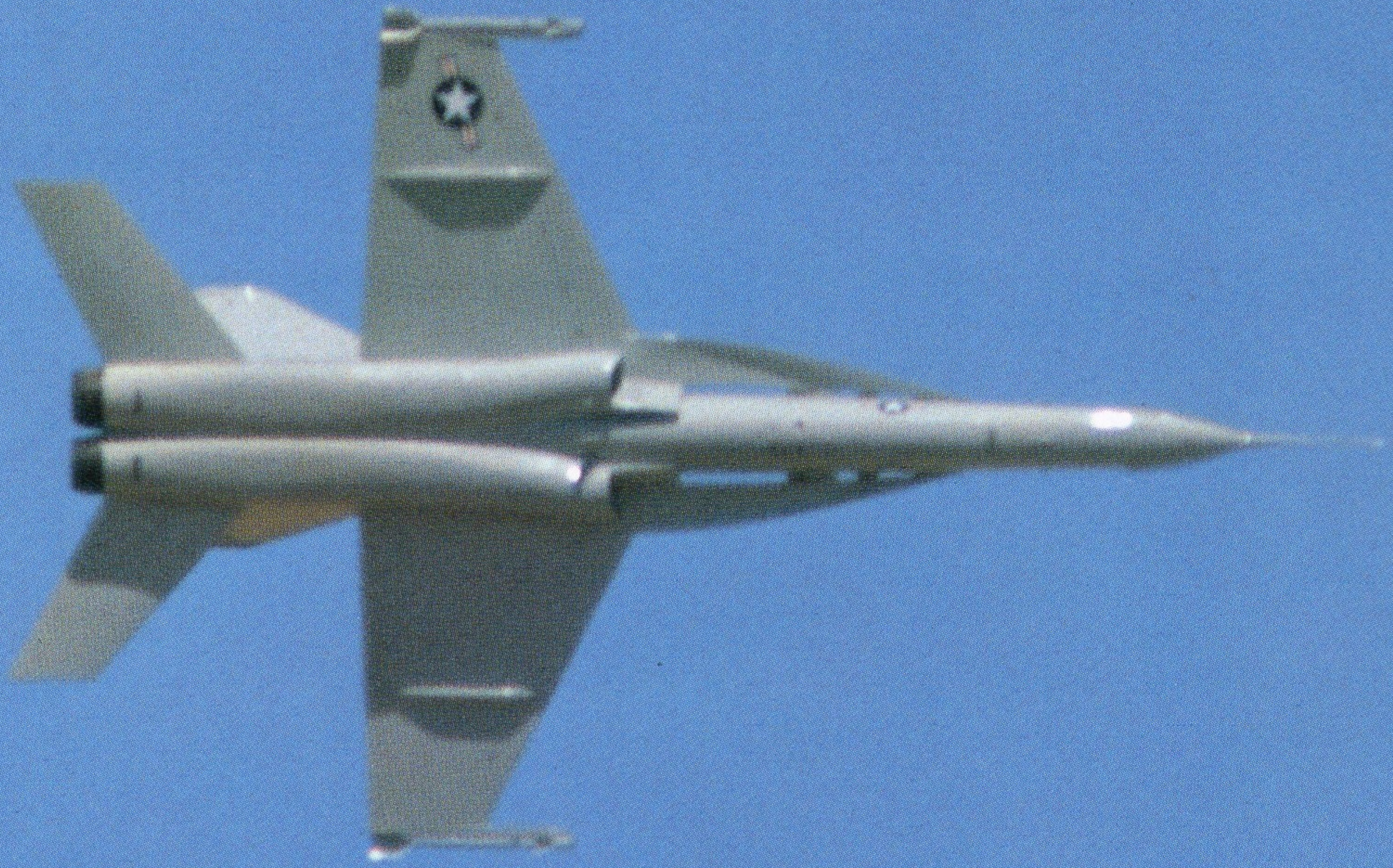


(NORTHROP Photo)

YF-17, prototype No.2, with AAM Sidewinder missiles on the wing, painted in the Canadian national insignia apparently for sales demo-flight purposes. The left-bottom is the YF-17 prototype No.1 at Edwards. She is not flyable, because she is a spare-parts presenting aircraft to keep No.2 (or F-18 prototype in the bottom photo) airworthy. The F-18 prototype is painted in the Spanish AF paint scheme.

(Photo by F.B. Mormillo)





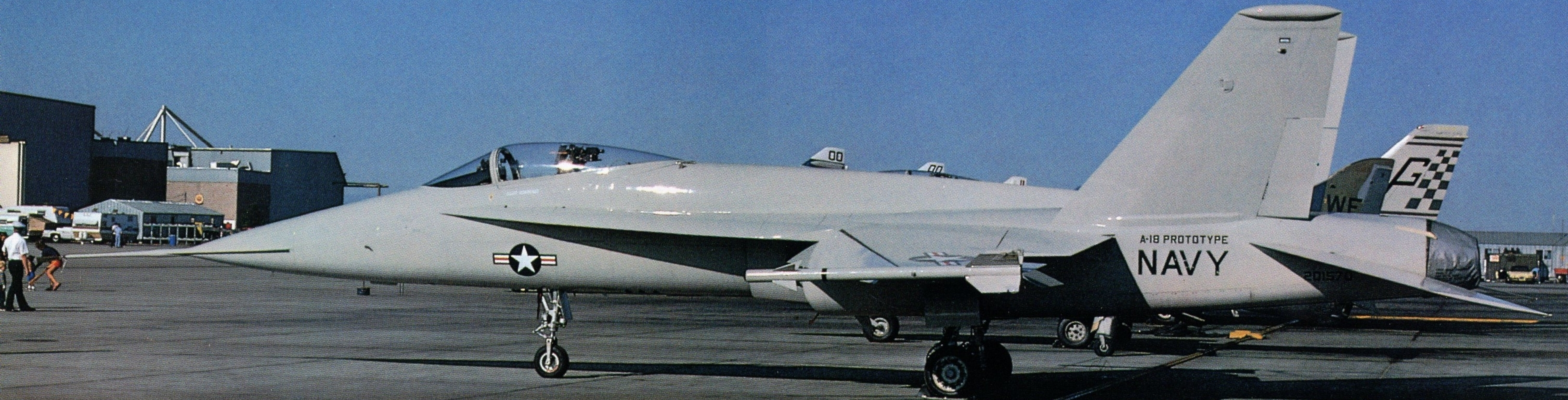
(Photo by R.P.Morrison)

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A-18 prototype in flight, top and bottom views.

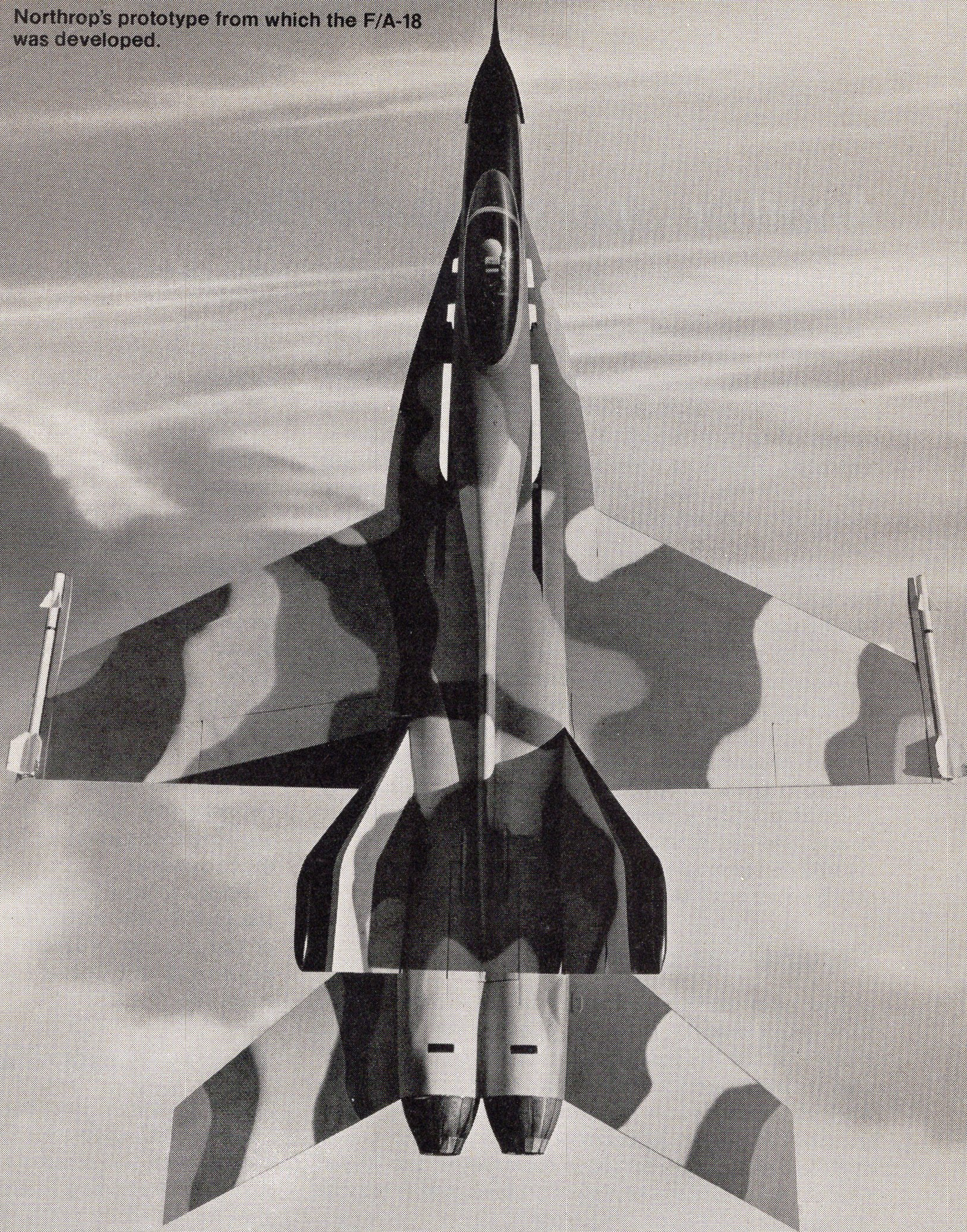


A-18 PROTOTYPE



This is the A-18 prototype, or the F-18 Ground Attack Aircraft. The F-17 has been used during the development. The cockpit interior accords to the A-18 specification. Painted entirely gray.

Northrop's prototype from which the F/A-18 was developed.



When the U.S. Navy and Marine Corps needed a single versatile aircraft to replace both the F-4 Phantom and the A-7 Corsair, they selected the multi-role F/A-18 Hornet.

The F/A-18 provides dogfight capability superior to any tactical fighter in the Navy inventory.

Light attack capability greater than any airplane in the Naval attack community.

And something more: reliability projected to be three times that of either of the two aircraft it will replace.

Northrop is associated with McDonnell Douglas, prime contractor to the U.S. Navy, for development and production of the Hornet. Northrop will be prime contractor for derivatives designed for land-based operations.

The F/A-18 Hornet. More capable. More reliable.

NORTHROP
Making advanced technology work.

RELIABILITY