

General Dynamics F-111C

The F-111 was the first variable geometry aeroplane to enter service and strongly influenced later designs. Development began in 1960, the first ones entered service in 1967 and 563 in all versions were produced.

Twenty-four F-111Cs were ordered by Australia for the RAAF in 1963. They combined the fuselage of the F-111A with the longer wings of the F-111B. The first were delivered in 1968 but development delays and structural problems delayed acceptance until 1973. The RAAF acquired four more F-111s modified to F-111C standard in 1982 and 18 F-111Gs in 1994. F-111s remained in service long after they were retired by the USAF and were finally withdrawn from service in 2009.

This model represents a F-111C of 1 Squadron, RAAF, at the Red Flag exercises in 2002.

Data: Two seat strike fighter. *Engines* two Pratt & Whitney TF30-P-100 turbofan engines of 80kN thrust each dry and 112kN thrust on afterburner. *Wing span* 21.3m spread, 10.35m swept. *Length* 22.4m. *Maximum take-off weight* 49,896kg. *Maximum speed* 2300km/h. *Range* 6900km. *Armament* up to 14,288 of internal and underwing with the option of one M61 20mm cannon.

Hasegawa 1/72 kit with *Hawkeye* decals completed by Leigh Edmonds in September 2009.



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