



Submission No 40

Inquiry into Australian Defence Force Regional Air Superiority

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Subject: FW: FA-22 Vs. F-35 JSF.

-----Original Message-----

From: Jack Garden [mailto:jack.garden@gmail.com]**Sent:** Wednesday, 29 November 2006 3:40 PM**To:** Scott, Bruce (MP)**Subject:** FA-22 Vs. F-35 JSF.

29th. November, 2006.

The Hon. Bruce Scott,
Chairman Defence Sub Committee,
Joint Standing Committee on Foreign Affairs, Defence and Trade,
Parliament House, ACT.

Dear Sir,

As a self-funded Retiree with a background in the RAAF in the late '40.s to mid 50's as both an instrument fitter and pilot, and forty two years in General Aviation with instructor and instrument ratings, and having flown 126 different types of aircraft, I now have had plenty of time to search the web and attend meetings of the Australian Aviation Historical Society and the Fighter Squadron Branch of the Air force Association and have been an avid reader on all the material I could find regarding what appears to be a very unwise trend to confirm that the Australian Government intends to order the F35 JSF.

Although I may to be a relatively amateur in defence matters, I have spent considerable time investigating the merits and deficiencies of the two aircraft types as mentioned in my subject heading.

I believe it is high time for the powers that are responsible for the process of making a decision to purchase the JSF must first carry out further investigation of the F22 and F35. It is difficult for me to comprehend the thinking of the Committee in apparently already deciding to go ahead with the F35 JSF order.

Every performance aspect of the two types, the F-22 Raptor and the F35 JSF, clearly indicates that the F22 is far superior in almost every area in which they would be likely to operate. The F22 has supersonic cruise capability without the need for an afterburner, can carry a heavier weapons load, has greater range and is in all probability the least detectable by radar return of any current fighter. New 'Small Smart Bombs' are currently being developed which could be fully installed in a covered bomb-bay, be set to several targets simultaneously and an entire mission carried out supersonically.

Another aspect is that the F22 has been in production for over two years and is already in squadron service with the U.S. Air Force. In manoeuvres carried out in Alaska against F15 and F16 type aircraft simulating Russia's latest fighters, the F22 demonstrated its outstanding ability with a 'kill rate' quoted variously from 80 to 1 and up to 114 to 1, compared with a 'kill rate' of 8 to 1 with the F35.

With the total cost per unit, the early advantage of the F35 over the F22 has almost disappeared. This cost factor should not enter the equation, as when in active service, perhaps ten F35's would be lost against one F22. Where is the value in that?

Who would like to carry the responsibility for the loss of aircrew in such an event? What is the life

of a very experienced pilot with all the training costs involved worth?

Now I am aware that you probably have more much information on the two aircraft involved in this discussion, but why is it that a group of experienced men can ignore the benefits of the F22 over the F35. At one time, I thought that the U.S. Government would not be likely to release the best of their air equipment and the advanced electronics they possess, but reliable sources indicate that the U.S. is willing to permit sales of the F22 to this country.

Have you any reliable information on the final cost of the F35? Have you any confirmation on the possible delivery date? Have you any idea of the ongoing development costs of the F35?

In closing, I would like to say that almost all of the knowledgeable airmen, past and present that I know, agree with me that the Government should reconsider their position and change over to ordering the F22.

I respectfully hope you will consider my humble but heartfelt request.

Yours sincerely, Jack t. Garden.

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