



ADF Serials Telegraph News

News for those interested in Australian Military Aircraft History and Serials

Volume 1: Issue 3: Winter 2011

Message Starts:

In this Supplement:

- **ADF News Briefs**

- *5th RAAF C-17A to be delivered during August 2011*
- *Ex-79Sqn RAAF Spitfire A58-213 UP-X (LZ844) sold to UK and shipped from its temporary QAM home*
- *F-111C A8-125 is due to be transported by road to Point Cook in late May*
- *HMAS Canberra launched 17th February 2011*



- *The Government announced on 6th April 2011 that Australia had been successful in its bid to acquire the United Kingdom's Bay Class amphibious Ship, RFA Largs Bay.*
- *The Australian Government has approved the purchase of an additional 101 Bushmaster protected mobility vehicles (PMVs) to support Australian Defence Force (ADF) operations in Afghanistan. Some 31 PMVs have been written off to date. Those too damaged to be retrieved in operations, are usually destroyed by a USAF JDAM. The total production run will now exceed 846*
- **Story:**
 - *Review of RAAF F-111G and Amarc attrition airframes(Martin Edwards)*
 - *Preserving the F-111C Pigs: DMO(DOD)*
 - *Background: the story of the F-111G(Gordon Birkett)*
- **Curtiss Corner: P40-E A29-18**
- **Message Traffic Selections:**
 - Requests for answers of information needed by readers

Message Board – Current topics

The F-111 Retirement seems to be the biggest one, thus this issue has been themed as such, with lots of extras!

These boards can be accessed at: www.adf-messageboard.com.au

Articles of the Month

Review of RAAF F-111G and Amarc attrition airframes (Martin Edwards)

Our policy is not to talk about current RAAF issues but now that the F-111 has retired I can raise this issue.

When I attended the 2004 Amberley Air show I was very surprised to find out that we never actually had 15 F-111Gs in service as was commonly believed.

A number of Gs never flew again after their delivery flights. In fact I can only find photographic evidence of 8 F-111Gs flying with the RAAF. I would love to receive any information or photos of the others' service.

From my observations and photos

<p>A8-259 - Derelict 10/2004. No tail flash. No photos of it flying A8-264 - Derelict 10/2004. No tail flash. No photos of it flying. A8-265 - Derelict 2006. 1 Sqn tail flash. No photos of it flying. A8-270 - 6 Sqn tail flash. No photos of it flying. A8-271 - Definite service with 6 Sqn. Many photos of it flying. A8-272 - <i>Boneyard Wrangler</i> in service with 6 Sqn. Many photos of it flying. A8-274 - Definite service with 6 Sqn. Many photos of it flying. A8-277 - Definite service with 6 Sqn. Many photos of it flying. A8-278 - Derelict 10/2004. No tail flash. No photos of it flying. A8-281 - Definite service with 6 Sqn. Many photos of it flying. A8-282 - Derelict 10/2004. No tail flash. No photos of it flying. A8-291 - Definite service with 6 Sqn. Crashed 08/04/99 A8-506 - Derelict 10/2004. No photos of it flying. A8-512 - Definite service with 6 Sqn. Many photos of it flying. A8-514 - Definite service with 6 Sqn. Many photos of it flying.</p>
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<p>A number of F-111s of various models were purchased for spares (Wings/Landing Gear etc) and remained at AMARC 66-0015, 66-0038, 66-0046, 66-0051, 67-0091, 67-7193, 67-7194, 68-0260, 72-1450 and 73-0710.</p>



F-111Gs parked waiting for the scrappers with GAF Canberra A84-203 in the background



Figs A8-514 and A8-146 both undergoing parts reclamation. Message Board



Pigs A8-259 and A8-270(With earlier 90's style 6 Sqn Markings).Message Board

The RAAF also received pre-production F-111A **63-9768** as a training aid.
The RAAF has the forward fuselage of FB-111A **68-0246** mounted on a trailer.

In 1999 F-111A **67-0106** (Previously earmarked as a F-111C attrition replacement in 1982) arrived by sea for fatigue and corrosion tests at DSTO.



Fresh out of the pen circa 1970; Pig FB-111A 67-7193: Air Britain

The condition of many of the non flying F-111Gs can be seen at <http://www.adf-gallery.com.au/gallery/F111>

Background: the story of the General Dynamics F-111 G

As the Rockwell B-1B long-range strategic bomber entered service, the FB-111As still remaining with SAC were converted into tactical configuration under the designation F-111G. Under this program, the FB-111A's short range attack missile (SRAM) system for stand-off nuclear delivery was retained, and a conventional weapons release system was installed to provide for dual-role capability. Other improvements included the installation of a Have Quick UHF radio and a new ECM system.

The first two F-111G conversions were completed in early 1989. The program was originally scheduled to continue at a rate of approximately twelve conversions per year. The first F-111Gs and FB-111As were transferred from SAC to TAC between June and December 1990. Deployment in Europe was considered for a brief time, but the F-111G aircraft were added instead to the 27th TFW stationed at Cannon AFB, NM, (augmenting the wing's F-111Ds) following the 1990-91 disbandment of SAC's 509th BW at Pease AFB, NH, and the 380th BW at Plattsburgh AFB, NY. The F-111G, being used primarily for training, was to be supplanted and finally replaced in the training role by the F-111E. This made the F-111G surplus to USAF requirements, and the F-111G began to be transferred to AMARC for storage in 1991. The last example reached AMARC by 1993.

In October 1992 it was announced that Australia planned to buy 18 surplus F-111Gs from the USAF to augment the 22 surviving F-111Cs in the RAAF fleet. The price was described as "bargain basement", about \$AUD60-80M; plus \$AUD10-15M per plane for upgrades. (\$AUD 1 =~ \$USD 0.72 then). On June 29, 1993, Australia announced that it was going to purchase only 15 of these surplus F-111G aircraft to help make up for attrition in their F-111C fleet. One aircraft (68-272) was taken from AMARC storage, but the remainder were taken directly from Cannon AFB when the 27th Fighter Wing exchanged them for F-111Es.

There were some differences between the F-111Gs and the existing F-111Cs. The F-111G had a longer range and better ECM capabilities than the original F-111C. The F-111Gs had the more powerful TF30-P-107 turbofan rather than the P-103 of the F-111C and had different (Triple Plow II) intakes. The F-111G was not compatible with the Pave Tack laser designation pod and had an AYK-18 mission computer. Before their retirement, the F-111Gs were fitted with the ASN-41 ring laser gyro inertial navigation system and were fitted with an APN-218 Doppler. After delivery to Australia, these planes were fitted with the same digital flight control system as was fitted to the F-111Cs under AUP. From 1994, the F-111Cs and RF-111Cs have been re-engined with TF30-P-109RA 20,840 lbs. turbofans taken from retired F-111Ds and EF-111As.

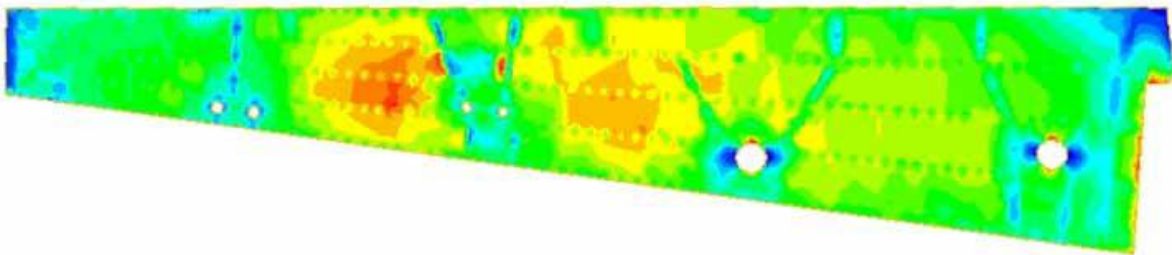
Flexing the wings

An F-111C wing fatigue test was initiated by Air Force and conducted by DSTO to manage and address fatigue cracking problems identified in the mid-1990s.

The wing fatigue test article failed unexpectedly during testing in 2003.

The test wing was an ex-RAAF wing that had seen 5418 hours in service and it then completed 8089 hours under representative spectrum loading to failure.

The recovery of the RAAF's F-111 fleet was achieved by replacing existing C and G model wings with ex-USAF F and D model wings. DSTO



Initially, it was planned to use the F-111Gs primarily as spares, but also perhaps as a possible attrition reserve. However, by the time that the first two F-111Gs had arrived at Amberley, it had been decided that some of them would be used as an "in-use" reserve, and No 6 Squadron was given a flight of 8 F-111Gs pending the completion of the F-111AUP.

There was some thought given to having the F-111Gs also go through the AUP upgrade but that was discounted and the "in use" pool total of F-111AUP/Gs was held at 28 (17 F-111C; 4 RF -111C; and 7 F-111Gs) until the drawdown began in 2005 (17 F-111C; 4 RF-111C; and 5 F-111G).

The final F-111G retirement took place in 2007.



As she is now at Point Cook, A8-272 at rest: RAAF

By 2008 only 12 F-111G aircraft were in storage awaiting disposal action with a further two F-111G's being already broken down to spares.

By 2012, only one F-111G will survive in Oz: A8-272, the *Boneyard Wrangler*, will be preserved at Point Cook.

Serials of the FB-111A: 67-0159/0163, 67-7192/7196, 68-0239/0292, 69-6503/6514

Specification of the FB-111A:

Engines: Two Pratt & Whitney TF30-P-7 turbofans, 12,500 lbs. dry and 20,350 lbs. with afterburner. Performance: Maximum speed (clean): 1453 mph at 50,000 feet, 1320 mph at 36,000 feet, 838 mph at sea level. Initial climb rate (clean) 23,418 feet per minute. Service ceiling: 50,263 feet. Range: 2500 miles with four SRAMs and internal fuel only. Maximum ferry range: 4786 miles with six 600-US gall. Auxiliary fuel tanks mounted on underwing pylons. Weights: 47,980 pounds empty, 119,250 pounds gross. Dimensions: Wingspan 70 feet 0 inches (minimum sweep), 33 feet 11 inches (maximum sweep), length 73 feet 6 inches, height 17 feet 0 inches. Internal fuel capacity of 5010 US gallons. With six 600 US gallon underwing drop tanks, a total of 9223 US gallons of fuel can be carried. Armed with up to six Boeing AGM-69A SRAMs on external pylons or in internal weapons bay, or a conventional ordnance load of up to 37,500 pounds of bombs, rockets, or fuel tanks.

DSTO's F-111A



DSTO's F-111A 67-0106 ARMAC FV076 being prepared for strip down 1999.

Where is she now??

Pick the re-winged a/c? Both are A8-134, but with new wings (with slots) 2008 on right



From the DMO

Preserving the F-111C Pigs

Preparing these war-fighting machines for display is no easy task, but because the preserved Pigs will be displayed at Defence sites, they can be kept largely intact. Manager of the F-111 Disposals Project Wing Commander David Abraham explained the preservation process. “These F-111 aircraft will be prepared by removing classified equipment, draining residual fuel and practicable, hazardous material in readily accessible areas”.

A number of aircraft will also be repainted with colour schemes that represent significant phases of the F-111 service life, from its original delivery to retirement. “The intent of the preparation process is to balance the aesthetic integrity of the aircraft with long term preservation objectives and demilitarisation requirements”, he said.

A further three F-111C aircraft may also be prepared for future static display at other locations within Australia. What happens to homeless Pigs?

Although a major consideration of the disposal plan is preserving the historical significance of the aircraft, it also has to consider economic and environmental concerns. It’s not an economically viable option to preserve the entire F-111 fleet as the DMO must channel its funds into acquiring new and maintaining current ADF equipment. Similarly, dumping the Pigs isn’t a responsible environmental solution due in part to the variety and quantity of hazardous materials within the aircraft. So the DMO has had to develop an economically and environmentally friendly disposal plan for the F-111 aircraft that will not otherwise be preserved for heritage purposes.

These homeless Pigs will be laid to rest at their home base in Amberley to avoid difficulties in moving non-airworthy aircraft. The aircraft will be scrapped, all recyclable materials will be sold and any money generated will be returned to the Government. As the F-111s contain a broad range of hazardous materials, mainly asbestos, cadmium and beryllium, the Disposal Team is working very carefully to ensure that Commonwealth and Defence Workplace Health and Safety and Environmental Protection obligations are not compromised. DATO will use a tender process to engage a recycling contractor who is specially trained in hazardous waste disposal.

It’s always hard to say goodbye to an old friend, but the DMO’s disposal strategy has given the F-111 aircraft the dignity it deserves without breaking the budget or damaging the environment. Through the preservation and display of a selection of F-111s, its capability and service will always be remembered and by recycling other parts of the aircraft, it will be given new life.

Reclamation from D/E and Fs at Amarc



A8-506 in Cold Test: 2008

F-111C/G Accidents: Dates and information needed

When did A8-512 suffer this? They selected the parking brake “on” during take-off.



When did A8-112 suffer her bird strike? Amberley



A8-112 again, this time Darwin 26/06/2002, and she did she fly again!



Date for A8-134 after an overrun or tyre blow out or taxiing accident at Woomera?

Curtiss Corner: P-40E A29-18 "U" 75 F Sqn



Pictured mid March 1942 at Townsville

A29-18: Allotted 75 Sqn RAAF ex 1AD 08/03/42. Received E 75Sqn 16/03/42. Coded "U" 75Sqn. 23/03/42 ground strafed by enemy aircraft, cannon shot through engine. 24/03/42, Requires new engine only. 24/03/42 Rec Moresby 21/03/42. 07/04/42 C at 75Sqn. 09/04/42 S/B U/C bent after hitting heap of blue metal on edge of runway whilst taking off. A/C landed on port main. S/B wheel collapsed. Extensive damage. 27/04/42 Unserviceable at 75Sqn. 22/05/42 allotted 5AD ex 75Sqn. 22/05/42 Rec 5AD ex 75Sqn. 25/05/42 G at 5AD. 19/06/42 Unserviceability indefinite. 26/06/42 Unserviceability indefinite. Being a P-40E model, no P-40E main planes available. Aircraft modified to take P-40E-1 main planes by 5AD. 03/07/42 estimated ready 10 days. 08/07/42 Allocated 2OTU ex 5AD. 10/07/42 completed 3 days. 15/07/42 Issued 2OTU ex 5AD. 20/07/42 Rec 2OTU ex 5AD. 27/07/42 Serv at 2OTU. 03/08/42 serv at 2OTU. Accident 02/10/42 when aircraft was ground looped on landing. 04/10/42 repairs necessary; starboard main plane, ailerons and wingtip damaged. 12/10/42 u/s 2OTU E Star. 19/10/42 u/s 2 OTU E Star. 26/10/42 u/s 2 OTU E Star. 02/11/42 u/s 2 OTU E Star. 09/11/42 u/s 2 OTU. Repaired. Accident 11.45hrs 09/06/43 when landing at Yelta satellite Strip. Aircraft caught fire in air and on final landing run, pilot abandoned moving aircraft. Pilot; F/Sgt McNeil Serv#411034 injured. AMSE approve Conversion. File 9/16/886 Min No 5 HQ QO680 06/07/43. Eng#5854 2OTU.

Message Traffic:

Blackhawk Batch numbers

Paul James Emailed: Just reading Brendan Cowans question about Blackhawk batch numbers in the army section of the message board and was wondering if he had the answer to his question about 100 and 200 series Blackhawks. The answer is that there were some minor differences in the build of the 100 and 200 series. They included the use of 0.020" skin on the 100 series tail booms and 0.032" on the 200 Series. The main landing gear had extra tie down points on a 200 series and the ESSS cowling was slightly different. Other differences were different styles of troop seat mounts. I can't remember anymore than that. All were eventually upgraded all to the 200 series specs including the skin on the tail booms being done at the R3 or R4 servicing. I was a Blackhawk and Iroquois Maintainer at ASGW then a Blackhawk and Iroquois instructor at the school until 2007.

Walrus propeller RAAF Richmond Officers Mess

Dick Hutchinson RAAF HISTORIAN emailed: I am seeking info' on the history of the Walrus Propeller which is mounted in the Base HQ at RAAF Richmond. Is there anybody in your vast list of contacts that might be able to help me?

Caribou Stuff: PT-6 engined Bou Down under

Paul Strike emailed: Hi All, I am putting together WebPages on the RAAF Caribou History. This will be part of my Business site www.cariboucargo.com.au

New found Website for RNZAF

A Forum for those people interested in discussing wartime RNZAF history, be it the people, the places, the aircraft, the events, whatever you want to talk

www.cambridgeairforce.org.nz <http://rnzaf.proboards.com/>

They also have an Anzac "Cousins" Board
<http://rnzaf.proboards.com/index.cgi?board=Aussie>

From the Editor: Gordy

Any contributing Articles would be most welcome, along with pictures for the next issue which is due out August 2011. Martin Edwards led the theme of this month's issue; Thanks Mate.

In the next issue,

- The Churchill Wing Offensive Operations Chapter 2
- Bridging Strike Fighter, 1970's style.

NEXT Issue: September-November 2011 4th Edition