



# ADF Serials Telegraph News

News for those interested in Australian Military Aircraft History and Serials

Volume 4: Issue 3: Spring 2014 Editor and contributing Author: Gordon R Birkett

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## News Briefs

- **30<sup>th</sup> June 2014:** Boeing in St. Louis, MO receives a \$1.939 billion fixed-price-incentive-fee contract for full rate production of 11 Lot 38 F/A-18E aircraft for the US Navy, *and 33 EA-18G aircraft for the US Navy (21) and the government of Australia (12 for \$533.4 million, which is 27.3% of the total). These are standard Block II aircraft rather than Advanced Super Hornet configuration*, and Australia will have to pair its airframes with their expensive jamming equipment in order to field operational EA-18G jammers. **Source:** *Industry Defence News*.
- **30<sup>th</sup> July 2014:** The RAAF has tested their AGM-154C Joint Standoff Weapon glide bomb against a hardened wall target at the RAAF Woomera Test Range. That's a difficult target for an active seeker, though it's easy enough to get in range using the GPS. **Source:** *Raytheon*.
- **14<sup>th</sup> August 2014:** General Electric Co. in Lynn, MA received a \$311.5 million firm-fixed-price contract modification for 75 F414-GE-400 engines and associated devices: 48 production Engine installations for the US Navy (\$194.9 million / 63% / all production installs), *and 27 for Australia (\$116.6 million / 37% / 24 EA-18G production installs and 3 spares)*, under Production Lot 14. The US Navy career for the Super Hornets will see them serve beyond 2040, and the EA-18G's usefulness could give them an even longer career. The RAAF's Super Hornets and Growlers could well have a similar service life. **Source:** *Industry Defence News*.
- **18<sup>th</sup> August 2014:** A US\$296 million contract for the procurement of long-lead items for a twelve Production Lot II (FY 2015) Boeing P-8A Poseidon maritime surveillance aircraft: 8 US Navy P-8As (\$152 million / 51%), and the first 4 (\$143.6 million/ 49%) P-8As for the Royal Australian Air Force. Deliveries are expected to begin in 2017 to the RAAF. **Source:** *Australian Aviation and Industry Defence News*.
- **25<sup>th</sup> July 2014:** RAAF F-35A AU-1 is officially rolled out at Lockheed Martin.

**Pictured are:** A35-001 is rolled out, (Source: LM) and A35-002 in 2OCU Markings (Source: AA). Aussie participants: Avm Geoff Brown and Finance Minister, the Hon Mathias Cormann. The RAAF aircraft are part of what is known as Low Rate Initial Production (LRIP) Lot 6, which also includes 31 F-35s for the U.S. and three F-35As for Italy.

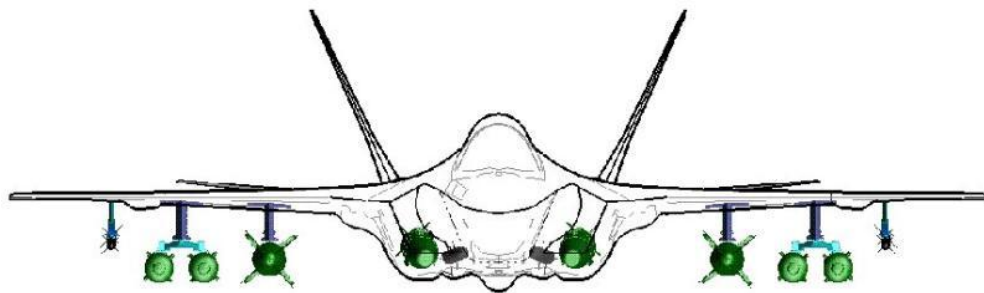


- **18<sup>th</sup> August 2014:** Defence Minister Senator David Johnston has flagged the acquisition of further Airbus KC-30 tanker-transport and Boeing C-17 airlifters for the RAAF. Speaking to News Limited's Ian McPhederan last week, Minister Johnston suggested the next Defence White Paper, due for release next year, will propose the acquisition of two extra KC-30As and one or two additional C-17s. One of the KC-30s would



also feature a VIP interior for international travel by the Prime Minister. “When you get good service from a platform it prompts you to say, ‘*why don’t you get some more?*’ ” the Minister was reported as saying during an interview aboard a KC-30 bound for Darwin. Australia has a unique, but limited, opportunity to secure additional C-17s, meanwhile. Boeing has commenced assembly of its 269th and last C-17 at its Long Beach, California plant, with production due to wind up next year. However, the company is building 12 “white tail” aircraft without a customer to date. India (which already has 10 on order) is reportedly interested in six of these, and Boeing remains in ongoing discussions with existing C-17 operators and potential new customers regarding the remaining aircraft. Boeing has logged 39 foreign sales to Australia, Canada, India, Kuwait, Qatar, the United Arab Emirates, Britain and a 12-nation group known as the Strategic Airlift Capability consortium. **Source: Australian Aviation and Reuters.**

- **25<sup>th</sup> July 2014:** A welcome ceremony was held in Indonesia on Friday 25th July 2014, to welcome two former US Air Force F-16Cs and one F-16D from an order for 24 ex USAF F-16C/D Block 25s.



Just had to put another picture of **F-35A A35-002** in: **Source: LM**

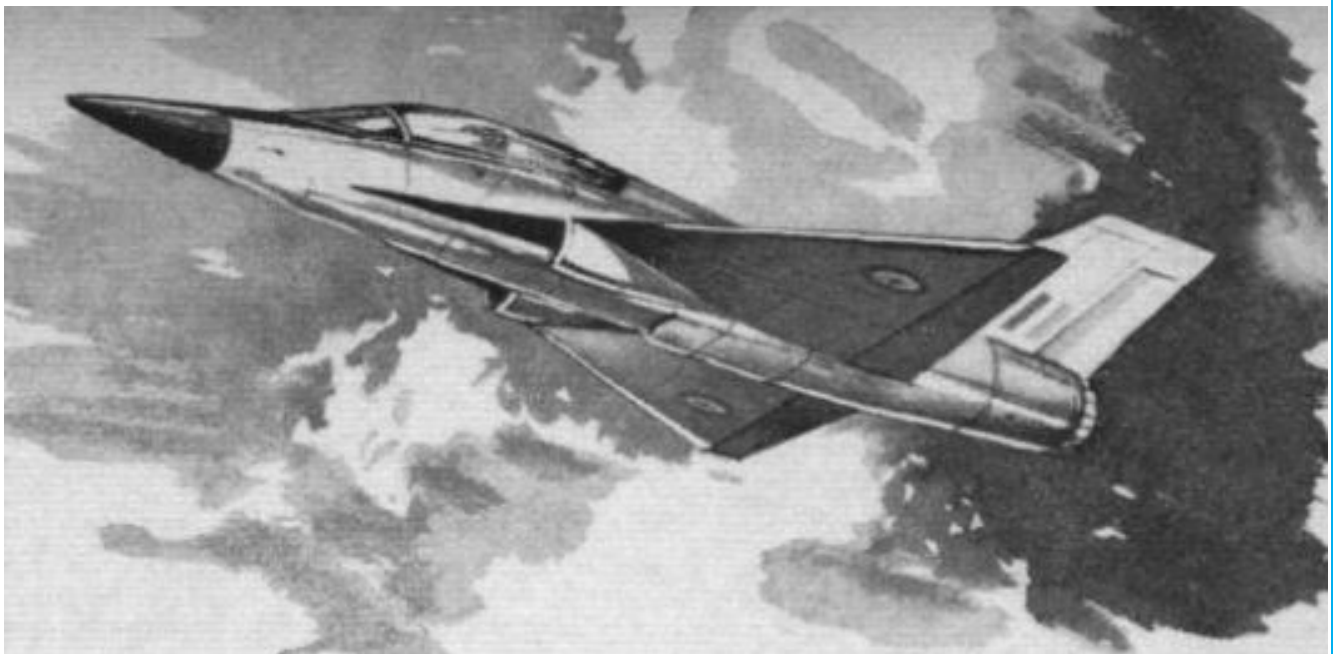


### **Commonwealth Aircraft Corp Aircraft: The CA-31 Proposed Jet Trainers**

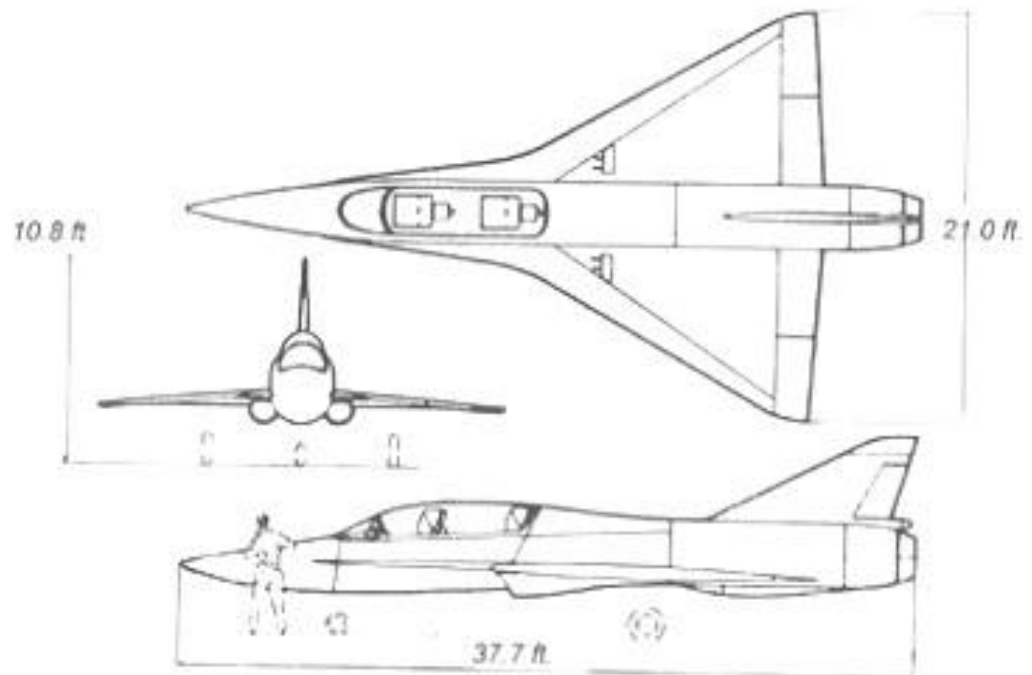
In March 1964, with the Mirage III(F) fighter being delivered to the RAAF, the Melbourne based Commonwealth Aircraft Corporation presented its idea for a locally designed and manufactured, advanced supersonic aircraft designed to meet both flying and weapons training needs.

The basis of the project was that there was no type with this dual capability available anywhere in the world. In the 1960s, it was also seen that there was a huge gap between flying jet trainers and modern high speed fighters. This difference involved more than just speed; the flying characteristics of supersonic delta wing fighters were quite different to the subsonic trainers then available.

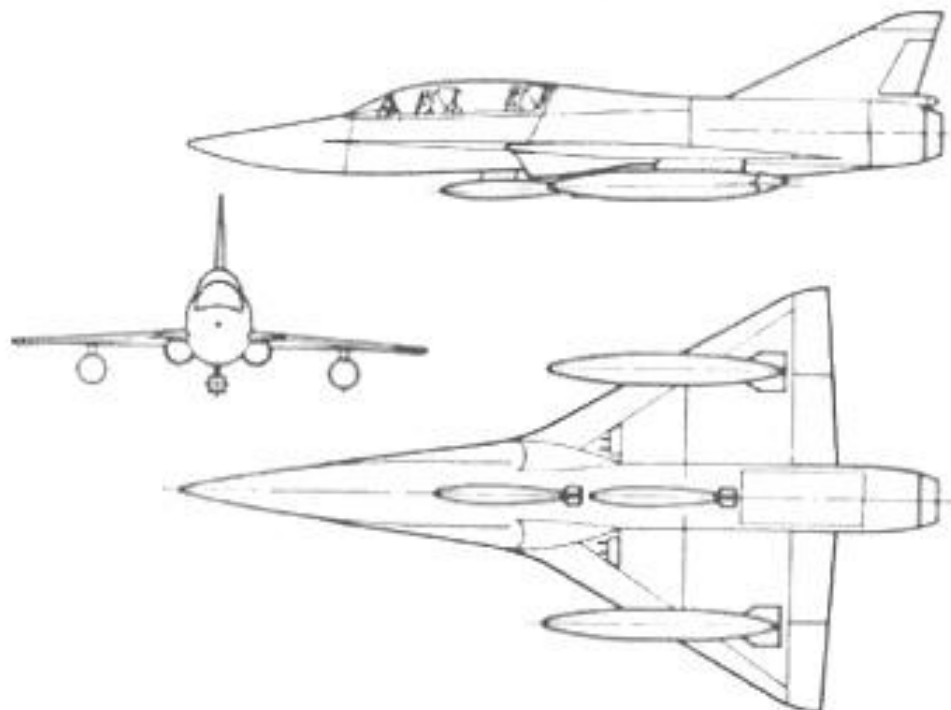
*“Forward planning by the Commonwealth Department of Air—as shown by its acquisition of the Mirage III(F) and, soon, the F-111C- indicated the need for a supersonic two-seater as a logical follow-on to the Macchi MB.326H which will be used for the primary training programme (the first Australian-built MB.326s will fly next year). While, therefore, the Department of Air was evaluating a number of aircraft already built and projected, the CAF drew up a specification for the CA-31. This trainer is probably unique in having a delta wing, most existing delta trainers having been developed from existing operational aircraft. The design is clearly aimed at providing delta-wing training for the Mirage, notwithstanding the existence of the conversion trainer - the Mirage IIID - already in service with the RAAF.”*



The aircraft was to feature Martin Baker ejection seats and be capable of carrying a load of 1815 kg on four wing and two fuselage hard points.



More views of various sub-types of the same project.  
CA-31 Operational Trainer, Rolls Royce Adour RB.172 configured clean above  
and for ground attack below with 2 x 750lb Napalm & 2 x 500lb HE Bombs.



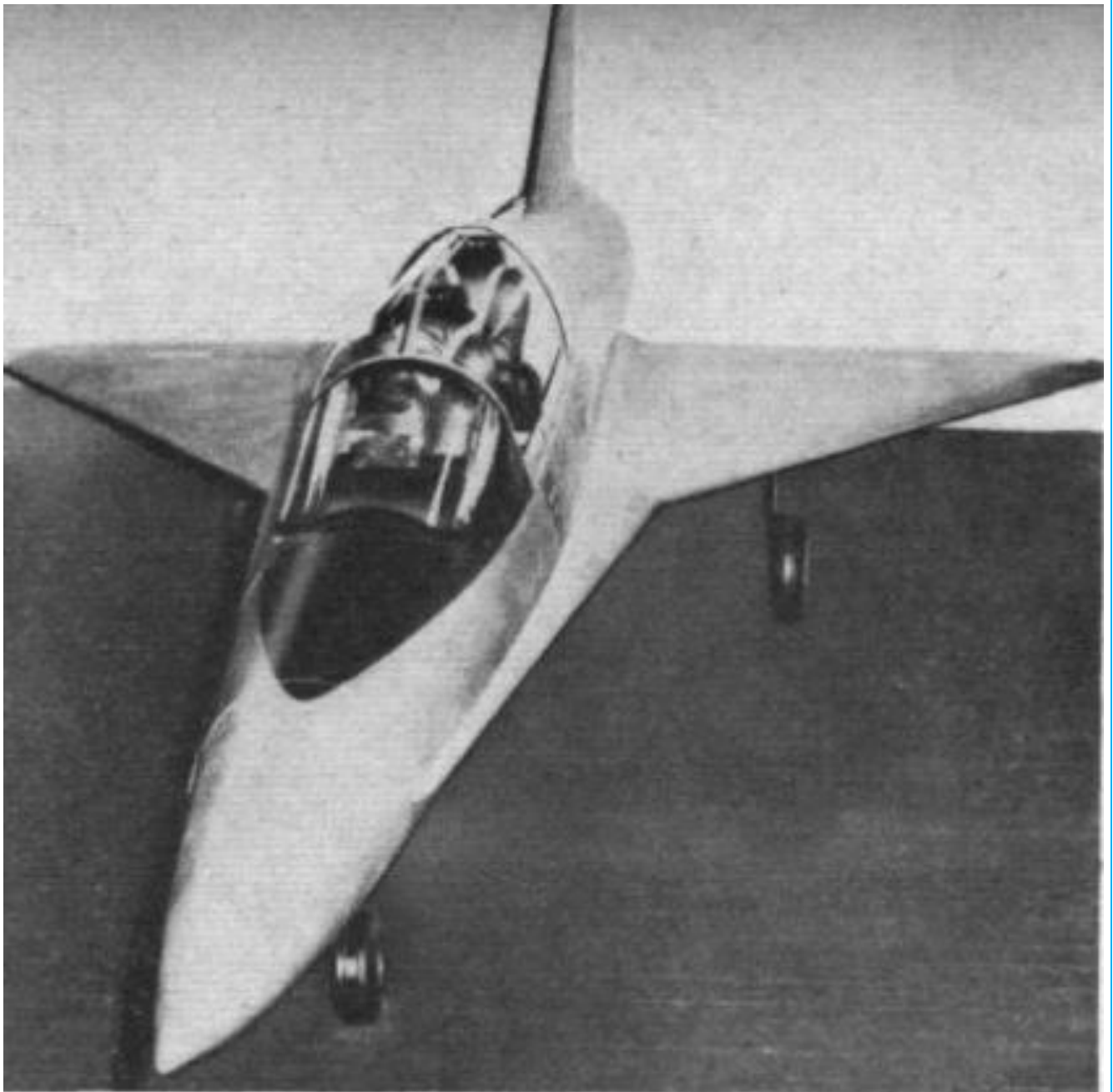
3 Dimension CA-31 Drawing by CAC

The CA-31 has been engineered to produce an effective, versatile, supersonic jet trainer which can be operated effectively in a number of roles. The design emphasises low weight, simplicity and excellent handling, together with minimum maintenance and logistic support requirements. With a

21ft-span double delta wing (similar to that of the Swedish Draken) go a swept fin and rudder. Full-span Ailerons provide control in pitch and roll. Overall length is 37ft. The estimated approach speed is 120kt, while the landing and take-off runs are 2,050ft and 1,200ft respectively.

While the gross weight in the training configuration would be 8,500lb, no decision has apparently been made about the selection of the power plant; but CAF thinking is now turned towards a single turbofan providing 4,600lb of static thrust or 6,900lb with afterburner.

The original design featured a double delta wing powered by a single GE – J85 engine, and the design was advanced to the stage of constructing this full size mock-up, and then revised to incorporate the Rolls Royce RB172 Adour engine.



The aircraft (Mock up here) was, according to CAC, readily adaptable to light ground-attack duties and guns, rockets, bombs and missiles may be carried for advanced training or operational use.

The speeds at high level and "on the deck" are understood to be Mach 1.5 and Mach 1 respectively.



The RAAF jet trainer requirement was eventually fulfilled in 1967 by Macchi Trainers licence built by CAC\*, and with ten, later sixteen, 2 seat Mirages built by GAF in Melbourne, resulting in the CA-31 project being cancelled, effectively ending CAC's indigenous designs until the 80's when the CA-34 Designation was used for CAC's part in the Australian Aircraft Consortium's A10/A20 Wamira Trainer project.

This too failed, when the Macchi replacement was the PC-9A Trainer, and later in the 00's the BAE Hawk 127 replaced the high end of training

*\*CA-30 Macchi Production contract; 20 assembled from imported components plus 77 built (c/nos. CA30-1 to -97, CA30-1 to -13 and -15 to -21 also assigned non-consecutive Aermacchi c/nos. between 6351 and 6395) 97 Macchis served with the RAAF between 1967 and 2001, when the type was replaced by 33BAE Systems Hawk 127s.*

Where did the mock up go? It's stored at the Moorabbin's Australian National Aviation Museum



Sources: Internet

- [http://en.wikipedia.org/wiki/Commonwealth\\_Aircraft\\_Corporation](http://en.wikipedia.org/wiki/Commonwealth_Aircraft_Corporation)
- <http://www.globalsecurity.org/military/world/australia/cac.htm>
- <http://www.aarg.com.au/cac-ca31-trainer.html>

# From Palestine to Bull Creek; the Story of the Capture of Albatros D.III

**D.636/17 in Palestine, 8 Oct., 1917.**

This is the story of a piece of wing fabric on display at the Aviation Heritage Museum of W.A., Bull Creek, Western Australia.



As the main researcher and photo librarian at the above museum, I have always been intrigued by this piece of mounted fabric with photo and attached extract from the Diary of Lieutenant F. C. Conrick of 1 Squadron, Australian Flying Corps, whose family donated the artefact to the museum, and I quote from the said extract:

**'05.30**

***Left ground with Ned Kenny, Escort Stew Paul and Bill Weir, Eastern Recco. Madeba - Kastal – Anwar also Muakka. A little movement. Hun alarm 13.00. L(t). Johnny Walker, L. Harold Letch dived on the Hun 2 seater above the drome. A fire broke out in the fuselage and they fired 2 Verrys (sic) lights and pulled out – the fuselage was blown off & Johnnie's body was found a mile or more away from the wings and engine. – 16.00. Harold not found yet. Capt. Allan Brown and Finlay finished the Hun machine off and forced him to land in our lines both pilot and observer are in the Compound, The pilot has an Iron Cross & has been on three fronts, they said they made their wills today for the first time. Engine O.K. Undercarriage collapsed.***

The German pilot: Lieut. Dittmar, was flying the above aircraft, a D5 A.

First thing that intrigued me was that the photo was of an Albatros D.III D.636/17, which was forced down in Oct., 1917. A search of the museum's photo collection, I found a series of photos of it from D. Stewart (Lt. 1 Squadron, AFC) and most of the photos accompanying this article is from that said collection. The action described in the above diary extract, happened on August 22, 1918 in which Lts. J.M. Walker and H.A. Letch were shot down in Bristol F.2b B1222, while in combat with an LVG over Ramleh. This was then shot down by Capt. Brown and Finlay in F.2b B1284.

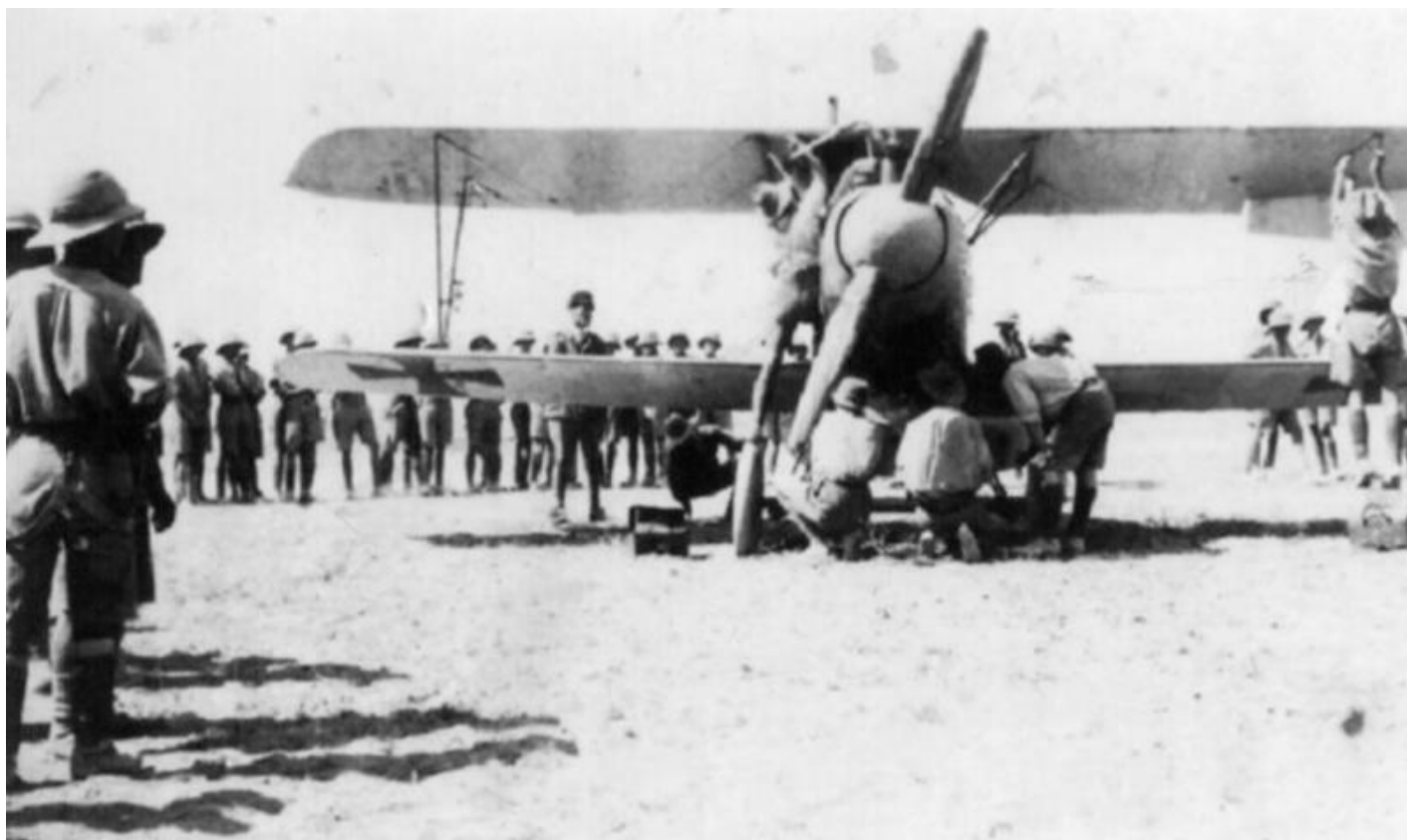
So this is the true story, as far as possible given the time since this happened, of this piece of fabric.





*Fliegerabteilung 300, based at Huj airstrip, Palestine, Oct., 1917, pictured here is Albatros D.III 636 with pilot and ground crew*

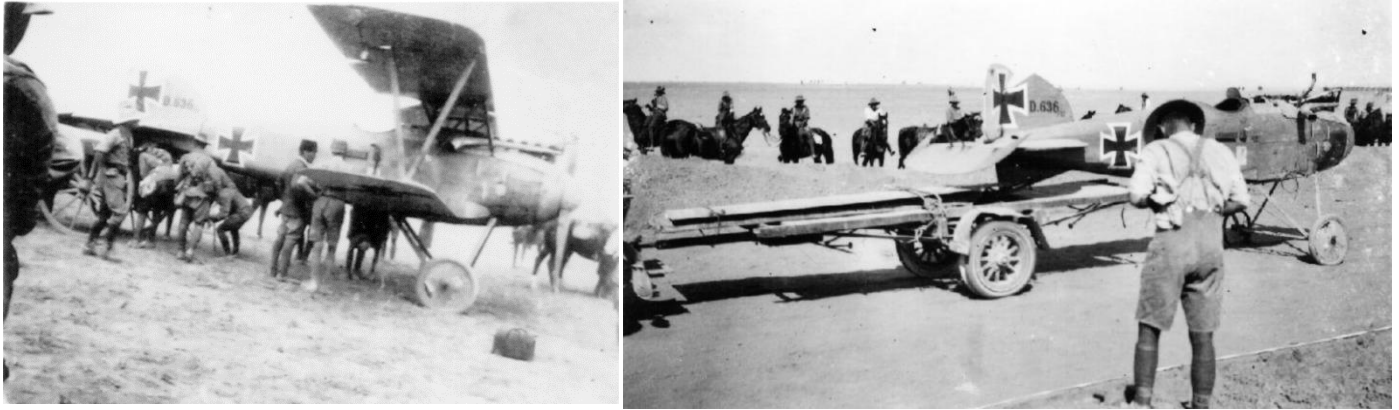
On the morning of October 8, 1917, four Bristol Fighters of 111 Squadron, RFC, were patrolling in pairs over the front lines at Gaza, Palestine. Meanwhile on the other side of the lines, Oberleutnant Dittmar of Flieger Abteilung 300 took off from Samach airfield in Albatros D.III D.636/17 with another Albatros at 7.30 for a patrol over the front. At about 8.00 o'clock they saw the British aircraft and dived out of the sun to attack them. This was their first encounter with Bristol F.2bs and was surprised by the speed and manoeuvres of the Bristols. 2<sup>nd</sup>. Lt R.C. Steele and Capt. John J.L. Williams in F.2b A7194 fought with Dittmar's Albatros over Wadi Gaza and after the Albatros was holed in the fuel tank and radiator, ObLt. Dittmar was forced to land between Goz el Basal and Karm. The Albatros was then surrounded by the men from the 9<sup>th</sup> Light Horse, who were based at Goz el Basal and they stopped Dittmar from destroying his Albatros.



*ObLt. Dittmar watching as RFC ground crew remove the wings*

The men from the 9<sup>th</sup> then got an artillery limber and hooked up the Albatros to it and towed it to Beir el Belah airstrip, where its wings were removed and it was then moved to 67 (Australian) Squadron's (1 Squadron, AFC) field at Weli Sheikh Nuran.

The squadron's mechanics then repaired and re-assembled the aircraft and it was probably test flown but I haven't found any documents in the archives that state otherwise. It was inspected there by General Allenby later that month and later was repainted with RFC roundels and fin flash, which was probably when this piece of wing fabric from the bottom of one of the lower wings was removed.

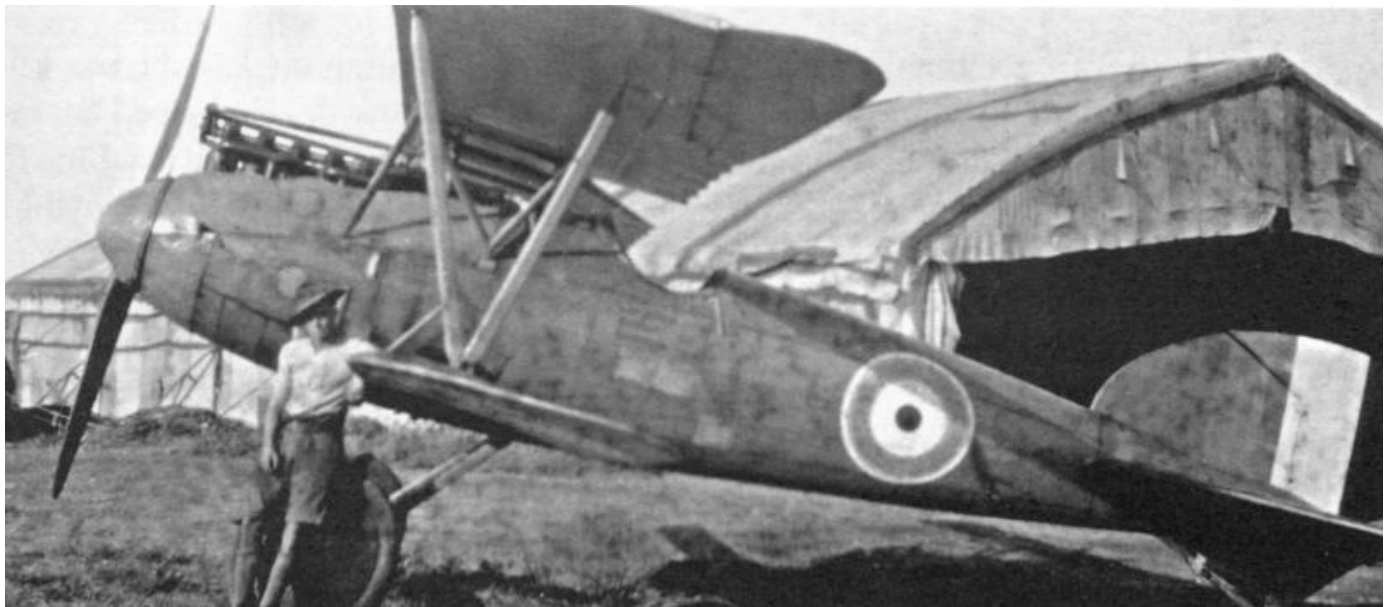


*9th Light Horse recovering the Albatros with ObLt. Dittmar wearing the Fez observing and Albatros' fuselage being towed away with the Light Horse watching*



*Albatros with RFC markings on the tail and fuselage*

Later on at a date unknown, probably early in 1918, it was gifted to the Khedive (King) of Egypt and went to Cairo, although some sources say it was sent to Britain but I haven't found any records saying that it did. From there D.636/17's fate remains unknown. In 1990 the family of Lt. Conrick donated this memento to the Museum and it's been on display ever since.



*Albatros now in full RFC markings, c.1918*

### **Aircraft details:**

Built by Albatros Flugzeugwerke at Johannisthal, Germany during early 1917 and was 36<sup>th</sup> built of the second production ( D.600 to 649/17). Fitted also with twin radiators in the upper wing for operations in Palestine. Was fitted with 160P Mercedes D.III inline engine and equipped with 2 x IMG 08/15 &.92mm machine guns (Spandaus). Colour scheme was clear lacquered ply fuselage and fin with metal fittings in Grey-Green colours (Similar to RLM 02) with the upper wings and tailplane probably doped in three colour camouflage of Dark Green, Light Green and Venetian Red but could be Lilac and Dark Green (photos aren't that clear to be definite) with the undersides doped in Light Blue with the Rudder doped White. Serial numbers Black and Iron cross markings are Black with White outline on fuselage sides, upper wings and fin with underwing cross Black only, but the museum's Cross looks like it was applied to a replacement fabric that was clear doped.



*General Allenby posing in front of the Albatros at Weli Sheikh Nuran air strip*



## References :

- Bristol F 2 Fighter Aces of World War 1 by Jon Guttman, Osprey Aces #79, Osprey, 2007.
- One Airman's War, Joe Bull's Personal Diaries 1916-19, edited by Mark Lax, Banner Books, 1997.
- Desert Column website (Australian Light Horse Study Centre) and The Aerodrome website.

All photos from Aviation Heritage Museum of W.A (mostly from the D. Stewart collection (1 Squadron AFC, Lieutenant and pilot).

Mike Mirkovic@ August, 2014.

### **Oberleutnant Gustav Adolf Dittmar.**

Born Nov. 24, 1890 and disappeared in 1945 (Probably captured by the Russians after W.W.2.)

Joined the German Army in 1908 and served in various units until transferring to the Fliegertruppe in August, 1914 and served in Feldfliegerabteilung (FFA) 2 as a Feldwebel. Promoted to Vizelfeldwebel on Aug. 15, 1914. In January 1915 went to Offiziers-Stellverteter and then onto FEA 9 for pilot training. Between Sept. 13 and 30, 1915 was with Insp. Der Fliertruppen and on 1 October, 1915 went to Osmanische Fliegertruppe. In April, 1917 joined Fliegerabteilung 300 'Pascha'. POW from 8 Oct., 1917 until 18 Dec., 1919.

Post-war history unknown, joined the Luftwaffe and was a Major in 1944. Served as political and military representative at the Junkers factory in Madgeburg between 15th Dec 1941 until 19th May, 1944.

Fate unknown.



Pictured is Oberleutnant Dittmar watching the disassembly of his aircraft in 1917, and later in 1944, now as a Major Gustav Adolf Dittmar of the Luftwaffe.



**O**N 23 May 1979, Sea King N16-098 ditched into the sea approximately 350 nm east of Jervis Bay, NSW while preparing to land on board HMAS MELBOURNE.

Ditching an aircraft, unlike ejecting, requires an incredible amount of conscious effort and planning. Helicopters unfortunately do not possess equipment to enable a rapid exit in case of an in-flight emergency. Therefore, crews and passengers who fly in helicopters must accept the fact that they will have to ride the machine to earth in the event of a catastrophic emergency.

Ditching into water presents many problems which need to be realised by both aircrew and passengers alike. However, if you subconsciously run through the ditching procedures pertaining to your particular aircraft, it may just save your life if and when the real thing happens.

The following account of the accident involving RAN Sea King N16-098 was written by Mark Ogden who, at the time, was the copilot of the ill-fated helicopter.

Having spent three years in training through 1FTS and 2FTS, then 5SQN and HC723, I was finally going to sea as a Sea King copilot in HS817. Here I was, my first day at sea in the Navy on board HMAS MELBOURNE. One of the more senior members of the squadron took me to the gun direction platform to watch real aviation; ie, what happens on the flight deck of an aircraft carrier. I watched in amazement as the first aircraft, an A-4 Skyhawk came over the 'round-down' and took a wire. But I was even more amazed when the wire broke! The A-4 [N13-154909] departed the flight deck and without enough speed to keep flying, disappeared over the angle. LEUT Kev Finan USN (now airline pilot), ejected at the last possible moment and survived unhurt. I remember thinking, well I joined the navy for excitement but, wow! That was back in May 1979, and that same day, I too was to find out what swimming was all about.

I was one of the crew that ditched in Sea King helicopter N16-098 well out to sea off Jervis Bay after our aircraft suffered a total loss of tail rotor authority. In addition to myself, as copilot, the crew comprised LCDR Vic Battese (captain), LEUT Mal Wright (observer), and LSA Mick Skewes (aircrewman).



The following account of what happened was my recollection of events drawn from an article I wrote soon after getting a little more than feet wet. Hopefully, my grammar has improved a little.

Other than Vic, the captain, who was the squadron's senior pilot, the crewmembers had all recently graduated from operational flying training. I was the wettest behind the ears and probably made a good representation of a clown on side show alley – eyes wide open and a gob to suit. Anyway, we briefed for an ASW sortie and covered all aspects of the mission and emergency procedures. The aircraft pre-flight didn't reveal any problems so we boarded, started the machine and departed from the ship in company with another Sea King. It was during the first transition to the hover that the observer and aircrewman noted a strange vibration coming from somewhere above their heads. As happens, us pilots up front couldn't feel or hear the vibration but we tried a few more hovers to trouble-shoot the problem. With no indication of a control problem, but the crew still voicing their concerns, Vic decided to abort the sortie and return to the ship.

### The 'fun' starts

We arrived shortly after and established a hover off the port beam. Then, when we began to slide right, the vibration and noise increased so dramatically that even us pilots began to appreciate that we had a problem! The captain stopped the movement towards the ship, a move that probably saved our lives and the lives of many on the ship's flight deck. Seconds later, there was a loud bang and the aircraft violently yawed right. Things were happening fast, real fast. Realising that the aircraft had lost tail rotor control, Vic called for me to retard the engine speed select levers. I remember being intrigued by what was happening, not hearing a word he said and basically going along for the ride. I just wasn't prepared for this! Vic lowered the collective and we hit the water real hard. Flipping inverted, the Sea King rapidly filled with water. My words and feelings are not printable, but I'm sure you get the idea. As well as the problems we faced, the ship's crew had to contend with pieces of rotor blade flying in all directions across the flight deck.

After all movement ceased (well I think it had), I released my harness and attempted to jettison the window next to me. For some reason, my right side shoulder strap wouldn't release and the window wouldn't jettison. Things were not going well.

Now, just as an aside, in 1979 the RAN didn't have any such thing as Helicopter Underwater Escape Training (HUET), nor had the (Helicopter Emergency Egress Device (HEEDs) been invented – and we didn't have emergency escape lighting. We talked about how to get out but never practised it wet.

It was very dark, I was disorientated with the helicopter being inverted and I thought we were sinking. I couldn't get out of my harness and I couldn't release my window. About then, I remember feeling a real sense of panic come flooding over me. I really thought that this was it, I'm going to die. My first day at sea and I'm going

to cark it in a bloody Sea King and I hadn't even been overseas!

I remember Vic also having problems and I probably wasn't helping. I gave up and started to gulp water into my lungs. However, this resignation to my untimely end probably helped us. Vic released his dinghy and exited a 9-inch window opening (I thought it was my window but he reckoned it was his). I was now moving more freely and I released my dinghy and went for a window. I started to exit through the window but then my foot jammed between the seat and centre console. I re-entered the cab, got my foot free and somehow exited the window with the dinghy in tow and floated or swam to the surface.

These days I work for the Bureau of Air Safety Investigation. Now, BASI doesn't like the term 'luck', but, sorry, I was lucky to survive. However, I will remember the lessons I learnt that day for the rest of my life.

In the original article, which I wrote nearly 20 years ago for RAAF *Spotlight*, I highlighted the problems that I experienced, particularly those concerning my equipment. Perhaps not surprisingly, the problems facing anyone in a ditching situation today haven't changed much; disorientation, exacerbated by survival equipment problems, may well lead to panic. Disorientation will always be an issue and training is probably the biggest factor in overcoming it. Sure, improvements in lighting will help, but it all counts for nought unless you have the basics weighed off. There is no replacement for HUET and the more times one can practise the escape drills wet, the greater the chance of survival in the real situation. And the training doesn't stop with the occasional HUET. After my little experience, on those occasions when I found myself flying over expanses of water, I realised that I was mentally practising the escape procedures and noting where everything was.

At the time, the bulkiness of the equipment, the snagging of the old helmet visors and the springy mic-tel leads were identified as impediments to a smooth escape. Gladly, I can report that the RAN seems to have learned those lessons (just don't let the system 'unlearn' them over time).

But what was the major lesson I learned that day? Rule No 1, don't panic. It is easy to say, particularly whilst I'm sitting here in front of my computer screen drinking coffee, but I can't emphasise enough the importance of not panicking. Again, HUET helps. HEEDs helps too (knowing it's there helps a lot). But, I keep thinking of that cartoon of the helicopter pilot who's sweating it out because if it hasn't gone wrong yet, it's about to. You do have to be mentally prepared for the worst, because when you're least prepared, fate will strike.

I want to finish by quoting the last paragraphs of my 1979 report:

Pre-planning and constant awareness can and will save your life. However, all this can be a waste of time if you panic. Control it and you should be okay. The less you leave to Lady Luck, the better are your chances of living.



**Sea King N16-098 (Shark 01): Tail Rotor failure,...Going; Going, Gone**



# Odd Shots: RAAF P-3s



Pictured here is RAAF P-3C Update II Orion A9-657 on the manufacturing line at Lockheed during mid 1984. Lower, would be later RAAF P-3C-Update II 1/2s of the same order. A9-657 would be later used as the prototype ALR-2001 ESM System Aircraft: Source LM

RAAF P-3 USA Production blocks, Model- & Contract numbers								RAAF Serials	
BuNos	Block	Type	Model	Contract	For	Qty			Qty
152751 - 152765	LO- 75	P-3B LW	185	65-0043	USN	15		TAP3 152756/758 Rejects	2
153429 - 153441	LO- 85	P-3B LW	185	66-0039	USN	13		TAP3 A9-434/438/439	3
154592 - 154605	LO-105	P-3B HW	185	67-C-0057	USN	14		P-3B A9-605	1
155291 - 155297	LO-95	P-3B HW	185B	67-C-0057	RAAF	7		P-3B A9-291 to 297	7
155298 - 155300	LO-100	P-3B HW	185B	67-C-0057	RAAF	3		P-3B A9-298 to 300	3
160751 - 160757	LO-180	P-3C-II	285D	76-C-0433	RAAF	7		P-3C-II A9-751 to 757	7
160758 - 160760	LO-185	P-3C-II	285D	76-C-0433	RAAF	3		P-3C-II A9-758 to 760	3
162656 - 162665	LO-225	P-3C-II½	285D	C338098	RAAF	10		P-3C-II 1/2 A9-656 to 665	10
									36

## A Real Sentinel

Ex RAAF P-3B A9-299 was sold to Lockheed in July 1983 and registered as N91LC and used as the AEW&C Orion Prototype.

The prototype aircraft made its maiden flight on 14th June 1984 and was initially christened "Blue Sentinel". It was a type under consideration for purchase by the RAAF at one stage. Then when development was completed, it was on-sold as a P-3AEW&C's and re-registered as N145CS with US Customs Service as the only major operator of the type, with 6 "Blue Eagles" fielded, along with a further 8 P-3A "Slicks". The upgrade of all 14 P-3 Orion's for the now re-named US Customs and Border Protection, continues at Lockheed Martin facility in Greenville, South Carolina.

The seventh upgraded P-3, Ex-A9-299 N145CS, was redelivered on the 7th March 2013. The P-3 Mid-Life Upgrade, or MLU program, primarily consists of replacement wings, removes current aircraft flight restrictions, and extends the structural service life of the P-3 up to 15,000 hours, adding more than twenty years of operational service.





Theoretically, Ex-A9-299 (Pictured above in 2013), could be the last of some 36 RAAF's Orion's flying in 2035, unless the RNZAF maintains NZ4206 (Ex A9-291) and her sisters longer! *The Portuguese ex RAAF P-3Bs have been retired and replaced with ex MLD P-3Cs a few years ago. Did you know that the first US Navy Lockheed Orion Australian visit was P-3A Bu No 151365 in May 1966?*



Pictured in its final example configuration with the RAAF Orion Force is AP-3C A9-755, in 2007. Source: reddoublebrick@2007



## Odd Shots: Jets and props



A21-7 and one other were used in Battle Grey Scheme tests in the 80's



A94-924 on its belly, 2<sup>nd</sup> May 1956, and note early 30mm Aden Gun Ports. GRB Collection



The 45<sup>th</sup> F-111 delivered to Australia: F-111A 67-106 (AMARC # FV076), once an inspected and rejected RAAF attrition replacement airframe in the 1980's, was used by DSTO in the 90's after being shipped in.



Pilot Officer Randall Randy Green: Who can ID the Meteor?



## Odd Shots: Caribou



Caribou A4-171 Before



After ditching



Not all Aussie Caribou's belonged to the RAAF, Ansett MAL's VH-BFC



Nor were the RAAF's Caribou the first in Australia, CF-LVA reverses that right in 1959.





35 Sqn's A4-193 in SE Asian Colours late 1970 and A4-231 late 1971 below.



Next Issue, the Summer 2014 edition, will be out circa late December 2014.