



ADF Serials Telegraph News

News for those interested in Australian Military Aircraft History and Serials

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Editor's Note:

It's been a fun time preparing this Edition, and I hope everyone appreciates the effort placed in it. I would still love others to contribute stories or story themes. In any case, I would be most willing to help write it for them or just to flesh out or research in helping their stories be told.

Message Starts:

- **Vale & Memorial**
- **Message Board Topics**
- **Stories**
- **Curtiss Corner:**
- **Help Desk Message Traffic Selections:** Requests and answers for information
- **News Briefs**

Vale & Memorial

In memory of those actively serving and those who have in past served, and who have lost their lives. We truly appreciate the sacrifices you borne on all of our behalves.

- A further three young Australian lives were lost in Afghanistan
- Warbird's Restorer Murray Griffiths passed away last month

"Lest we forget"

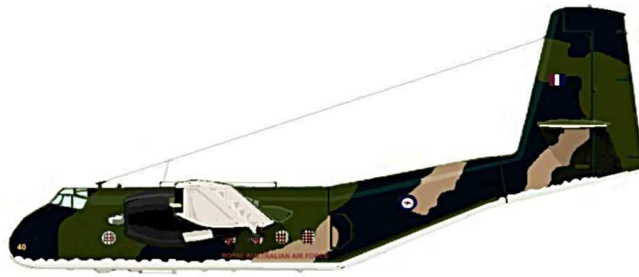
Message Board – Current topics

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

Navy: Seahawk Cut'n'shut?

RAAF: RAAF F-111 retirement: Still running hot

Army: A43- Shadow Uav



Stories:

- **SB LiM-2 ala Szkolno Bojowy Licencyjny Mys'linwiek (Combat Training Licence Fighter)**
- **The Churchill Wing Offensive Operations Chapter 3 by Editor**

SB LiM-2

**Szkolno Bojowy Licencyjny Mys'linwiek
(Combat Training Licence Fighter) by Rod Farquhar**



Although this trainer with the tongue-twisting name was not directly involved with Australian Military Aviation, its immediate forebear, the MiG-15 had a profound effect on Australian, and indeed World thinking in the early 1950s.

Shortly after the end of the Second World War several of the Russian Design Bureaus began work on producing jet fighters. Using captured German engines and technology they soon had a number of prototypes in the air. In 1946 Stalin ordered the development of a new high altitude day fighter, it was to have a ceiling in excess of 14,000m, a top speed of a least

1,000km/hr, an endurance of one hour, an ejection seat, ground attack capability and be able to operate from rough airfields, for the times a pretty tall order.

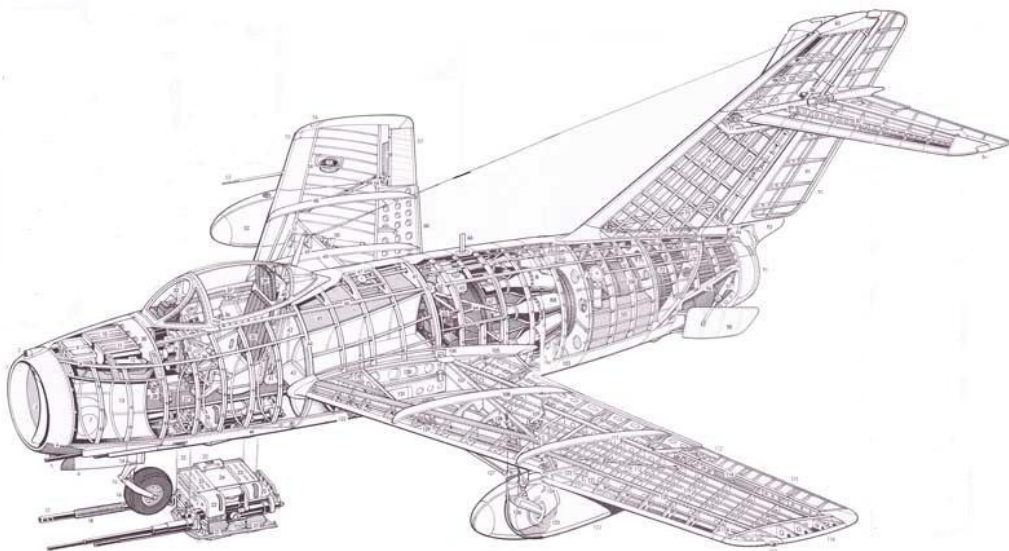
The Mikoyan-Gurevich OKB headed by Anushavan Ivanovich Mikoyan and Mikhail Iosifovich Gurevich produced the design considered to be most worthy of development. The major stumbling block was the lack of thrust available from the captured German engines, less than half the estimated requirements for the new fighter. Salvation was to come from an unexpected source, the post war British Government of Clement Attlee not only invited leading Russian engineers to tour the Rolls Royce factory where the new Nene and Derwent engines were in production but also gave them 25 Nenes and 40 Derwents.

Both of these engines were carefully studied and put into unlicensed production.

The Nene, as the RD45 was to be used in the new fighter, enlarging of the fuselage diameter being the only major changes required. With swept wings, a short stubby body, mid mounted tail, armed with a single NS-37 and two NS-23 cannons, this remarkably robust and highly manoeuvrable little fighter went into production in March 1948, a legend had been born.

Sensing a good business opportunity the designers, independently, developed a twin seat trainer. Based on the fighter, it had a second cockpit with full controls inserted in the fuselage immediately behind the existing one, redesigned canopies and deletion of the heavy cannon armament, which was replaced with one or two 12.7mm machine guns. Fortunately for those orders were quickly placed and the MiG-15uti as it became known also went into production.

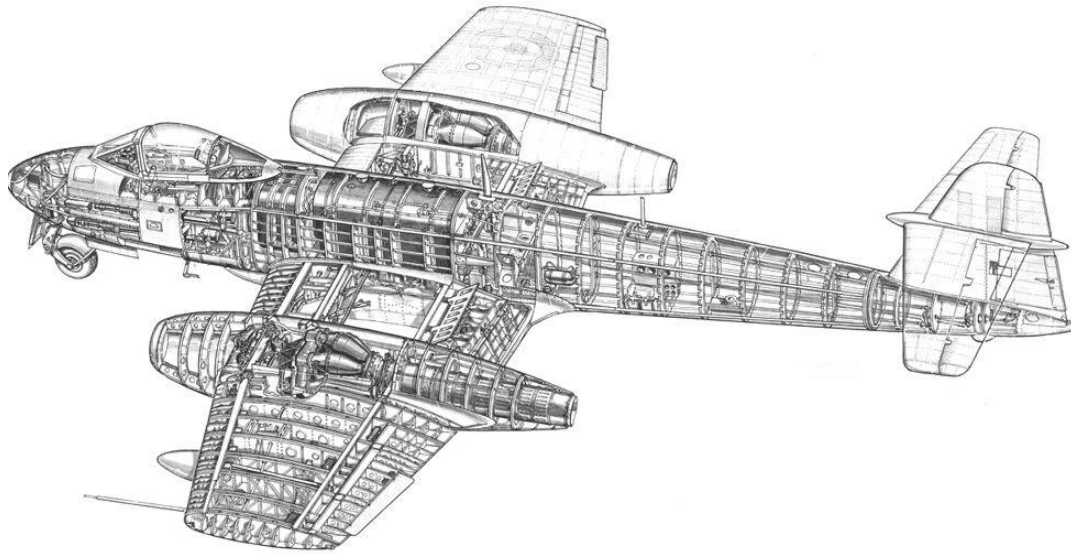
Service use of the MiG-15 highlighted a number of shortcomings. The engine was still underpowered and had a very short between overhaul life, the build quality of the airframe was so bad that each aircraft had it's own flying characteristics, the rate of fire of the guns was too slow, the roughly triangular speed brakes were ineffectual and, the avionics fit was spartan to say the least. In 1950 a virtually redesigned aircraft began coming off of the production line, the MiG-15bis, this had the all new Klimov VK-1A engine with 20% power increase, improved N-37 and NR-23 cannons, larger more rectangular speed brakes, better avionics and tighter controls on manufacturing tolerances. Although the rear fuselage required an increase in the internal diameter to accommodate the larger engine, the external dimensions remained the same.



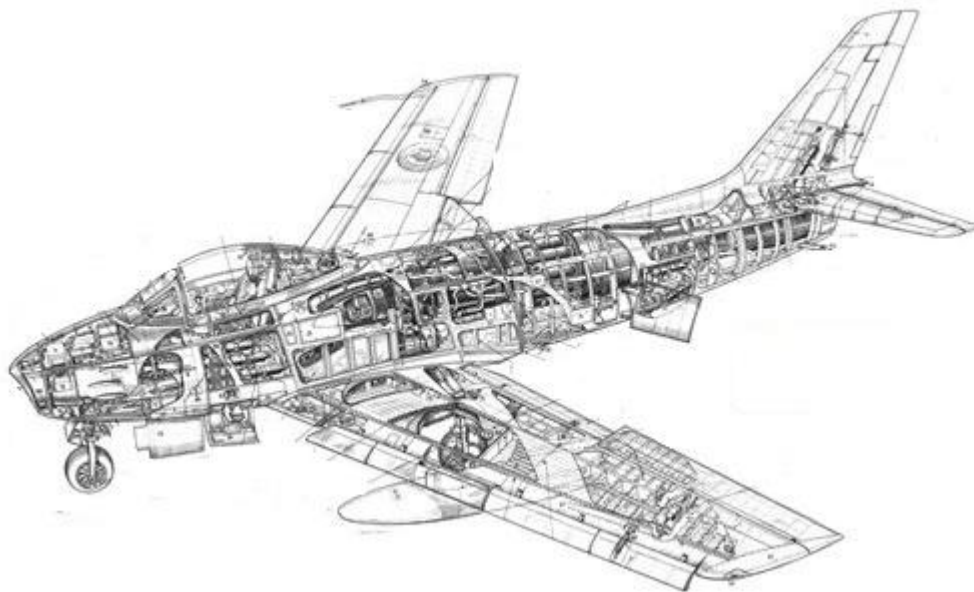
The West was apparently oblivious to the existence of the MiG-15 and also unaware that it was being built under licence in China. During the first few months of the Korean War the

UN forces had complete air superiority, aircraft ranging over the peninsular attacking targets at will. China entered the conflict in October of 1950 and on 8th November the first jet v jet aerial combat took place between MiG-15s and USAF F-80 Shooting Stars, although perhaps luckily a MiG was shot down by one of the Shooting Stars, it soon became apparent that all previous aircraft were rendered obsolete. The goal posts had been considerably moved to the left.

The USAF was forced to rush the new F-86 Sabres into action, the RAAF's 77 Sqn. traded it's Mustangs for Meteors, although these also were not capable of taking on the MiGs and were relegated to ground attack duties.



The Sabres were fairly evenly matched with the MiGs as far as their handling was concerned but lacked the hitting power of the 37 and 23 mm cannons, a couple of hits of which would put the Sabre out of action, the Sabres six 50cal machine guns would need most of their ammunition to cripple the MiG.



Australia was looking for a new fighter.

As well as China, Czechoslovakia produced the MiG under licence, the basic MiG-15 being the S-102, the MiG-15bis the S-103 and the MiG-15uti the CS-102.

NATO codes for the MiG family being "Fagot A", "Fagot B" and "Midget" respectively.

Poland commenced manufacturing MiGs in 1951 at the WSK plant at Mielec in South Eastern Poland, initial production being 227 of the Basic MiG variant, fitted with the locally manufactured Lis-1 engine (RD-45) and known as the Lim-1.

In September of 1954 production switched to the MiG-15bis version, known as the Lim-2 it was powered by the Lis-2 engine (VK-1A) also locally made. A total of 500 Lim-2s were built by the time production ceased in 1956.

The supply of two seat trainers was initially via Russia, MiG-15uti and Czechoslovakia, CS-102, only small numbers of these aircraft were delivered.

With the need for more trainers, and having plenty of the now obsolescent Lim-1s Poland began converting some of them to two seat trainers by inserting a second cockpit and controls much as the original manufacturers had done. Unlike the MiG-15uti which was armed with a 12.7mm machine gun these new aircraft called the SB Lim-1 retained one of the 23mm cannon. Some of these were further modified for artillery spotting by fitting an AFA-39 camera in a pod on the starboard underbelly, removing the flight controls from the rear cockpit and installing camera controls for an observer. They were designated SB Lim-1Art. Later some of these were re-converted back to two seat trainers and designated SB Lim-1M or 2M. The camera mounting was retained, as it had become part of the airframe structure.

Bearing in mind the fact that until the arrival of the MiG-21 "Mongol" there was no other two seat trainer available to the Warsaw Pact countries, the MiG-15 uti and it's cousins had to soldier on.

By the early 1970s the supply of Lis-1 (RD-45) engines had been used up, the Lis-2 (VK-1A) engine from the Lim-2 was slightly larger in diameter and would not fit, but externally the rear fuselage of the Lim-2 was identical to the Lim-1. As the Lim-2s had now also been made redundant by the Lim-3 (MiG-17) the solution was to marry the front of the SB Lim-1 trainer to the rear of a Lim-2 fighter, the resulting aircraft now called the SB Lim-2 was unique to Poland. Apart from the more powerful engine, the most apparent exterior difference was the larger rectangular speed brakes.

The last of these trainers was retired from service in Poland in the early 1990s.

In 1989 eleven ex Polish aircraft were imported into Australia; they were a mixed lot including some MiG-15utis, CS-102s and SB Lim-2s. Several of them have been restored and are flying with the War bird Fraternity. One of them, an SB Lim-2, side No.636 was deemed to be not suitable and obtained by the Museum of Flight for static restoration and display, unfortunately it was stored in the open for many years untouched.

Classic Jets Fighter Museum at Parafield secured a long-term loan of the aircraft in 2003, with the proviso of it being restored for display. Being a regular visitor to the Museum, and

not having seen one before, I became interested. Originally it had been stated to be a Mig-15 uti but comparing it to pictures in books the speed brakes were rectangular instead of triangular and it had a single 23mm cannon rather than a 12.7mm machine gun, also the troughs for the other cannon barrels had been faired over. I then began a quest for information that was to last some eighteen months whilst the restoration was under way.

The first positive was the fact that it was a Polish built SB Lim-2 serial number 1A 06 036, 1A is the type Lim-1, 06 indicates the sixth batch of aircraft, 036 is the thirty sixth aircraft built in that batch.

I contacted a number of people in Poland and eventually several other countries seeking service history, although hard to come by the following information came to light. The aircraft was delivered brand new to 29 PLM (Pulk Lotnictwa Mysliwsiego-Fighter Air Regiment) at Orneta on 13-11-53.

Some years later 1959/60 (date unknown) it was converted to an SB Lim-1 trainer, history here unknown till 1970 when it was further converted to an SB Lim-2 trainer using the rear fuselage of Lim-2 serial 1B 01 221. It was withdrawn from service with 61 LPBz-B at Biala Podlaska on 23-3-88.

Sources of information are as follows.

1. Mikoyan Gurevich MiG-15 by Yeffim Gordon
2. Legends of the Air pt1 by Stewart Wilson
3. Emails from Piotr Lopalewski :Andrzej Tatarek :Pawel Bondaryk : Mark Rogowski
4. Numerous web sites on the Internet
5. And of course 1A 06 036

Rod Farquhar



SB Lim-2 fuselage stripped down and ready for a coat of primer. Overall it was in poor condition due to being stored outside for many years.



Rear cockpit instrument panel in badly weathered condition prior to restoration. The two cylinders hanging down from the top of the panel are part of the pneumatic canopy jettison equipment. The lever on the side of the control column is the brake lever, the brakes are also pneumatic.



Gun Pack of SB Lim-2.

The pack is lowered by cables similar to the Mirage, in this case it only has the single NS-23 cannon fitted, and the rest of the space is taken up by radio equipment displaced from the fuselage by the insertion of the second cockpit. On the fighter version this pack would have a second NS-23 inboard of this one and an N-37 on the other side (stbd). The fighters were usually flown with the guns loaded but not cocked; cocking was accomplished pneumatically via controls in the cockpit.



The resprayed fuselage before fitment of wings and tailplane, with the clearly visible rectangular speed brake is unique to the Polish built SB Lim-2s.

The Churchill Wing Offensive Operations Chapter 3

Gordon R Birkett

The November 1944 Raid

It was during this month that numerous changes and events were to earmark Darwin as backwater to the war. The Philippines had been invaded by the Americans and Japanese military forces were being mustered there. Not since the 12th June 1944 was there a recorded Japanese aircraft flown over the Australian Mainland, thereby making Darwin now a relatively a quiet place.

Both 54 Sqn RAF and 549 Sqn RAF had moved into Darwin Civil Aerodrome to be along side of 548 Sqn RAF. The 1 Fighter Wing Command had passed from Group Captain Peter Jeffrey DSO, DFC and Bar (RAAF) to Group Captain 'Blackjack' B R Walker DSO (RAAF) who was noted for his previous Beaufighter exploits.

On his arrival, Walker was keen to go on the offensive and by the 24th November 1944, an operation was laid on to attack two Japanese Radar Stations located at Cape Lore on Portuguese Timor. The elimination of these radar stations would enable RAAF Catalina sorties in that theatre of operations to gain an additional one hour's endurance by not having to skirt the location on route to their patrol or mine laying area. The operation would consist of fourteen Spitfires (including two spares) and was planned in conjunction with four 2 Sqn RAAF B-25 Mitchells to be executed on the 27th November 1944.

The Officer in command of 2 Squadron RAAF, Wg/Cdr D W Campbell DFC, was about to be replaced by Wg Cdr T S Ingleden on the 29th November 1944. The latter would captain KO-K/A47-26 on his first squadron mission as part of this operation.

The B-25s would take off from Hughes Strip and then would rendezvous over Snake Bay near Bathurst Island with twelve Spitfires before tracking directly to Cape Lore. The B-25s would attack at medium level after the Spitfires had strafed the surrounding AAA and military installations. Following the attack, one B-25 would act as a navigation and radio relay ship on their return flight.

This aircraft, piloted by F/O Coward, would be armed with only four 500lb MC Bombs (armed with No 44 pistols in nose and tail for low level), whereas the remaining three would be armed with eight nose and tail fused 500lb MC bombs. A Catalina ASR aircraft would loiter some 5 miles south east of Cape Lore whilst the Spitfires were on target.

After taking off from Darwin, seven of the fourteen Spitfires were found unserviceable due to fuel air locks prior to their departure from Austin Strip on Bathurst Island. All of these were 549 Sqn RAF aircraft, leaving only five of their original number, under command of S/Ldr Bocock, to continue the operations in company with the two 1 Fighter Wing Spitfires. These two Spitfires were piloted by G/Capt Walker and Wg Cdr Wilkinson. The other four 549 Sqn RAF pilots were F/Lts Wedd and Webster, and W/Os Franks and Beaton.

The reduced Spitfire force joined the formation of four B-25s over Snake Bay, where the formation turned on a direct heading to Cape Lore. On board the lead B-25, captained by F/Lt Hodges, there was an additional observer, G/Capt Eaton of 79 Wing had decided to accompany the crew on this mission.

**Mission Aircraft
27/11/1944**

Call Sign	Pilot	Aircraft	
Xray 1/Bathmat 20	S/Ldr E P W Bocock 549Sqn RAF	ZF- V /A58-438	Flew ZF-A/A58-341
Xray 2/Bathmat 24	F/Lt W B V N Wedd 549Sqn RAF	ZF-K/A58-304	
Xray 3/Bathmat 29	F/Lt L F Webster 549Sqn RAF	ZF- T/A58-326	
Xray 4/Bathmat 47	W/O A N Franks 549Sqn RAF	ZF-N/A58-414	
Xray 5/Bathmat 46	W/O J Beaton 549Sqn RAF	ZF- B/A58-323	
Xray 6	G/C B R Walker 1 FW	A58-454	
Xray 7	W/Cdr R C Wilkinson 1FW	A58-431	
Left Behind	F/Lt Williams	ZF-H/ A58-351	
Left Behind	W/OI Thorpe	ZF-C /A58-402	
Left Behind	W/O Lane	ZF-Q /A58-322	
Left Behind	W/O Bushell	ZF-A/A58-341	With ZF- V /A58-438
Left Behind	F/Lt E D Glaser	ZF-X/A58-381	
Hug39/1 Roger 1	F/Lt G S Hodges	KO-J/A47-25	
Hug39/2 Roger 2	W/Cdr T S Ingledew	KO-K/A47-26	
Hug39/3 Roger 3	F/O R J Mickan	KO-D/A47-29*	
Hug39/4 Roger 4	F/O W G Coward	KO-H/A47-23	
ASR/ Easy 1	W/O Schulz 20Sqn RAAF	RB-U/A24-54	



***A47-29 KO-D was unusual as it had a Sharkmouth painted on its nose**

All of the aircraft maintained formation led by the lead B-25 at a height of four and half thousand feet until they approached the target. With the B-25s circling, the Spitfires attacked in sections the target and surrounding installations.

The results of the Spitfire attack were recorded by the three remaining B-25s orbiting, with observations made of the numerous fires and dust rising up. Roger 4 then made a bombing run at four and half thousand feet on a 50 degree heading on the target with the bombs impacting just south east of the radar installation.



A58-402 prior to being placed on strength with 549Sqn RAF

On completion of attack, the Spitfires formed up on Rogers 4 which then turned back on the 315 degree course direct to Darwin. The remaining B-25s, Rogers 1, 2 and 3, then performed their bombing run at five thousand feet altitude on the target after turning also onto a 315 Degree heading. Bombs fell from the vicinity of the radar towers and to the north east with one building being demolished. The three B-25s then made a low level strafing run over the target, expending some two and a half thousand rounds of 0.50cal ammunition from their machine guns.

An accurate assessment of results was prevented by medium fires, smoke and debris that obscured the target as they continued on to Hughes Strip for their return. During the whole raid, no medium or heavy anti-aircraft fire was received, nor were there any Japanese aircraft noted. There were two bursts of light machinegun fire observed from a position in a tree some 70 yards north of the radar installations directed at the Spitfires with no result.

Due to a low fuel reserve on their return flight, three Spitfires landed at Austin Strip for refuelling; F/Lts Wedd and Webster and W/O Franks, before continuing onto Darwin Civil. Flight duration time for the Spitfire mission, was four and a half hours.

On completion of their mission, the four B-25s of 2 Squadron RAAF had been airborne for a total of five and a half hours.

Overall, a successful mission with no casualties experienced by any of the squadrons involved

Next Chapter: 1945 Offensive Missions

The lads back with A58-341 ZF-A in background, and before below



Flight Lieutenant (Flt Lt) J. R. Williams of Cardiff, Wales; Flt Lt W. B. Van N. Wedd of Paris, France; Squadron Leader E. P. W. Bocock DFC of Edmunds, Suffolk; Flt Lt L. F. Webster of Barking, Essex; Flt Lt W. H. Walker of Sheffield, England. Front row: Warrant Officer (WO) A. N. Franks of Wolverhampton; WO Jock Beaton of Isle of Skye, Scotland and Flt Lt G. W. Turner of Que Que, Southern Rhodesia.

AWM Photo NWA 0929



Curtiss Corner by Gordon Birkett



Unknown for many, there was colour film of Milne Bay Aircraft. Photographed here is A29-147 "II" of 76Sqn (F) RAAF (History Channel)

P-40E-1 FY41-36242 CW#1349 C/n 20075 RAF #ET888 RAAF#A29- 147 : Shipped SS New Orleans. Arrived 1/05/1942 Issued 76Sqn RAAF Coded "II".

SS New Orleans departed 2/4/42 Australia. Served with 76 Sqn and 2 OTU; On 3/9/42 it was issued to 76 Sqn;

On 7/9/42 it was flown by P/O Baker on a mission to attack Japanese shipping off Normanby Is; On 14/10/42 it was received back at 76 Sqn from 43rd Service Sqn(USAAF); on 8/1/43 it was received back at 76 Sqn from 3 AD; on 12/5/43 it was received by 2 AD on its way to the reserve pool; on 19/9/43 it was received by 2 OTU; on 12/10/43 it was involved in an accident which caused damage to both wings the tail unit and forward cowl area with field repairs recommended;

On 24/2/44 while with 2 OTU it was landing at Mildura strip when the starboard brake jammed causing the a/c to yaw to the right which eventually led to the undercarriage collapsing with pilot Sgt L Collins being uninjured; on 7/9/44 the pilot experienced engine problems while attempting to land at the Mildura strip and elected to go around again and during that second circuit it spun into the ground killing F/O Norman William Powell and the aircraft was totally destroyed.

Help Desk: Ticket Requests and answers

Ticket #323

Subject	A17-284	Group	-
Status	Solved	Operator	Martin
Created	11/02 06:56	Customer	Halden Boyd (ttx@adf-serials.com.au)
Solved	11/02 16:28	Access key	323Z1743741732737997301

Halden Boyd
[121.213.209.88]
11/02 06:56

Information re A17-284.
Now registered VH-EWR and stored Evans Head Memorial Aerodrome (former RAAF Station Evans Head). Built Mascot under licence 1940. Sent to 10 EFTS. Involved in accident on Tarmac with another runaway DH82A. Sold post war 1945 to aero club based at Bankstown. Then shipped to India before returning to Australia. Rebuilt 1980s and fitted with Wackett canopy and then won the Perth-Sydney Air Race. In the 1990s registration AFF lapsed. Re-registered VH-EWR 2010 and stored Evans Head. Contact Halden Boyd 0428824111

Martin Edwards (Beech 1900, Canberra, CT4, Sabre, Vampire) (Martin)
[203.206.204.80]
11/02 16:28

Thanks Halden, info added
www.adf-serials.com.au/2a17.shtml
Regards
Martin Edwards

Ticket #314

Subject	Use of material in a book - Permission sought	Group	-	Annotate , Print
Status	Responded	Operator	Martin	
Created	10/18 11:59	Customer	John Parker (ttx@adf-serials.com.au)	
Solved	-	Access key	314Z3189620299283368984	

John Parker
[58.174.104.66]
10/18 11:59

Hi I am writing a Warbirds directory of Australian aircraft and I would like to use some of the written material on your site with the appropriate acknowledgement - Is this possible and if so how do I go about it
Kind regards
John

Martin Edwards (Beech 1900, Canberra, CT4, Sabre, Vampire) (Martin)
[203.206.204.80]
10/23 18:34

Hi John, by all means use our written material, just acknowledge adf-serials as the source.
You may also use any of my photos if they are any use to you.
Regards
Martin

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Ticket #318

[Annotate](#), [Print](#)

Subject	Crash of Lincoln A73-11, Amberley, 19 Feb 1948	Group	-
Status	Solved	Operator	Gordy
Created	10/27 15:12	Customer	Phil Smith (ttx@adf-serials.com.au)
Solved	11/02 03:50	Access key	318Z2556326731864755621

Phil Smith
[121.220.57.16]
10/27 15:12

Posted as a follow-up to the solved ticket #315.

A big thank you to adf-serials and to researcher Gordy for the prompt and so-useful help afforded me in dealing with my enquiry re the crash of Lincoln A73-11 at Amberley in 1948. The RAAF Director of Air Safety's report describes the tragedy as "one of the most disastrous accidents in the history of the R.A.A.F.", and it makes very sad reading indeed - but then, all crashes do. And all because of lack of attention to the rule book! One hopes that such hard lessons, so cruelly learnt, are long remembered by those who need to know. Thanks again guys, I really appreciate your help...Phil Smith.

Gordon Birkett
(Dakota, Hudson,
Spitfire,
Vengeance,
Wirraway) (Gordy)
[114.77.243.240]
11/02 03:50

Thanks Phil

Gongs and Praise for Period

Brendan Cowan, Martin Edwards and Darren Crick have been reviewing, stylising and updating the format of ADF-Serials.com.au Website. They deserve a big pat on the back!



News Briefs

- Minister for Defence Materiel Jason Clare announced that the Royal Australian Air Force had accepted its third KC-30A Multi Role Tanker Transport (MRTT) aircraft on the 8th November 2011.
- The final four aircraft of an order of 24 Boeing F/A-18F+ Super Hornets for the RAAF arrived at Amberley AFB west of Brisbane on the 28th October 2011. Super Hornet A41-222 was piloted by Chief of Air Force AIRMSHL Geoff Brown, while A41-224 was piloted all the way from the US by the outgoing Officer Commanding 82 Wing, GPCAPT Steve Roberton. Defence Minister Stephen Smith has confirmed the federal government is considering the acquisition of an electronic attack capability through the modification of up to 12 of the RAAF's Boeing F/A-18F+ Super Hornets.
- RAAF's fifth C-17A transport is now in the 36 Sqn fleet. **A41-210**(FY11-0210) arrived at Amberley on the 23rd September 2011. Defence Minister Stephen Smith has announced the RAAF will consider buying through FMS a sixth Boeing C-17A transport with that aircraft possibly arriving late 2012. Following receipt of cost and availability information from the United States, the Government will actually make a decision about the purchase based on capability, cost and schedule assessments of the sixth C-17A.
- **A39-002** KC-30A Multi-Role Tanker Transport has completed its first flight in RAAF service. The aircraft took off from RAAF Base Amberley at about 10.40am 16th September 2011 for a 2 hours and 45 minutes long flight over Roma and the Sunshine Coast, before returning to RAAF Base Amberley.
- Raytheon Australia will provide three Bell 429 helicopters to the RAN FAA under a new four year Retention and Motivation Initiative (RMI) contract from 2012.
- CAE Australia announced on the 30th September 2011 that it has upgraded the Royal Australian Air Force's (RAAF) C-130J Hercules full-flight and mission simulator (FFMS) to provide additional tactical training capabilities. The upgrade was completed on budget and without taking the simulator out of service. The addition of the RWR simulation not only ensures the ongoing fidelity of the C-130J simulator, but also enhances the tactical training capabilities of the C-130J aircrew training system.
- **F-35 Status:** Fort Worth, Texas - Lockheed Martin's [NYSE: LMT] F-35 flight test program continues to make progress. Since the last flight test update issued on Sept. 20, the F-35 Lightning II 5th Generation multirole fighter conducted 185 test flights, bringing the total number of test flights for the year to 837.

A major highlight for October was the completion of F-35B short takeoff/vertical landing (STOVL) ship suitability testing aboard the USS WASP (LHD-1) off the coast of Virginia. The test began when BF-2 executed the first shipboard vertical landing on Oct. 3. The next day, BF-2 executed the first short takeoff from the WASP. During the third week of sea trials, BF-2 and BF-4 operated simultaneously

on the ship. Combined, they accomplished 72 short takeoffs and 72 vertical landings during the three-week testing period.

Several flight test and production key milestones were accomplished since the last report:

- October was the busiest month for flying in the history of the F-35 flight test program, with F-35 aircraft executing 122 flights. The F-35B aircraft known as BF-2 accomplished 22 flights, the most ever for an F-35 in one month.
- F-35Bs completed their 500th flight on Sept. 30. In October, F-35Bs executed the most vertical landings (73) for a single month in the history of the flight test program, including the 200th vertical landing for the program Oct. 4.
- AF-12 and AF-13 F-35A conventional takeoff and landing (CTOL) aircraft were delivered to the 33rd Fighter Wing at Eglin Air Force Base, Fla., on Oct. 19 and 26, respectively. This marked the fifth and sixth delivery of CTOL jets to Eglin and the 12th overall delivery of an F-35 to the Department of Defence in 2011.
- As of Nov. 3, F-35C carrier variant (CV) jets had executed 59 successful catapult launches and three arrested landings.
- F-35C aircraft achieved 200 flight hours on Sept. 22.
- The F-35A known as AF-1 achieved the F-35's maximum design limit speed of Mach 1.6 for the first time on Oct. 25.

Cumulative flight test activity totals for 2011 are provided below:

- F-35A CTOL jets have flown 407 times.
- F-35B STOVL aircraft have completed 296 flights.
- F-35C CV jets have flown 134 times.

- WASHINGTON - The United States would be prepared to sell India the new F-35 fighter jet, the Pentagon said Wednesday, after New Delhi rejected a US offer of older aircraft in a major competition this year.

Source: Lockheed

● **Old Missed news**

- The Royal Australian Air Force launched two Raytheon Joint Standoff Weapon Cs from the RAAF's new F/A-18E/F Super Hornet on the 7th December 2010, marking at that time, as a first a U.S. ally, has operationally tested a JSOW C. This test series also marked the first time the JSOW C variant has been employed outside the continental United States.

The RAAF also has placed an order for the JSOW C-1, which is currently in production; deliveries are expected to begin in 2011. The JSOW C-1 maintains the land attack capability of JSOW C and adds a moving maritime target capability by incorporating a data-link. This enables the JSOW to receive target updates as it flies to its target. JSOW is a family of low-cost, air-to-ground glide weapons with a range of 70 nautical miles (80.5 statute miles) that employs an integrated GPS-inertial navigation system and terminal uncooled infrared seeker that guides the weapon to the target. The JSOW C carries a single BROACH warhead that has blast, fragmentation and

penetration effects. JSOW is integrated on all variants of the F/A-18 and will be integrated on the Joint Strike Fighter.

Source: **Raytheon Corporation**

Gordy

Any contributing Articles would be most welcome, along with pics for the next issue;
Autumn 2012; due in by February 2012