



# ADF Serials Telegraph News

News for those interested in Australian Military Aircraft History and Serials

Volume 2: Issue 1: 2012

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## Message Starts:

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### Message Board – Current topics

- *F-111 Retirement*
- Last pilot Liberator A72-176
- New Chinooks

These boards can be accessed at: [www.adf-messageboard.com.au/invboard/](http://www.adf-messageboard.com.au/invboard/)

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### News Briefs

- *Request through Foreign Military Sales (USA) for pricing and delivery of a sixth C-17A Transport for 36 Squadron RAAF for late 2012*
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- *The US Defense Security Cooperation Agency has notified Congress of a possible sale of 17 SM-2 block IIIB standard warhead compatible telemetry missiles and associated equipment to Australia. Under the estimated \$46m foreign military sale, Australia will receive 17 SM-2 block IIIB standard warhead compatible telemetry missiles, including AN/DKT-71 telemeters and related equipment. The missiles will be used for anti-air warfare test firings during combat systems ship qualification trials for the Royal Australian Navy's three new air warfare destroyers, currently under construction. The potential sale is to support Australia's efforts in peacekeeping and humanitarian operations in Iraq and in Afghanistan. Raytheon Missile Systems will be the prime contractor.*
- *The Defense Security Cooperation Agency in the US has notified Congress of a potential sale to Australia of MK-54 lightweight torpedoes. Under the \$169m foreign military sale, Australia will receive 200 MK 54 All-Up-Round Torpedoes, 179 MK 54 Flight in Air Material Kits and 10 MK 54 Exercise Sections. The package also*

*includes 10 MK 54 Exercise Fuel Tanks, 10 MK 54 Dummy Torpedoes and 6 MK 54 Ground Handling Torpedoes, support and test equipment, as well as spare and repair related parts. The MK 54 torpedo, an upgrade of the MK 46 torpedo, will be integrated on the Lockheed/Sikorsky MH-60R helicopter. Raytheon Integrated Defense Systems will be the prime contractor.*

- *The Australian Defence Force has taken delivery of the first order of 437 new Carl Gustav 84mm guns and thermal sights, Defence Materiel minister Jason Clare has said. The new gun combined with the thermal sight provides increased firepower and a night-fighting capability for war-fighters, Clare added. The new lightweight, man-portable weapon is used to penetrate walls, blow up bunkers and fire smoke-filled ammunition to improve soldiers' visibility at night. The man-portable weapon system was selected by the Australian Defence Force in late 2009 for multipurpose service after several evaluations and assessments. The Australian Defence Materiel Organisation (DMO) has recently placed additional orders with Saab to provide ammunition for the Carl Gustav M3 weapon system.*
- *The Australian Government will hand over four ex-Royal Australian Air Force (RAAF) Lockheed Martin-built C-130H Hercules aircraft to the Indonesian Air Force later this year, Indonesian defence ministry spokesman Brigadier General Hartind Asrin revealed. Asrin added that the transfer will be in line with a memorandum of understanding to be signed in February 2012 to seal the aircraft deal, which is estimated to cost \$30m. The planning assistant to the Indonesian Air Force chief of staff Rodi Suprasodjo said that the service required 30 units of Hercules aircraft and that the latest addition will bring the existing number to 25. The aircraft, intended to replace the existing ageing C-130B-model aircraft, will be used by the Indonesian Air Force to support troop deployments and perform humanitarian and disaster relief missions. Additionally, Indonesia operates a number of L-100s and ten F-16A/B aircraft with the Block 15 operational capability upgrade (OCU) standard.*
- *Indonesia is also procuring 24 Lockheed F-16A/B Fighting Falcon jet fighters, which will be upgraded from the Block 25 standard to the Block 32 standard, and six Russian Sukhoi Su-30MKK aircraft (6 more Su-30MK2 on order for \$470Mil. Currently, the Indonesian Air Force operates ten Sukhoi fighters including six Sukhoi SU-27SKMs and four Sukhoi SU-30MK2s; one squadron of the jetfighters is likely to be based at Hasanuddin Airbase in Makassar. Deliveries for the latest order are expected to begin in 2013) in addition to nine NC-295 medium transport aircraft from Airbus Military. The procurement programmes also include eight Embraer E-314 Super Tucano counter-insurgency aircraft, and 16 KAI T-50 Golden Eagle advanced trainers. (Currently, the RAAF operates 8 remaining C-130H Hercules, 12 C-130J Super Hercules and has also procured five of six C-17 Globemaster II transport aircraft in their current planning, to support its tactical transport capabilities).*
- *Northrop Grumman has received a four-year extension for the Royal Australian Air Force (RAAF)'s in-progress LITENING Advanced Targeting System support contract, which will implemented as the Target Designation System for the F/A-18 Hornet aircraft. The self-contained, multi-sensor weapon-aiming system enables fighter pilots to detect, identify, track and designate targets for accurate conventional and*

*precision-guided weapons delivery. The system features advanced image processing for target identification, coordinate generation for GPS weapons, a forward-looking infrared sensor for day and night operations, a charge-coupled device television sensor and a dual waveband infrared laser designator. The system is capable of supporting air-to-air and air-to-ground engagements, and is fitted with an eye-safe laser range finder, a laser spot tracker, an infrared laser marker, and an optional air-to-ground video data link and digital video recorder. Northrop has delivered more than 550 LITENING pods to date, which have been integrated into fighter jets, including AV-8B, A-10A/C, B-52H, EA-6Bs, F-15E, F-16 and F/A-18, to meet changing operational requirements. The RAAF's tactical F/A-18 Hornet is a two-seated, multi-role, twin-engine jet capable of converting from air-to-air fighter missions to air-to-ground strike missions while on the same sortie. The aircraft has its deployments in fighter escorts, suppression of enemy air defences, reconnaissance, forward air control, close air support, and day and night strike missions. The LITENING Advanced Targeting System has been in operation with the US Air Force, Air National Guard, Air Force Reserve Command and Marine Corps, as well as with Italy, Spain, Israel, Netherlands, Finland, and Portugal. Under the extension contract (estimated at \$8m), the company will provide in-service support for the targeting pods and data links up to September 2015.*

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## **A theory about 460 Sqn Lancaster Mk.III ND584 and AGLT**

(Brendan Cowan, with thanks to Graham at [www.lancaster-archives.com/forum](http://www.lancaster-archives.com/forum))

I have been working with the assistance of several people on updating our Lancaster page <http://www.adf-serials.com.au/2a66.htm> and this kind of research always throws up stories that catch your attention. So thought I'd pick out one of the nearly 600 Lancasters that we have identified to illuminate the story of an example aircraft.

### **Short history of Lancaster Mk.III ND584**

Usually, we write a short summary of known facts for each airframe as follows:

32 MU,  
Signals Intelligence Unit (SIU),  
460 Sqn. 07/05/44 to 12/05/44.  
4 Missions.  
BDU, Central Bomber Establishment (CBE),  
To 5865M,  
Struck off 16/01/47.

But as ever, there is so much more to the story than that.

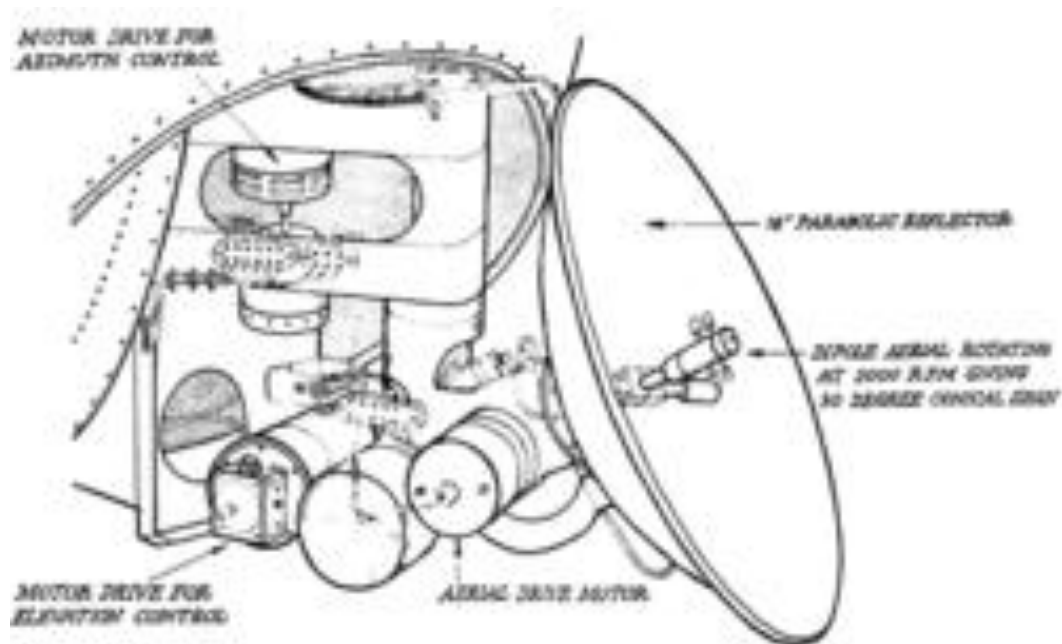
It turns out that ND584 played an important role in the introduction of the new Automatic Gun Laying Turret.

### AGLT Explained

The **Automatic Gun Laying Turret (AGLT)** and referred to by the codename **Village Inn** during development was a radar-aimed FN121 turret fitted to some Lancasters and Halifaxes in 1944. The AGLT system allowed a target to be tracked and fired-on in total darkness with the target's range being accurately computed as well as allowing for lead and bullet drop.

The AGLT turret had a small radar transmitter installed at the base of the turret that sent out a signal, which coned an area behind the aircraft. The Rear-gunner would do a constant search by manipulating the turret through an arc that stretched from extreme starboard to extreme port and by manipulating his guns to elevate and depress them as far as they would go.

If the radar picked up any contact there would be a 'beep' heard in the aircraft's intercom system and that would be a signal to all to be on the alert and to the rear-gunner especially to check it out. This he could do by screening the object through a little telescopic device. If he detected a red infra-red signal, he would be relieved to know that it was another bomber in the stream: all bombers were fitted with a device, code-named "Z" which sent out such a signal from the screen in front of the bomb-aimers position. If there were no such signal, the gunner would assume that it was an enemy night-fighter and he would keep a careful watch on him. He, the night-fighter pilot, may have his eye on us, or he may be shadowing another bomber in the stream.



The Village Inn - AGLT - [wikipedia.org](https://en.wikipedia.org/wiki/Village_Inn)

### AGLT Trials and introduction

TRE at Defford did all the early trials using Wellingtons but they had 3 Lancasters so equipped (ND712 JB705 LL737) for trials starting in June 1943.

In service, the aircraft were to be modified at 32 MU which took 14 hrs to complete and

added 15lbs to the airframe.

460 Squadron, RAAF was to be equipped with AGLT in the latter half of 1944 and according to the files in Kew the equipment was not due to reach the Squadrons until 7/44.

The fact that ND584 passed through the 32 MU and Signals Intelligence unit (SIU) prior to allotment and transfer to 460 Sqn, RAAF is probably significant and along with the dates which tend to support the theory that it was an early (and perhaps the first) operational installation of AGLT.

We do not know of any other Lancaster airframe that passed via this path to an RAAF unit.

ND584 spent only 6 days on strength with 460 Sqn (07/05/44 to 12/05/44) and completed 4 operational missions in this time.

One theory is that A/C was the first operational airframe to be equipped and was passed to 460 Sqn to gain operational experience with the AGLT before the aircraft was transferred to Bombing Development Unit of the Central Bomber Establishment for continued flight testing and tactics development.

Another possibility might be that the aircraft was attached to the squadron for aircrew familiarisation and to gain operational experience with AGLT before the unit was scheduled to convert to AGLT equipment and then continued its trials role with the BDU.

Many 460 Squadron aircraft at Binbrook were subsequently equipped with AGLT. Towards the end of European hostilities 460 Sqn exchanged a batch of AGLT aircraft to 49 with 460 re-equipping with newer airframes.

In fact 49's last op of the war, Berchtesgaden, out of the twelve aircraft dispatched, seven were ex 460.

### **Life after 460 Sqn for ND584**

While ND584 was at BDU on 22/5/44 being used on an extended flight test of AGLT, the pilot was a P/O Shinn, R/G F/O McArthur and the MUG turret was manned by a W/CDR Huin (a HQ Bomber Command medical officer). The flight lasting 6 hrs was carried out in daylight with the rear turret blacked out and Beaufighters used as hostiles.

The report draws no conclusions only to say that the pilot would be more fatigued due to the constant weaving of the A/C due to the rear turret searching.

ND584 did not pass back to an operational unit after its trials work and instead became Lancaster Instructional Airframe 5865M until it was struck off RAF charge on 16/01/47.



*Ex 460 Sqn AGLT equipped Lancaster Mk.III PB522 with 49 Sqn RAF PB522 just south of Lincoln flying west. The village of Coleby is lower port and Harmston Hospital complex can be seen centre right. The road is the A607 Lincoln to Grantham. The lack of no exhaust dampers indicates that this photo was taken just post war. ([www.lancaster-archive.com](http://www.lancaster-archive.com)).*



Automatic Gun Laying Turret (AGLT) **Brendon Cowan 2012**

## ***The Churchill Wing Offensive Operations; Chapter 4***

### **The Churchill Wing's fourth and last strike**

#### **Background**

Following the last successful Spitfire strike of 1944, the war had moved even further north away from Darwin. Rumours and anticipated plans of increasing the strength of 80 Wing with an allocation of an additional Spitfire Squadron were circulating around February and March 1945. This squadron, to be 54 Sqn RAF, was advised of an intended re-deployment to Morotai. By May 1945 however, the three RAAF Spitfire Squadrons of 80 Wing, having all moved earlier to Morotai earlier in late 1944 and early 1945, were being used mainly in ground attack missions due to the lack of the anticipated Japanese air opposition. Thus this reinforcement did not eventuate. Besides operational sweeps and intercepting suspected enemy radar plots that turned out to be either friendly or atmospheric phenomenon, the Wing was busy ferrying aircraft (Spitfires and a few Wirraways) to Oakey for modifications or storage from late 1944 and early 1945.

However, several 1 Wing RAF pilots did get to Morotai, albeit to ferry replacement Spitfires fitted with 90 gallon slipper tanks, north from Darwin to Morotai and then returning with Australia with worn airframes or by transport. An example of this was on the 1<sup>st</sup> February 1945 when six RAF pilots (two each from 54/548/549 Sqns) led by Sqn Ldr R A Watts (CO of 548Sqn RAF) flew six replacement Spitfire VIIIs to 452Sqn RAAF located at Morotai. They were A58-417, A58-420(QY-J), A58-427(QY-Q later X), A58-430 (QY-M later X), A58-510 (QY-U) and A58-540 (QY-I) with known future codes in parentheses.

That was as close to the then front they had gotten to, that is, until 3<sup>rd</sup> June 1945. On that day, on their last offensive mission of the war, the Churchill Wing would get their last enemy aircraft credited to the Wing.

#### **The strike mission: Codename "Secret Green"**

It was to be a different proposition to the last three missions insofar that the opportunity to engage Japanese enemy aircraft was high. The target was for a fighter strafing attack and sweep over Cape Chater Aerodrome and the adjoining Sea Plane base, located on the north eastern side of Portuguese Timor. The unit to be involved was to be 548 Sqn RAF. Further planning resulted in a fighter strafing attack by a six aircraft flight, whilst a top cover flight of four Spitfires would cover the mission. Selected aircraft and pilots from each of the RAF squadrons would be now involved.

With an impending B-24 Liberator raid by 23 Sqn RAAF around the same date, it was decided to modify the operation with their inclusion and the mission to be synchronised with a strafing attack. The aim was to destroy all aircraft located on the ground at the base.

The mission would be commenced some hours earlier with a harassment raid by a loan 23 Sqn RAAF Liberator on the preceding night of the 2<sup>nd</sup> June 1945, followed by a bombing raid the next morning by a further four Liberators. Lead by a B-25 Mitchell to the target, a six aircraft Spitfire flight would then begin strafing of the aerodrome installations and aircraft revetments as the enemy recovered from the Liberator bombing, whilst overhead a four aircraft Spitfire flight would ensure that no enemy aircraft that managed to get airborne would escape.



Further out to sea, a Catalina would stand by, with a fifth Liberator as escort, should any aircraft require Air Sea Rescue services. The second B-25 Mitchell would photograph and film the operation.



**A24-359 OX-H: AWM**

At 06.30hrs on the 3<sup>rd</sup> June 1945, the six Spitfire of 548Sqn RAF of the straffer flight that were lead by Sqn Ldr Glaser and the four top cover Spitfires (three from 54 Sqn RAF) lead by 549 Sqn RAF's Sqn Ldr Bocock, took off from Darwin for Austin Strip on Bathurst Island. All ten Spitfires arrived safely for refuelling before again taking off at 07.45hrs to rendezvousing over Snake Bay with their 2 Sqn B-25 navigation ship to continue their mission to Point Chater Aerodrome. Owing to a fuel fault in feeding fuel from his slipper tank attached to A58-498, F/Lt Greerson-Jackson of the 54Sqn RAF top cover flight, was forced to abort and return to Darwin only after five minutes in the flight.

Following the long over water flight, the formation then rendezvoused at 09.15hrs with the four 23 Sqn RAAF Liberators over Jaco Island, located just off the south east tip of Timor. As planned, the Liberators bombed the aerodrome with sixteen 500lb Demolition and thirteen 120lb Frag bombs, destroying three of the five aircraft on the ground in their revetments, and causing a fair amount of dust and smoke.



Aircraft per  
3/06/1945  
Raid

| Call Sign | Pilot   | Aircraft                           |
|-----------|---|------------------------------------|
| Red 1     | S/Ldr E D Glaser 548Sqn RAF                               | TS-V/A58-482                       |
| Red2      | F/Lt C W Saunders 548Sqn RAF                              | TS-P/A58-446                       |
| Yellow 1  | F/Lt J A Aiken 548Sqn RAF                                 | TS-A/A58-453                       |
| Yellow 2  | F/Lt J M Hilton 548Sqn RAF                                | TS-D/A58-405                       |
| Blue 1    | F/Lt B L Price 548Sqn RAF                                 | TS-W/A58-320                       |
| Blue 2    | F/Lt F S Everill 548Sqn RAF                               | TS-X/A58-338                       |
| Stitcher  | S/Ldr E P Boccock 549Sqn RAF                              | ZF- V /A58-438                     |
|           | F/Lt J B H Nicholas 54 Sqn RAF                            | DL-W /A58-370                      |
| Abort     | F/Lt M W Greerson-Jackson 54Sqn RAF                       | DL-D /A58-498                      |
|           | P/O F R Booker 54Sqn RAF                                  | DL-R /A58-360                      |
| HUG.10/1  | S/Ldr D H Nannah 2Sqn RAAF (Air Spare and Photo ship)     | KO-F/A47-14                        |
| HUG.10/2  | F/Lt J L Legge 2Sqn RAAF (Navigation Ship)                | KO-* /A47-5                        |
| Lon 43/1  | F/Lt McKellar 23Sqn RAAF (Pre-Harassing Raid)             | NV-Z/A72-107                       |
| Lon 44/1  | S/Ldr Miller 23Sqn RAAF                                   | NV-A/A72-100                       |
| Lon 44/2  | F/Lt Lister 23Sqn RAAF                                    | NV-R/A72-82                        |
| Lon 44/3  | F/Lt Halliday 23Sqn RAAF                                  | NV-C/A72-104                       |
| Lon 44/4  | F/Lt Baines 23Sqn RAAF                                    | NV-* /A72-90                       |
| Lon 44/5  | F/Lt Hockings 23Sqn RAAF (Air cover for ASR)              | NV-S/A72-102                       |
| ZDG 32    | F/Lt Penny 43 Sqn RAAF ASR                                | OX-H/A24-359                       |
|           | # All Multi Engine Crew details held; Captains shown only | * Code not known if indeed carried |

The six Spitfires of the strafing flight then went in following a slight delay caused by radio problems with the Liberators, dust and smoke from the exploding bombs, and then strafed the aerodrome buildings with 20mm and .303 inch machine gun fire. The remaining three top cover flights, circled at two and a half thousand feet whilst experiencing some twelve light to medium flak rounds fired.

A second run in was made by five of the Spitfires on a camouflaged revetment occupied by a Japanese bomber which was still partially obscured by smoke. After some 869 x 20mm and 3232 x .303 inch machine gun rounds expended, the Spitfires broke contact and turned for an uneventful flight home to Darwin Civil Aerodrome, landing there at 11.35hrs.

On arrival, a quick cold welcome beer was met by all pilots that participated in the last operational offensive mission of the Wing in WW2.

The last mission aircraft to land was Liberator A72-102 after escorting back the ASR Catalina.



*A72-104 NV-C and Crew. GRB Collection*



*A72-90 and Crew. GRB Collection*

## Post mission

Both 54 and 548 Squadron RAF records show some doubt as to whether the fourth or fifth Japanese bomber aircraft were actually destroyed, mainly due to poor Spitfire gun camera cine film exposure (mainly caused from dust).



*A58-482 TS-V as fitted with 4 x 20mm Cannon Dec 1944*

On researching 23Sqn RAAF records though, credit was given to the destruction of four Japanese bombers by 23 Sqn RAAF; with a fifth bomber aircraft to the Spitfires of 1 Fighter Wing, with some of those destroyed being identified by intelligence as “Peggys”, the latest suicide bomber type. Records confirming a ‘credit’ has not been found as yet.

The final accolade given, the mission’s bomber leader, F/Lt McCallum of 23 Sqn RAAF, was sent a congratulatory note from the AOC North Western Area, Air Commodore Charlesworth, noting the mission’s great success.

Thankfully, the war would be over in three months hence, and the record of 1<sup>st</sup> Fighter Wing losses on these offensive missions would remain zero percent.





*A58-370 DL-W circa May 1945*

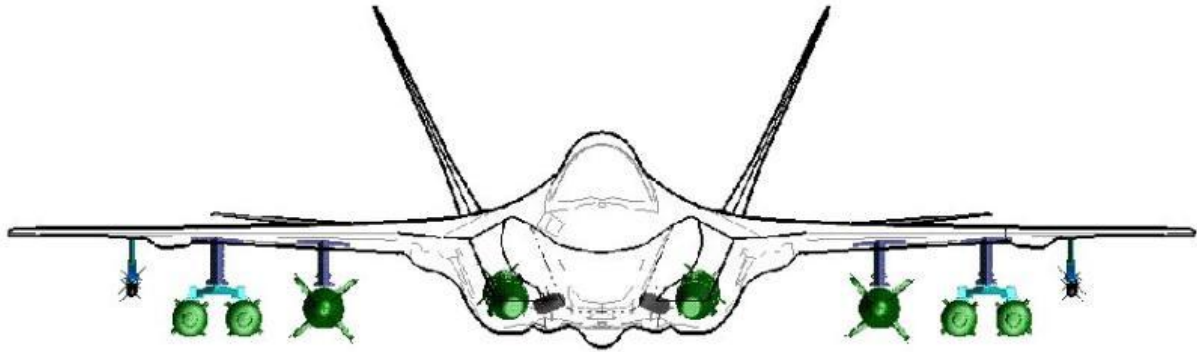
### *Author's comment*

There ends the mission narrations of the four offensive operations of the 1<sup>st</sup> Fighter Wing. Though not the longest single engine missions of the war, they did represent what could be accomplished by a determined group of young Australian based British Spitfire Pilots who after years of being on the defence, wanted to bring the fight to the enemy's own turf.

Research is still ongoing as to the remaining missing radio Call signs, aircraft codes and stories. I'd like to thank Buz Busby, Peter Dunn, Peter Malone and William H Bartsch for their help in making this story possible, directly or indirectly for me to write it

### ***Gordon R Birkett 2010***

*Sources: 1<sup>st</sup> Fighter Wing Combat Reports; 54/548/549 Squadrons (RAF) ORBs;  
2/12/23/31/43/452/457 Squadrons (RAAF) ORBs; 82Wing Combat reports and RAAF Intel reports  
(Northern Command)*



## **Update: Current AIR 6000 Timetable**

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AIR 6000 will deliver a new air combat capability comprising around 100 Conventional Take Off & Landing (CTOL) F-35 Joint Strike Fighters (JSF) and all necessary support, infrastructure and integration to form four operational squadrons and a training squadron. AIR 6000 Phase 2A/2B is the first acquisition phase for the New Air Combat Capability (NACC) project and will comprise three operational squadrons and a training squadron of CTOL JSF aircraft and associated support and enabling capabilities. Initially the JSF will be complemented by a squadron of F/A-18F Super Hornets.

IOC will comprise the first operational squadron with associated support and enabling capabilities. FOC will occur when the full scope of the project, including the mission, support and training systems and facilities have been delivered and accepted into operational service. LOT for this capability is expected to be 30 years.

Phase 2A/B will acquire no fewer than 72 CTOL JSF to form three operational squadrons and a training squadron, with first deliveries in 2014 to achieve IOC in 2018 and FOC in 2021.

- *Stage 1 (approved) will acquire 14 CTOL JSF and associated support and enabling elements necessary to establish the initial training capability in the US and to allow conduct of Operational Test in the US and Australia.*
- *Stage 2 (unapproved) will acquire the remaining (at least) 58 CTOL JSF and support and enabling elements and is planned for approval in 2012.*

Australia joined the System Development and Demonstration phase of the JSF Program in October 2002 and through project AIR 6000 Phase 1B (approved), undertook a program of detailed definition and analysis activities leading up to Government second pass (Acquisition) approval for Phase 2A/2B Stage 1 in November 2009.

Australia's first 10 JSF will remain in the US for a number of years for initial conversion training of Australian pilots and maintainers, and also participation in operational test activities. The next four JSF are planned to arrive in Australia in 2017 to commence dedicated Australian operational test activities, primarily to ensure effective integration with other ADF air and ground systems.

**Phase 2C (unapproved)** is the acquisition of a fourth operational JSF squadron to bring the total number of aircraft to around 100. The decision to acquire the fourth operational JSF squadron will be considered in conjunction with a decision on the withdrawal of the Super Hornet.

A decision on this final batch of JSF is not expected before 2015. The decision to acquire the fourth operational JSF squadron will be considered in conjunction with a decision on the withdrawal of the F/A-18F Super Hornet

in the FY 2015-16 to FY 2017-18 timeframe. However, pending the success or prospective delays of stage 2, this may result in further F/A-18Fs (reports of up to 16) which may remain in service until 2025-2030, with F-35A capped at 72 F-35A airframes.

A critical component of an air combat system is advanced weaponry that can prosecute the full range of targets and threats. Phase 2A/2B will certify and acquire the initial inventory of weapons, ammunition and countermeasures for the JSF. AIR 6000 Phases 3 and 5 are intended to provide the weapons stocks necessary for the air-to-surface and air-to-air roles respectively. In addition, JP 3023 is intended to provide a new strike weapon suited for strike against well-defended maritime targets in the complex littoral environment.



### ***Where we're at in 2012?***

Our first aircraft (2) will be from LRIP- 6 batch. One important fact disclosed in recent reports, including the annual report from the Pentagon's director for operational test and evaluation, is that JSFs from LRIP-6 onward will have an improved integrated core processor (ICP) known as Technical Refresh 2 (TR-2). TR-2 is needed in order to host the IOT&E-standard mission software, known as Block 3f (full), and is an essential part of any fix for the HMD problem. Unless and until earlier aircraft are retrofitted, only LRIP-6 and later aircraft are able to be JORD-compliant. Reaching IOT&E on time, therefore, depends on on-time delivery of TR-2, successful testing of Block 3i (initial)—which adds no new functions to Block 2B—and a timely roll-out of Block 3f with LRIP-8 aircraft.

The question is when the U.S. Air Force will have sufficient numbers of LRIP-8 and subsequent aircraft to declare IOC. While the service has not announced an IOC date, one major partner country did.

In January 2012, Canada's F-35 project manager disclosed that although Canada plans to buy aircraft in 2014, and take delivery in 2016, the first aircraft will not arrive in Canada until 2019 and ***IOC is not expected before 2020.***

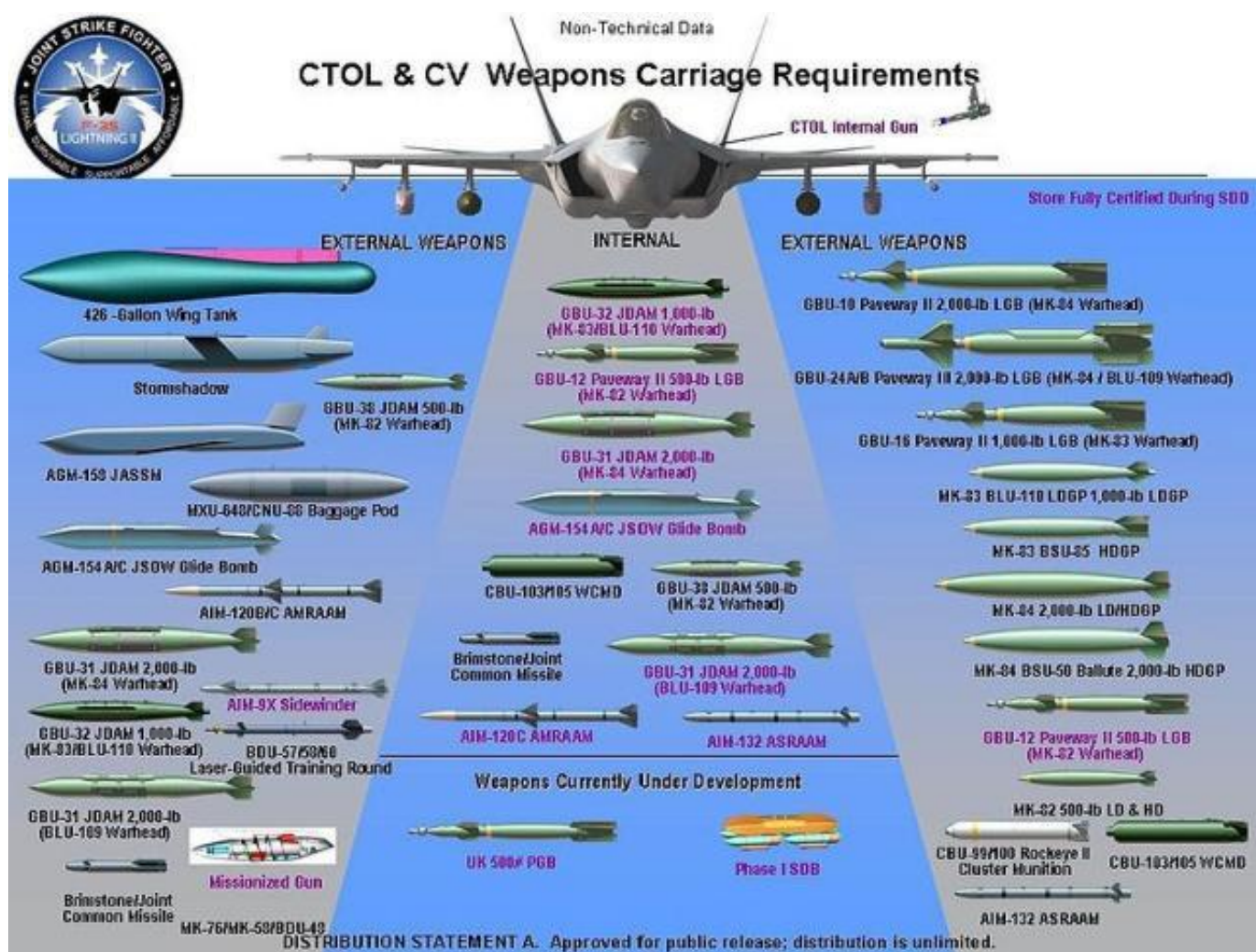
Our F/A-18A/B+s are being withdrawn from RAAF service from 2015 onwards, thus raises the question given the RAAF F-35 IOC date 2018, seems to mean we will be down on platforms, unless a additional buy of Super Hornets is not made. 2012 will be the year of decision. This has been fuelled even more so per the Defence

Minister's statement on the 30<sup>th</sup> January 2012 where Smith has stated he is considering delaying purchase of 12 of the initial 14 F-35 Joint Strike Fighter (JSF) aircraft for at least 3 years due to concerns of more problems with the program. Smith has stated that Australia is contractually bound to purchase 2 of the 14 aircraft for "training purposes" in the United States. Those two are LRIP 6 aircraft.

Australia was originally supposed to see its first delivered F-35 in 2012. Given the technical problems it is unlikely the RAAF will have a working F-35 by 2020, as expressed by the Canadian Airforce. Australia's current classic Hornets procured in the 1980s will as stated, start drawing down from 2015

With all of the current development problems, it will be years before any military service sees an F-35 in anything representing a go-to-war configuration. One must remember data fusing software per Block 3F hasn't been fully written as yet (some reports state only 15% completed!)

**Finally, what weapons it can it carry!**



**More negative news coming:**

U.S. DOD plans to cut 179 F-35 orders between FY2013~2017 due to numerous unresolved technical defects which are the source of program delay and price blow-outs. That is on top of previous cuts from previous restructures prior to 2012!



Latest airframe to the USAF is AF13; FY08-0751. Off to the 58thFS at Eglin AFB in Florida.



**First export UK F-35 built!**

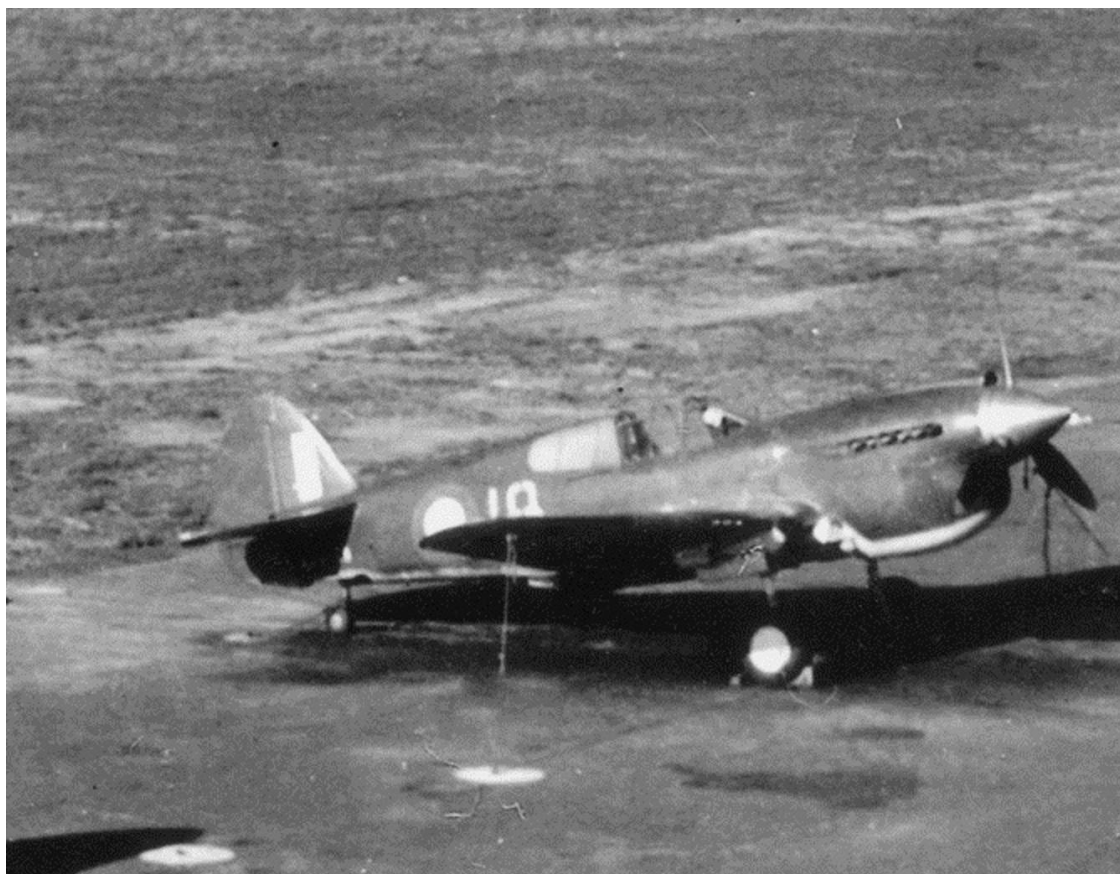


***Mean while, the first export F-35 rolls out in Nov 2011: UK BK-1 20/11/2011. The only F-35B it will buy as their order was changed to F-35Cs, resulting in the first Royal Navy CV not being fitted with catapults for those F-35Cs that follow!!!***



## Curtiss Corner:

### **This Issue's Curtiss P-40: *The Hybrid P-40E/E-1: A29-18***



**P-40E A29-18 at 2OTU January 1943 after rebuild by 5AD: GRB Collection**

**A29-18**      P-40E-CU      Mar-42    Served with 75 Sqn and 2 OTU; on 16/3/42 it was received by 75 Sqn and was coded 'U' with them; 23/3/42 strafed on the ground at Port Moresby by enemy a/c new engine required, 7/4/42 starboard leg damaged after hitting something at the edge of the runway; sent to 5 Aircraft Depot 22/5/42 and then allocated to 2 OTU; 2/10/42 involved in a accident while at 2 OTU; 4/10/42 ground looped damaging ailerons and wing tip. Due to P-40E-CU wing replacements being in short supply, in January 1943, the aircraft received grafted P-40E-1 wings (hole diameters and locations were different per US and UK thread specs). The attachment holes on the fuselage were reamed out and then *templated* to fit the attaching P-40E-1 wing. At this stage 5AD had 25 P-40E/E-1 wrecks with the anticipation of rebuilding 15 complete out of the total held. Accident 1145hrs 09/06/43 Yelta Satellite Field when approaching to land, aircraft caught fire and during landing, the Pilot, F/Sgt McNeil Serv#411034 jumped out during final roll, suffering injuries and burns. On 6/7/43 approval to convert to components, was given per AMSE File 9/16/886 Min #5.

# Cat Shots



Catalina Model 28-5ME AH534 (Later A24-1) being taxied January 1941 in the USA



Brand new Catalina A24-18 being launched mid 1941 USA





**A24-48 playing U Boat and not floating so well near Bowen Qld**



**A24-48 after being salvaged**

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Not all Cats were black in 1945 as per PB2B-3 Catalina A24-367 Coded NR-E with 113 Air Sea Rescue Flight. It still retain the RAF scheme *sans* red

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PB2B-2 Catalina JZ837 on a test flight in Canada, before becoming A24-377 in the RAAF

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## Message Traffic:

### Ticket #219

|                |                               |                                 |                        |
|----------------|-------------------------------|---------------------------------|------------------------|
|                |                               | <a href="#">Annotate, Print</a> |                        |
| <b>Subject</b> | <a href="#">Trackers 1967</a> | <b>Group</b>                    | -                      |
| <b>Status</b>  | Solved                        | <b>Operator</b>                 | Martin                 |
| <b>Created</b> | 01/25/11 05:34                | <b>Customer</b>                 | Phil Bensted ()        |
| <b>Solved</b>  | 02/01 16:42                   | <b>Access key</b>               | 219Z487221702758312286 |

|   |  |                   |                         |
|---|--|-------------------|-------------------------|
| Phil Bensted<br>[121.222.149.90]<br>01/25/11 05:34  | Hello, Wonder if you can help.<br><br>1. I am looking for any photos of the S2Es unloaded from HMAS Melbourne on 22nd November 1967, being trucked through Sydney to Mascot?<br><br>2. What was the name of the Company at Mascot that brought the trackers to front line and did preflight checks?<br><br>Thanking You,<br><br>:-)) CU, P |                   |                         |
| Martin Edwards<br>(Beech 1900,<br>Canberra, CT4,<br>Sabre, Vampire)<br>(Martin)<br>[203.206.204.80]<br>03/06/11 17:09 | I have posted your questions on our messageboard<br><br><a href="http://www.adf-messageboard.com.au/invboard/index.php?act=ST&amp;f=7&amp;t=1608">www.adf-messageboard.com.au/invboard/index.php?act=ST&amp;f=7&amp;t=1608</a><br><br>Hopefully you will get a reply<br>Thanks<br>Martin   |                   |                         |
| Martin Edwards<br>(Beech 1900,<br>Canberra, CT4,<br>Sabre, Vampire)<br>(Martin)<br>[203.206.204.80]<br>01/30 13:27    | Hi Phil<br>It took a while but the photos that you were looking for are now available at<br><a href="http://www.adf-messageboard.com.au/invboard/index.php?showtopic=1862">www.adf-messageboard.com.au/invboard/index.php?showtopic=1862</a><br>Regards<br>Martin  |                   |                         |
| Martin Edwards<br>(Beech 1900,<br>Canberra, CT4,<br>Sabre, Vampire)<br>(Martin)<br>[203.206.204.80]<br>02/01 16:42    | Ticket closed  |                   |                         |
| <b>Subject</b>  | <a href="#">A32-001 Beech B200 King Air cn BB-1189</a>   | <b>Group</b>      | -                       |
| <b>Status</b>   | Solved   | <b>Operator</b>   | Martin                  |
| <b>Created</b>  | 01/28 23:42  | <b>Customer</b>   | Arnold Balledux ()      |
| <b>Solved</b>   | 02/01 17:20  | <b>Access key</b> | 358Z2017794420041771350 |
| Arnold Balledux<br>[196.2.108.113]<br>01/28 23:42   | Please note A.32-001 is CN 1189<br>and A.32-002 is CN BB-1125<br><br><a href="http://www.rzjets.net/aircraft/?page=29&amp;typeid=193">www.rzjets.net/aircraft/?page=29&amp;typeid=193</a>  |                   |                         |

[www.rzjets.net/aircraft/?page=29&typeid=193](http://www.rzjets.net/aircraft/?page=29&typeid=193)

Martin Edwards  
(Beech 1900,  
Canberra, CT4,  
Sabre, Vampire)  
(Martin)  
[203.206.204.80]  
02/01 17:20

Hi Arnold  
Thanks for contacting us  
I have corrected the errors  
[www.adf-serials.com.au/3a32.shtml](http://www.adf-serials.com.au/3a32.shtml)  
Cheers  
Martin

## Ticket #330

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

**Subject** [Types of a/c operated by the RAAF](#)  
**Status** Solved  
**Created** 12/07/11 12:07  
**Solved** 01/30 13:11

**Group** -  
**Operator** Martin  
**Customer** Tony Moclair ()  
**Access key** 330Z114578118282112968

Tony Moclair  
[114.76.107.202]  
12/07/11 12:07

Hi Guys  
My name is Tony Moclair and I'm a freelance aviation journalist. I'm also a massive fan of your site and want to say 'keep up the very good work you're doing'.  
  
Also, I'm currently writing a profile on the RAAF museum for Australian Aviation, and was wondering if you could tell me off the top of your heads how many types of aircraft have been operated by the AFC/RAAF since 1921?  
  
I'd put the number at about 180, but I thought you might have a more accurate idea.  
  
Thanks in advance for any assistance, and again, LOVE the site.  
  
regards  
  
Tony Moclair

Martin Edwards  
(Beech 1900,  
Canberra, CT4,  
Sabre, Vampire)  
(Martin)  
[203.206.204.80]  
12/11/11 17:54

Hi Tony,  
I am glad you like the site.  
  
I certainly don't wish to either sound like a smart arse nor do I wish to do your job for you but we do list all the aircraft types under the various page headings.  
  
[www.adf-serials.com.au/afc.htm](http://www.adf-serials.com.au/afc.htm) (although technically the AFC ceased to be in 1921)  
[www.adf-serials.com.au/raaf1.htm](http://www.adf-serials.com.au/raaf1.htm)  
[www.adf-serials.com.au/raaf2.htm](http://www.adf-serials.com.au/raaf2.htm)  
[www.adf-serials.com.au/raaf3.htm](http://www.adf-serials.com.au/raaf3.htm)  
  
Then there are the RAF aircraft types flown by overseas based RAAF units  
[www.adf-serials.com.au/rafww11.htm](http://www.adf-serials.com.au/rafww11.htm) (This is a topic currently being worked on)  
  
If you can decide what should be included and what should be ommitted it shouldn't be too hard to count them!  
  
I am glad you like the site.  
Cheers



|  |               |
|--|---------------|
|  | Martin        |
| Martin Edwards<br>(Beech 1900,<br>Canberra, CT4,<br>Sabre, Vampire)<br>(Martin)<br>[203.206.204.80]<br>01/30 13:11 | Ticket closed |

Any contributing Articles would be most welcome, along with pics for the next issue; due April 2012

**Next Issue will be the Apr - Jun 2012 Vol 2/2 Edition**

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