



ADF Serials Telegraph News

News for those interested in Australian Military Aircraft History and Serials

Volume 3: Issue 1: *Early Summer 2013* Editor Gordon R Birkett

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- **Message Traffic Selections:** Sadly this function ceased to operate due to technical issues. It will be replaced soon with a new system. Please address any questions to: question@adf-serials.com.au in the meantime

Message Board – Current hot topics

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

News Briefs

- Australia 13th December 2012 - The Royal Australian Air Force's fleet of 24 F/A-18F Super Hornet aircraft have achieved Final Operational Capability (FOC) with No 1 and No 6 Squadrons based at Amberley RAAF AFB. The F/A-18F Super Hornets also preparing for the transition to an EA-18G Growler electronic warfare capability later this decade, enabling the Super Hornet to jam the electronics systems of aircraft and land-based radars and communications systems. The Air Combat Capability Transition Plan considered the process for managing the Air Force's transition from the current mix of Classic Hornet and Super Hornet to a future Air Combat Capability fleet, including the Joint Strike Fighter. The Plan also includes options to purchase additional Super Hornet aircraft. The Government has directed Defence to seek up-to-date pricing information on Super Hornets from the United States. Australia will now send a Letter of Request (LOR) to the United States seeking cost and availability information for up to an additional 24 Super Hornet aircraft through the United States Foreign Military Sales program. The LOR does not commit Australia to purchase more Super Hornets.
- Update RAAF EA-18G Program: 20/12/12: Boeing in St. Louis, MO received a \$164 million firm-fixed-price contract, exercising an option to begin procurement of 12 Airborne Electronic Attack Group B-Kits and 4 Equivalent Ship-sets of spares for the Royal Australian Air Force. All contract funds are committed immediately. US Naval Air Systems Command in Patuxent River, MD manage the contract on behalf of its Foreign Military Sale client (N00019-09-C-0086). Note that the entire conversion of 12 aircraft is expected to cost about \$1.5 billion (vid. Aug 23/12). Contract plans are as follows:
 - 34 AN/ALQ-99F-V Tactical Jamming System Pods, 2 per operational aircraft, plus spares. These are known to have serviceability issues.
 - 22 CN-1717/A Interference Cancellation Systems (INCANS), which prevent the plane from jamming itself.
 - 22 R-2674C/A Joint Tactical Terminal Receiver (JTTR) Systems

- 30 LAU-118 Guided Missile Launcher pylons, for AGM-88 HARM/AARGM anti-radar missiles
- A Command Launch Computer (CLC) for HARM/AARGM missiles
- Excludes HARM Missiles
- Plus support and test equipment, publications and technical documentation, personnel training and training equipment, spare and repair parts, and other forms of U.S. Government and contractor support.
- The Wedgetail E-7A (AEW&C) Aircraft Project and the Lightweight Torpedo Project have been removed from the Projects of Concern list, after having both achieved Initial Operating Capability (IOC). See Note A
- WASHINGTON, Sept. 21, 2012 – The Defence Security Cooperation Agency notified Congress September 19 of a possible Foreign Military Sale to the Government of Indonesia of 8 AH-64D APACHE Block III LONGBOW Attack Helicopters and associated equipment, parts, training and logistical support. The estimated cost is \$1.42 billion.
- WASHINGTON, November 19, 2012 – The Defence Security Cooperation Agency notified Congress November 15 of a possible Foreign Military Sale to the Government of Indonesia for 180 Block I Javelin Missiles and associated equipment, parts, training and logistical support for an estimated cost of \$60 million.
- WASHINGTON, August 22, 2012 - The Government of Indonesia has requested a possible sale of 18 AGM-65K2 MAVERICK All-Up-Round Missiles, 36 TGM-65K2 Captive Air Training Missiles, 3 TGM-65D Maintenance Training Missiles, spare and repair parts, support equipment, tool and test equipment, personnel training and training equipment, publications and technical data, U.S. Government and contractor technical and logistics personnel services and other related elements of program and logistics support. The estimated cost is \$25 million.
- Australia, a total of ten ex RAAF C-130H's , in two tranches, four donated at the cost of refurbishment, and six in flyable condition as they are withdrawn, are being prepared for service in the TNI-Auri in 2013-14.
- First C-27J, NC179 Aus#1, for 35Sqn RAAF, is taking shape in Italy. The Alenia/LM C-27J Spartan has been assigned the A34 serial block, with aircraft to be numbered A34-001 through to A34-010.



- Components for the RAAF for the first F-35 JSF, the future A35-001, dubbed AU-1 by Lockheed Martin, are now under construction. Rollout of the jet is planned for late 2013. As part of the Lot 6 low-rate initial production (LRIP) phase, the company has manufactured and

jig-loaded the first inlet ducts, the first of two F-35's centre fuselages, in the presence of the RAAF's chief of air force air marshal Geoff Brown in October 2012. Known as the AU-1 and the AU-2, the fuselages are scheduled to be handed over to the air force in support of the pilot training in 2014. The RAAF had originally planned to purchase a total of 100 F-35 jets for a cost of \$16.4bn, to help replace its fleet of Boeing-built F/A-18A/B Hornets, but delayed the order for the first batch of 12 aircraft by two years to be delivered in 2016, in May 2012 in wake of budgetary constraints.



Curtiss Corner: Error Redress, P-40E A29-63

“U” (Correction per last Curtiss Corner per A29-155”U”)

Due to some chopped photos, I made an error on the ID of this aircraft with a similar coded A29-155 U in place. GRB



Indication only, as I used a P-40E-1 Cameo- shell without underwing roundels. The P-40E is different with Olive Drab extending back from nose with “Nigel” actually on earth background and light sky underneath. A29 Serial is in black. Refer below picture. GRB



The Aircraft had “Aboriginal Motif holding a woomera and spear, chasing Tojo on a running Ostrich” when in service with 75Sqn RAAF. GRB Collection

Ex P-40E 41-13528 was delivered ex US of A to Freemantle on the SS RobinTuxworth. After assembly, it was received on 13/4/42 by 77 Sqn; on 16/9/42 over Anson Bay NT F/O Gordon Sydney Gratton (407235) was 'shadow' shooting on the bay when starboard inner gun blew out a blast tube, causing leading edge damage, fortunately he was able to land without mishap and the a/c was repaired;

After nearly a year of use by 77Sqn RAAF, it was sent to 12 RSU for overhaul and then sent on to 75 Sqn as a attrition replacement on 22/4/43.

Due to the material condition, on 25/4/43, it was sent to 10 RSU for engine change and issued back to 75 Sqn on 2/5/43; on 20/9/43 it went to 82 Sqn where it was coded 'U' .



A later obtained pic that shows the correct serial: A29-63 "Ü", rather than A29-155 "U" 41-5644 as first stated. Pictured here with 82Sqn RAAF: Note no rear view mirror! GRB Collection

and then to 2 OTU on 10/4/44; on 26/7/44 while landing the a/c veered to starboard and the pilot over corrected, it ground looped and the undercarriage collapsed.

On 28/5/45 it made a belly landing because of engine failure some 20 miles west of Mildura strip and received considerable damage in the process, but F/Sgt Gordon John Mathews (RAAF #424092) was ok; on 5/6/45 it was allocated to 1 CRD and received there on 30/6/45 for a complete overhaul; due to a surplus of a/c and declining need for this one it was decide to reduce to components and approval was given on 23/8/45.

Struck off 5thAAF (Code LEFT) officially as of 31/10/44.

Story: P-40E 41-5555: ala A29-75 “Fumanchu”



P-40E 41-5555 #53 13thPS(Prov) as at Richmond AFB 13/02/42



P-40E A29-75 as seen in June 1942 with 76Sqn RAAF



P-40E A29-75 at Milne Bay July 42 with 76Sqn RAAF



P-40E A29-75 as "N" flown by F/lt L B Jones April 43

Profiles are Indication only, P-40E-CU USAAF FY 41-5555 CW#565 C/N 16537 #53 later A29-75 K/IK & N: Installed initially with Allison Engine V1710-39#9679. Arrived at Sacramento Air Depot on the 27/12/41 for shipment to Project "X" 30/12/41, arriving "X" 30/01/42. One of 5 undamaged P-40Es off SS Mariposa out of 19 shipped (5 AOK, 7 Damaged, and 7 W/O 43MS) on

this vessel per Phoenix Convoy, delivered by air to Archerfield 10/02/42 ex Geelong as part of 5 urgent replacement P-40Es for shipping to Java. Assigned 13thPS (Prov) along with a few ex 7thPS Pilots and sent by air on the 13/02/42 to ferry all the way to Fremantle Western Australia to be loaded onto the USS Langley. Photographed at Richmond RAAF as Black #53 13/02/42 with "B" Flight, 13th Pursuit Squadron (Provisional);



P-40E 41-5555 #53 Black 13th PS (Prov) Richmond AFB 13/02/42. GRB Collection

Pilot 2nd Lt Paul Magre USAAF ASN# O-428515, fell ill at Laverton 14-22/02/42 with he and his aircraft staying, until he returned to Archerfield late in February 42. He was actually part of the 40thPS, 31st Pursuit Group (P-39Ds) that travelled over on the Phoenix Convoy. He would eventually fly P-400 Airacobras with the 41st FS (35thFG) in PNG later in 42.



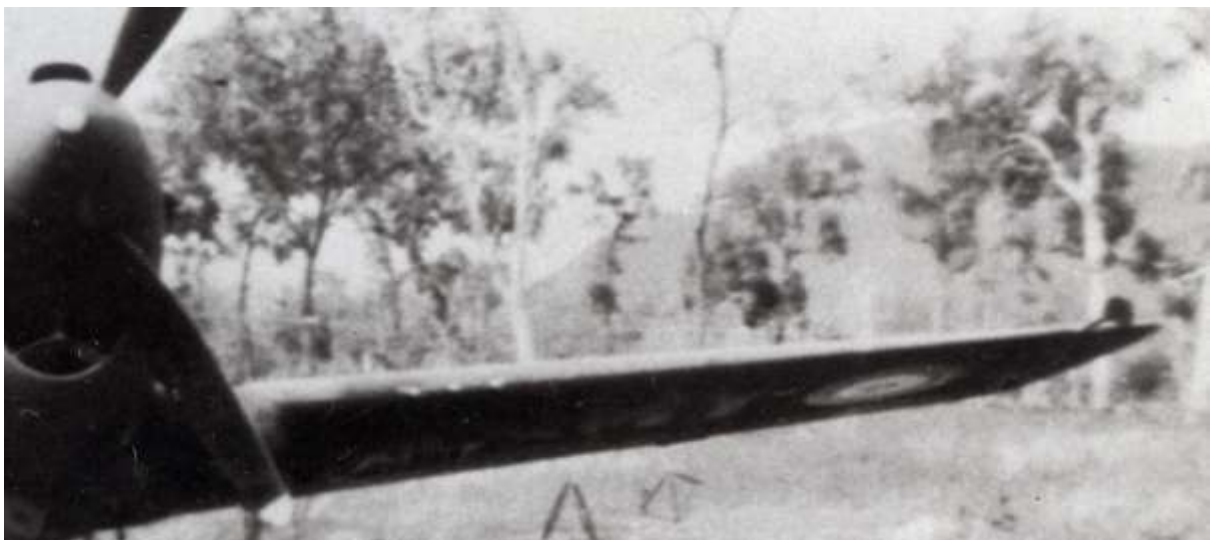
Photographed in June 1942 when with 76Sqn RAAF initially, wearing original name on cowl at Weir Strip: 76Sqn RAAF vis Buz

On 49th PG P-40E Aircraft listings per the 06/03/42 for repair, it was assigned to RAAF per USAFIA Order S42-1753 (as last of 75 Loaned P-40Es from USAFIA Stocks) and renumbered as A29-75. It seemed that the aircraft was still at Laverton after being left there, thus it was serviced and sprayed in RAAF Colours and markings.

Originally allotted to 77 F Sqn RAAF on the 22/03/42, on 1/4/42 it was issued to 76 F Sqn RAAF, then working up at Archerfield Qld. Delivered by air to 76 Sqn RAAF by Sgt D Munro as part of No 2 Flight, ex Archerfield to Weir Strip, Townsville 16/04/42.

Now coded as "K", as shown by the above photo, it remained in "A" Flight 76 F Sqn until late August 1942.

Occasionally, A29-75 was flown by F/Lt Richard "Doug" D Vanderfield DFC (Ex 258 Sqn RAF UK, 453Sqn Malaya, which during this last short but sharp conflict, he managed to shoot down 5½ Japanese aircraft whilst flying Buffaloes, making him one of the highest scoring Australian pilots in the theatre at that time and one of the first Commonwealth aces against the Japanese.), i.e. on 28-29/04/42 before he was transferred later to 20TU.



A29-75 still wearing faded "US Army" Titles underneath the Wing with RAAF Roundel! June 1942 at Weir Strip with Mt Stuart in background; 76Sqn RAAF via Buz

On 10/6/42 it was involved in a landing accident (no further details except hit fence on landing with undercarriage collapsing.

It may be a night landing on the 03/06/42 whereupon a civilian was killed crossing the runway by Sgt Arthur Badger as this is the only documented accident in June 42) and, after being repaired by the 29/06/42, it was involved with 76 F Sqn in the battle for Milne Bay, when upon an "I" prefix added to code to become "IK".

Though unable to find its normal pilot, it was flown by Pilot Officer E Tainton on the 08/08/42.

On 24/8/42 after being part of an 8 P-40E aircraft sortie in combat with Zeros over Gurney strip around 14.53hrs (This low level component of the raid comprised of seven Zeros which strafed the field and installations with no damaged inflicted) A29-75 on completion of sortie, was involved in a landing accident at Fall River, NG. The starboard undercarriage collapsed; (No details as to the pilot, though indications that it was F/Lt Meehan personal aircraft at this time which may bare answers).

Replaced by A29-148 "IK" (Shark mouth) in 76 F Sqn service, A29-75 was handed over to 15RSU some weeks later post Milne Bay operations. At 15 RSU it was surveyed and considered for repairs and overhaul.

MARCH	1.	KITTYHAWK (M) IK.	SELF	75	-	CONVOY PATROL	
"	6	" (M) IK	SELF	-	-	SCRAMBLE	
"	6	" (M) IK	SELF	-	-	SCRAMBLE	
"	6	" (M) IK	SELF	-	-	SCRAMBLE	
"	8	" (M) IK.	SELF	-	-	SCRAMBLE	
"	16	" N.	SELF	-	-	GUN TEST, + FORMATION.	N.O.P.
"	16	" Z	SELF	127	-	STRAPPING	N.O.P.
"	18	" L	SELF	132	-	3000 LANDING.	N.O.P.
"	18	" L	SELF	-	-	SEARCHLIGHT CO-OP.	N.O.P.
"	19	" N.	SELF	75	-	SCRAMBLE	

Log Book exert for Sqn Ldr P B Jones March 43, kindly provided through Peter Hunter, who has helped greatly solved this and a few other P-40M/N Ids and codes for 76Sqn RAAF.

An extract of his Flight Log above in March 43 shows the A29 number and previous code and intended code in parenthesis per 1st March 1943 inclusive to the 8th March 1943. Thereafter it carried "N" sans the cowl name "Fumanchu".

Following its long rebuild with 15 RSU, the aircraft was re-flown still in original 76Sqn's Squadron Codes ("IK"), on 25/02/43 by F/Lt PB Jones (75 F Sqn RAAF).

It remained in those codes until the 9th March 43, whereupon the aircraft was resprayed and had the new code "N" applied, re-emerging 7 days later with 75 F Sqn RAAF on the 16/03/43.

As A29-104 was already coded "K" in 75 F Sqn RAAF service; it was decided to allot the code "N". Thereafter, it became the personal aircraft for F/Lt P B Jones until July 43, when his tour expired.

Received ex 75 F Sqn RAAF at 10 RSU, it was serviced then ferried and received by 82 Sqn RAAF on the 16/10/43. After 82 F Sqn RAAF received P-40Ns, it was sent on to 2 OTU by the 12/4/44.

By 28/07/44, after the end of her short 2OTU service and survey, it was placed into stores reserve.

It was transferred to 1 CRD and finally 1 Stores Depot as Cat E, pending its fate 09/10/45.

On the 6/08/46 it was allotted to the School of Air Supply, but that was short lived, and finally was written off on the 19/12/47 following scrapping, per AMSE approval.



The now un-coded and nameless, P-40E A29-75 is seen here after overhaul, 75 F Sqn's "N" over painted and its surface finish touched up , waxed when delivered to 82 F Sqn RAAF circa October 1943. Note still no rear view mirror installed. GRB Collection

Thank you Peter and Buz for your help with the bits to solve this 70 year old mystery! GRB Hoorah!



Corner:

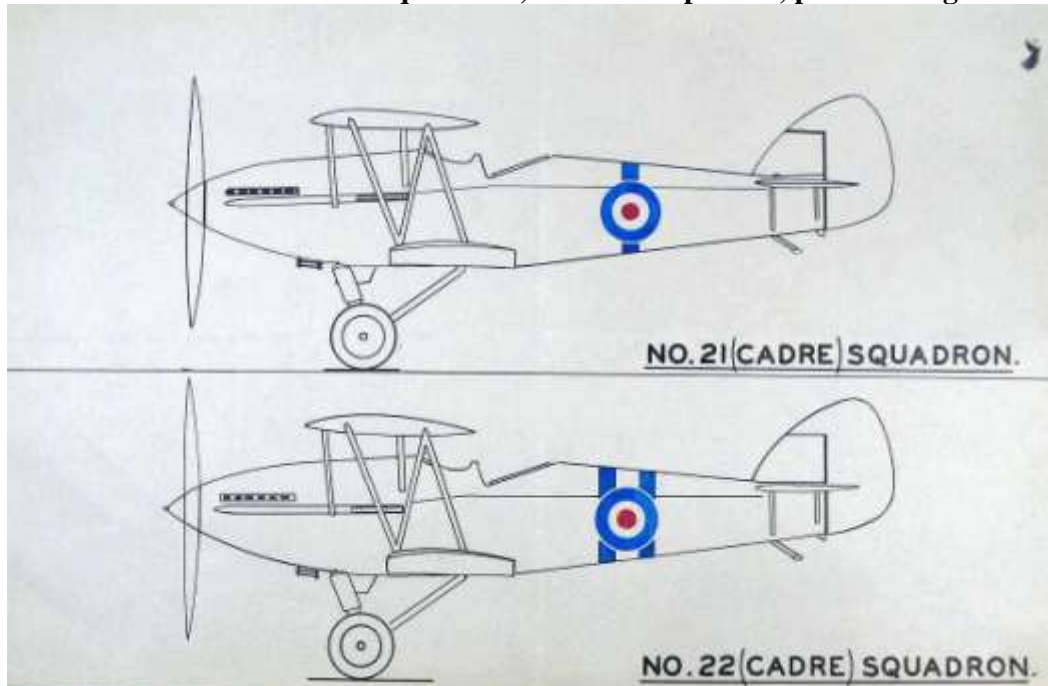
Omitted this month, due to Christmas cheer overdosing on my part and unrealistic Deadlines also on my part! GRB

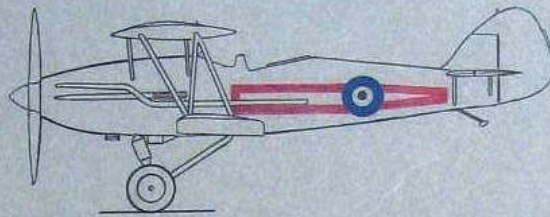


Odd Shots: RAAF Squadron Markings Pre-war

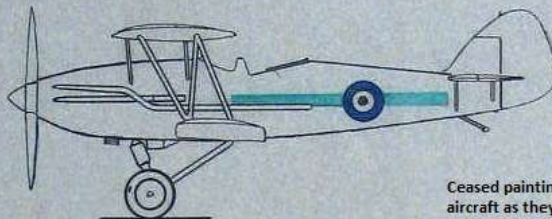


Hawker Hart A1-16 with 22Sqn RAAF, nosed over prewar, per markings below



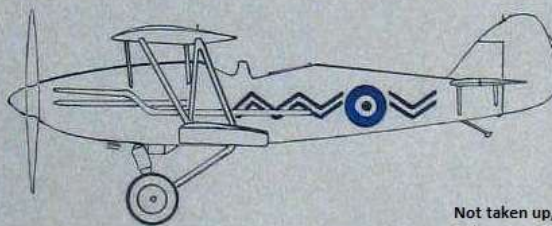


NO. 1. (B) SQUADRON



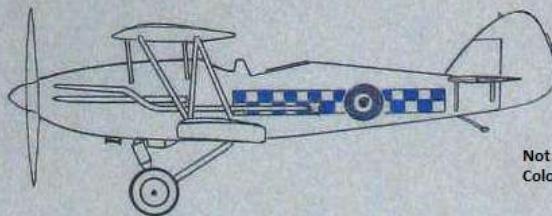
Ceased painting their aircraft as they had only 5 on hand. Were equipping with Wirraways in near future

NO. 3. (A.C) SQUADRON



Not taken up, refer first Colour

NO. 21. (CADRE) SQUADRON



Not taken up, refer first Colour

(CADRE)
NO. 22 SQUADRON

It seems that 3Sqn RAAF had at least 5 Aircraft painted, as noted, in the second Blue/Aqua Cheat line design. I haven't found a photo yet of either No1 or No3 Sqns with these schemes. Can anyone help? GRB NAA Collection



22 Sqn RAAF Ansons', in pre-war Duel colour bands. GRB Collection



A4-7 in 21Sqn's RAAF Single Colour Band. GRB Collection

Note A

A summary of the current Projects of Concern list is below:

Project	Description	Date Added
CN10	Collins Class Submarines	Nov-08
AIR5402	Multi-role Tanker Transport aircraft – Air to Air Refuelling Capability A300-MRTT	Oct-10
AIR5276/8B	Electronic Support Measures upgrade for AP-3C Orion aircraft	Oct-10
AIR9000/2,4&6	Multi-Role Helicopter (MRH-90)	Nov-11
JP2086 Ph 1	Mulwala Redevelopment Project	Dec-12
Land 40 Ph 2	Direct Fire Support Weapons	Dec-12

Next Issue, the autumn 2013 edition, will be out circa late March 2013.