



ADF Serials Telegraph News

News for those interested in Australian Military Aircraft History and Serials

Volume 5: Issue 1: Autumn 2015 Editor and contributing Author: Gordon R Birkett

Message Starts:

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Message Board – Current hot topics:

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

News Briefs

- **December 2014:** 35 Squadron Personnel have commenced C-27J training in the USA, after accepting the first two C-27Js.
- **19th December 2014:** The US Department of Defence has selected Japan and Australia for the maintenance and upgrade of the F-35 Lightning II joint strike fighter based or operating in the Pacific region. F-35 Joint Program Office programme executive officer Air Force lieutenant general Christopher Bogdan said Japan will perform F-35 heavy air frame maintenance, repair, and overhaul and upgrade (MRO&U) duties in the northern Pacific, while Australia will be responsible for the southern Pacific. Australia will offer initial heavy engine maintenance capability by early 2018, whereas additional capability would be provided by Japan after three to five years, Bogdan added.
- **26th January 2015:** DRS Technologies has been awarded a contract to supply joint tactical terminal-receivers (JTT-R) systems to the Australian Defence Force and the US Navy. Under the \$12m indefinite-delivery / indefinite-quantity (IDIQ) contract, the Finmeccanica subsidiary will manufacture and supply up to 180 JTT-Rs for installation onboard the Royal Australian Air Force's (RAAF) and the US Navy's EA-18 Growler aircraft
- **23rd February 2015:** The RAAF has deployed a number of personnel to the USA to begin training on the US Air Force's General Atomics MQ-9 Reaper unmanned air vehicle. No procurement plans exist, but the RAAF are looking to develop operational concepts and understanding. AVM Geoff Brown indicates that while

Australia has no immediate plans to obtain this system, but ...it could be included in a future defence whitepaper with the next iteration of which, is due in the middle of 2015.

- **10th March 2015:** The DMO has removed the Airbus Military A330 multi-role tanker transport (MRTT) from its 'Projects of Concern' list following remediation work related to the type's aerial refuelling boom. The boom capability will be gradually introduced into service throughout 2015, including the AAR clearance on the F-35A/B/C Models, when a RAAF KC-30A will be temporary located in the USA. Aside from the type's combat debut in Iraq during 2014, it also saw a strong push to bring the aircraft's boom refuelling system online. To this end, one KC-30A was dispatched to Airbus Defence & Space's facility in Seville, Spain, bringing the number of RAAF KC-30As in the country to two. The aircraft performed 160 flights, and made 300 boom contacts. The Boom capability should be available across the RAAF fleet by sometime in 2016. The boom will allow the KC-30A to refuel types such as the RAAF's C-17A, future P-8A Poseidon and F-35A's, and E-7A, in addition to types operated by friendly air forces - namely Singapore's F-15SGs and USAF PACAF aircraft.



- **4th March 2015:** Six F/A-18A+ Hornets from RAAF Base Tindal replaced the six F/A-18F Super Hornets currently operating in the Middle East. The Air Force also showed its appreciation and commitment to the past service and sacrifices of Aboriginal and Torres Strait Islander people with the unveiling of the 'Worimi', F/A-18A Hornet A21-23 at the Avalon Air show. ADF
- **More**
 - **17th March, 2015:** The Royal Australian Air Force's first pilot of the Lockheed Martin F-35 Joint Strike Fighter has completed his first flight in the type. On 17 March, 2015, Sqn Ldr Andrew Jackson conducted a flight in a US Air Force F-35A from Eglin AFB, Florida, says Lockheed.
 - **23rd March, 2015:** The US Navy's 2016 "wish list" for Congress includes requests to buy more F/A-18 Super Hornets and F-35 Joint Strike Fighters, according to a Reuters report. If Congress allows the Navy to acquire 12 more F/A-18 Super Hornets – it will reverse the current plan to end F/A-18 production. In fact, the formal 2016 budget request includes no funding for F/A-18s as the service has been planning to phase out the production line by the end of 2017. However, if more F/A-18s are purchased and the Navy opts to move forward with various proposed upgrades to the platform – then production at Boeing's St. Louis facility could extend well beyond 2017. Also, the F/A-18 is the same platform used for the E/A-18G Growler – so extending production of F/A-18s could bring the possibility of adding more Growlers. Interesting?

Boeing C-17A White Tail Watch List; and an overview.



Brand new C-17A White Tail # 1, N270ZD/FY14-0001 pictured at Long Beach mid last year, which possibly will become our #7.



C-17A N271ZD pictured here landing after first flight from the Boeing Factory in Long Beach, California, last year, will become a RAAF Aircraft (#8) in all likelihood, as we are the only approved FMS Customer at present (For Four), aside from a single intent by RCAF (Unapproved FMS, though its serial is to be 177705 and seemingly linked to 14-0004 by one site**).

****:01/04/15** *The Royal Canadian Air Force (RCAF) has received an additional CC-177 Globemaster military transport aircraft during a ceremony at 8 Wing Trenton, Ontario, Canada. The aircraft carries tail number 705. It augments the*

RCAF's current fleet of four CC-177 Globemaster IIIs operated by 429 Transport Squadron, and will extend the life expectancy of the entire fleet by approximately seven and a half years.



India has stated 2 -3 options per “unconfirmed and secret” unannounced Order (One site notes them as FY14-0004 (CB8013), and 14-0006(CB8015)*. *NB: **No IAF details per missing C-17A Serials: CB8011/CB8012/CB8014 or their allocations.**

United Arab Emirates has ordered two further C-17As, but are these actually #5 & 6 from a previous optioned exercised before, now delivered, therefore its complete? After a relatively quiet International Defence Exhibition and Conference (IDEX) in Abu Dhabi, there is some news to be reported after all: the United Arab Emirates (UAE) is buying two of the final Boeing C-17A Globemaster III aircraft to be produced. The order was announced on Thursday 26th February, 2015.

Finally Algeria is moving towards obtaining at least two (2). Per last picture, Ship #279 is the final C-17A to be produced. If all of these “harden” and go through, that’s all ten accounted for, so the RAAF gets only two rather than four. Depends on the Indians or Algeria now on whether another two are available.

| Order requests so far: 4 RAAF and 1 RCAF. | |
|---|---------|
| N270ZD | 14-0001 |
| N271ZD | 14-0002 |
| N272ZD | 14-0003 |
| N273ZD | 14-0004 |
| N274ZD | 14-0005 |
| N275ZD | 14-0006 |
| N276ZD | 14-0007 |
| N277ZD | 14-0008 |
| N278ZD | 14-0009 |
| N279ZD | 14-0010 |



The RAAF 1945 Sikorsky R-6A Helicopter Order.

Following an earlier unsuccessful 1943 request for the Sikorsky R-4 Model Helicopter, the near availability of the improved R-6 in 1944 caused more interest, with intent to order at least twelve for operations in the South West Pacific.



Pictured is R-4 KA990 in British Colours, when being evaluated in the UK during 1945.

History

The Sikorsky S-49/R-6/HOS-1 model was a successful follow-on to the R-4 helicopter.

It was designed as a streamlined R-4 with an all metal fuselage, a larger engine, and a planetary gear main gear box. The XR-6 helicopters featured the R-4B 38 foot 3 bladed fully articulated main rotor and a 3 bladed tail rotor powered by a 225 hp Lycoming O435-7 six cylinder horizontally opposed engine. The Lycoming engine was replaced by a 235 hp Franklin O-405-9 engine in the XR-6A and all subsequent R-6 models. The S-49 had 2 place side by side seating in the cockpit. One Experimental XR-6 and five XR-6A/XHOS-1 helicopters were initially built by Sikorsky Aircraft.

The Sikorsky XR-6 prototype (43-47955) was first flown on 15th October, 1943. As a refinement of the R-4, the R-6 (VS-316B) featured a larger, improved, streamlined metal fuselage with improved pilot visibility.

It had a crew of two, seated side-by-side. It was equipped with a high-frequency radio. In the Medivac role it could be equipped with two external capsules to carry litters. The R-6A could also be equipped with pontoons for use over water.



Sikorsky XR-6A 43-28240

The initial XR-6 and all five XR-6As were produced by Sikorsky. All 219 R-6As that were produced in 1944 and 1945 by Nash-Kelvinator, were under license to Sikorsky.

On the 19th August 1945, with the surrender of the Japanese, the Nash-Kelvinator R-6A contract was cancelled at the delivery of airframe #219.

By this time, three R-6A helicopters had already made the historical first helicopter rescue in China on the 27th May 1945. Three crewmen from a C-46 crash in the Yuan Chiang Valley are rescued nearly 100 miles from the helicopter base in Kunming, China.

The R-6A was used primarily by the U.S. Navy* (as the HOS-1) and the U.S. Coast Guard, as well as the Royal Navy (as the Hoverfly MK II). Models A thru C were powered by a Pratt & Whitney R-985-AN-5 450 hp engine.



Pictured is one of five XR-6A, seen here attached with floats

** The US Navy procured three of the experimental models, designated XR-6A, from the Army Air Force's acquisitions in late-1943 and were given the US Navy designation of XHOS-1. One was sent to Floyd Bennett Field for evaluation by the Coast Guard.*

The Navy then acquired 36 R-6As (which were redesignated as HOS-1s) from the US Army Air Force and the US Coast Guard purchased 27 of these between January 1945 and January 1946. Of these, two were destroyed in crashes (no fatalities), and the rest were returned to the Navy by May 1949.



XR-6A Army Serial No. 43-28240 with litters installed

The 1944 RAAF R-6A Order for six.

Interest in obtaining six helicopters for rescue and medical evacuation purposes in the New Guinea campaign was first mentioned in planning in 1943. The model in production was the Sikorsky R-4 which was first successfully operated by the USAAF in Burma in 1944. R-4 Airframes were not available outside the US Armed Forces due to ongoing development and refinement. Those refinements and developments resulted in the larger R-5* and as a later streamlined and improved R-4 Development, the R-6 of 1944.

**The U.S. Army Air Force developed a specification for a large observation helicopter, with greater useful load, endurance, speed, and service ceiling. In response, Sikorsky designed the S-51, what would become the two-seat R-5 helicopter. Sikorsky had, by 1945, actually built about sixty-five R-5s, of various versions, for the USAAF, Navy, and Coast Guard. The XR-5 prototype first flew 18th August 1943. In March 1944 the USAAF ordered 26 YR-5As for service testing, and in February 1945 the first YR-5A was delivered.*

Under the British Munitions Advisory Commission (MAC) Case 228 Aus 10, an order for six R-5 or R-6 helicopters was placed alongside with an RAF Order for one hundred and fifty R-6A Helicopters.

However due to the delays in development and production quantities, the order was adjourned until mid to late 1945.

Six Sikorsky R-6As were eventually placed on order with delivery during the second quarter of 1945 for the RAAF, at a cost of £108,000.

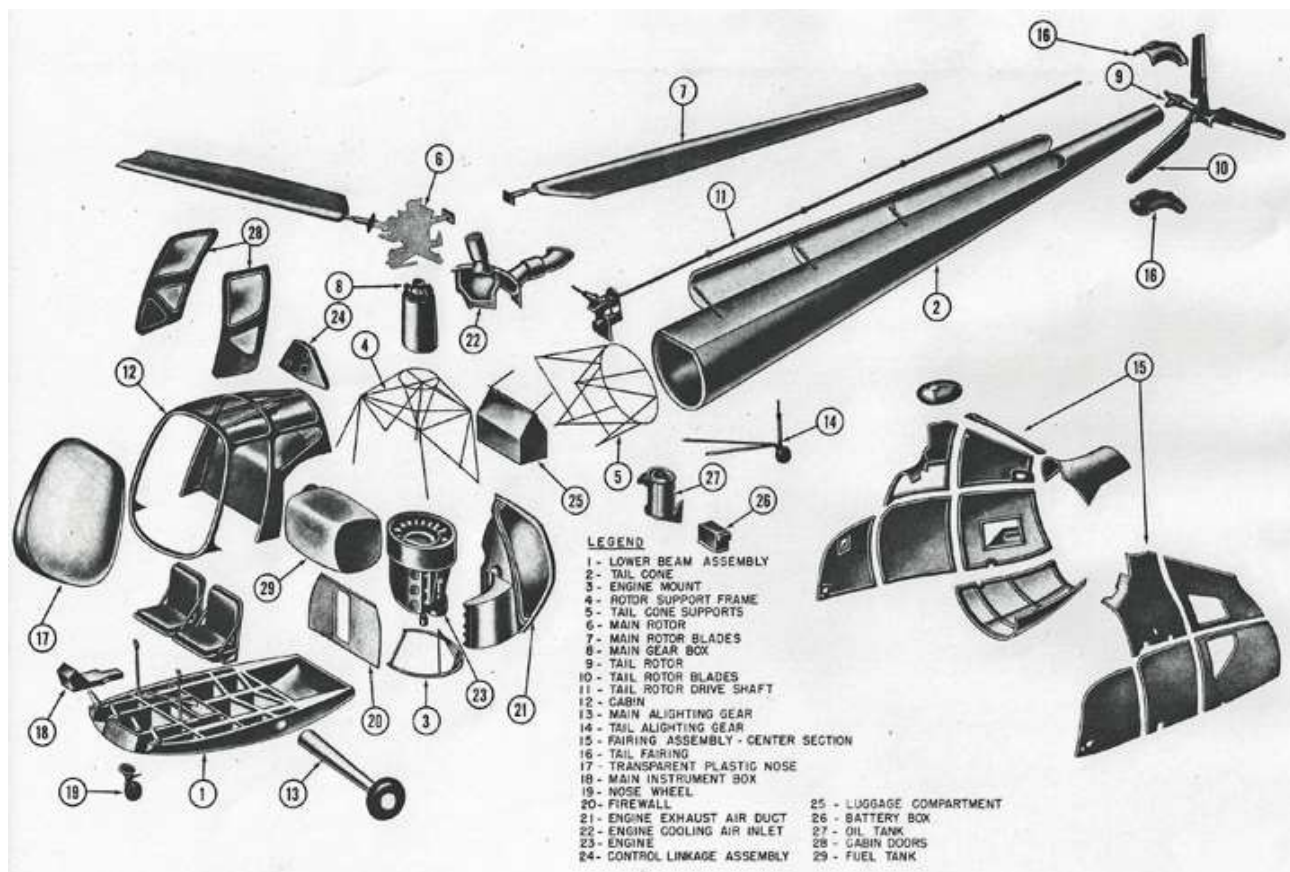
RAAF Specified Radio Equipment to be fitted included:

- BC-453 and BC454 Receivers
- BC-457 and BC-696 Transmitters
- BC-455 Receiver stowed in luggage Compartment
- BC-458 transmitter supplied, but not fitted.

With the end of the Second World War, these and other types on order were cancelled. However some twenty-seven were delivered to the RAF as the Hoverfly Mk II.



RAF Hoverfly Mk. II KN844 Rescue Helicopter



R-6A Main Components

It would be another two years before the RAAF would receive our first helicopter in the form of our first S-51, A80-1, in 1947.



Our first S51 in 1947 pictured and originally marked in Pre 1947 National Markings and serial A80-1. GRB Collection.



First YR-6A, 43-45316, Helicopter completed by Nash-Kelvinator in Detroit

Serials:

| | |
|-----------------------|--|
| 43-47955 | Sikorsky XR-6 |
| 43-28240/28244 | Sikorsky XR-6A |
| 43-45316/45341 | Nash-Kelvinator YR-6A |
| 43-45342/45534 | Nash-Kelvinator R-6A KN837 to KN986 ordered, with KN837-KN-866, KN879 Hoverfly II delivered, KN867-KN877/KN878, KN880-KN986 not delivered. |

Sources:

<http://www.sikorskyarchives.com/S-49.php>

http://www.ioebaughner.com/usaf_serials/1943_2.html

NAA :

Files: Acquisition of Aircraft 1943/1944/1945

Files: Defence - Military personnel and helicopter in Papua New Guinea 1945.

File: Sikorsky helicopter S51 for RAAF use - purchase of 1946-1947

Story: “Morituri vos salutantus!”¹

No 24 Squadron RAAF forming and its Defence of Rabaul: Part 1

Background History

24 Squadron RAAF was formed under command of Sqn Ldr S A C Campbell on the 17th June 1940 at Amberley, with an initial strength of one flight of Wirraways. The Unit was earmarked to be based at Townsville.

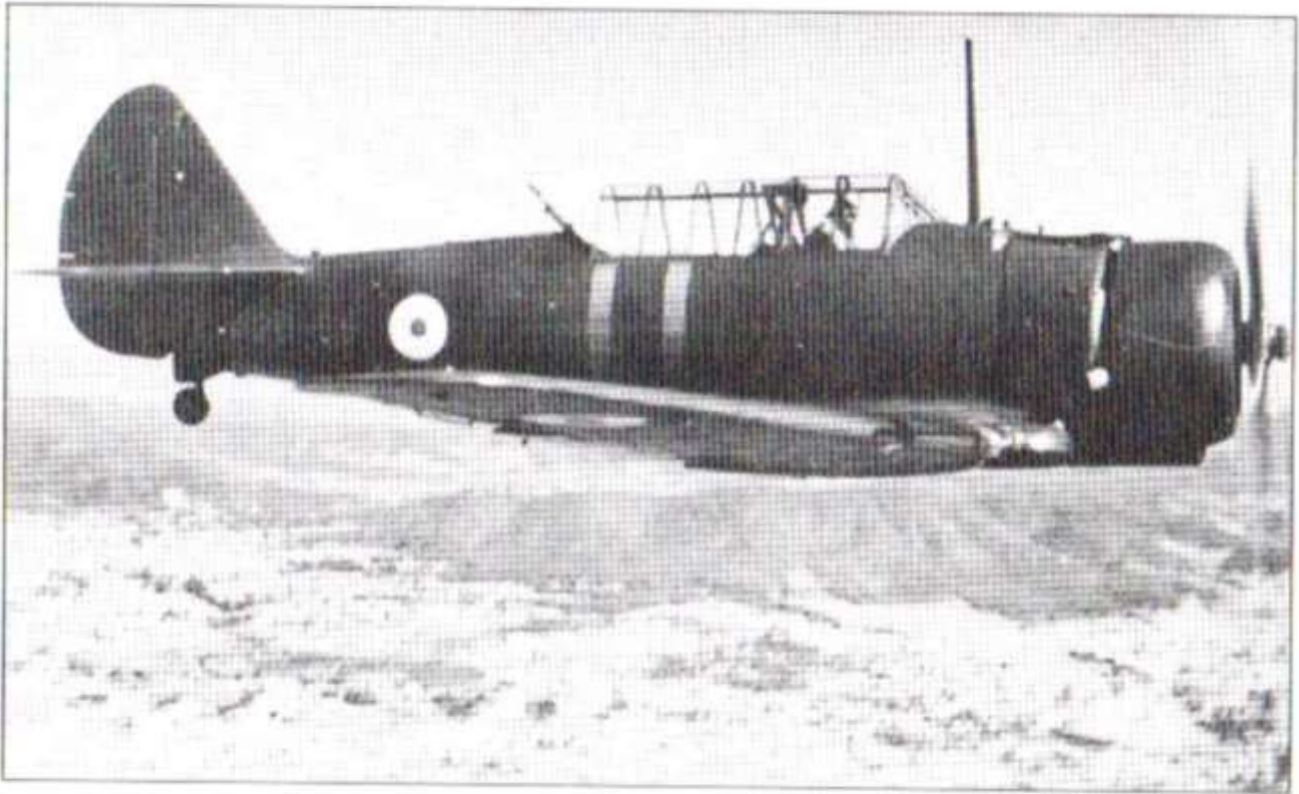
By September 1940, the Unit was equipped with four Wirraway (A20-66/69/70/71) and two Moth Minors (A21-25 /27).

These aircraft were ferried to Townsville, with both types arriving on the 15th October 1940. Only two of the Wirraways carried W/T's (R1082/T1083s), A20-70(Sqn Ldr Campbell/Sgt Ellis) and A20-66 (F/O Pannell/LAC Broadhurst), paired in two flights of two aircraft with two Radio Call Signs allotted (VMZDS and VMZDQ respectively), while A20-69 and A20-71 were (flown by F/O Palmer /Cpl Rizzo and F/OJ Stanley /Cpl Beckman respectively) were without W/Ts. *Both Moth Minors (A21-25 with P/O Menzies/LAC Grey and A21-27 P/O Finster/AC1 Harris) had departed the day before, on the 14th October 1940.*

The third Moth Minor, A21-26 was flown up by Sqn Ldr Campbell. It would later receive a Hudson Flight ex Laverton later that month, with the first arriving on the 24th October 1940 (A16-91, with a further three arriving on the 27th October 1940; A16-13/16/39).

A further three Wirraways, A20-53/117/118, allotted were being collected from 1AD Laverton and would arrive by the 8th November 1940. The Squadron suffered its first loss on the 22nd November 1940, when Wirraway A20-70 was forced landed wheels up after the engine seized in flight over a rough timbered area some 20 miles SW of Townsville Queensland, after sudden loss of oil pressure. The crew, Air Cadet B Anderson and Air Cadet A S Hermes both survived the crash and walked out.

This was soon followed up on the 29th November 1940 by the second loss, the first involving a fatality. On departing Townsville with two other aircraft for bombing and gunnery practice at Evans Head. This Aircraft was force landed due to fuel starvation in trees near St Lawrence. On landing, the aircraft caught fire injuring both P/O H A Lenne and his observer Sgt G H Ellis. Cause of the fuel starvation was the failure of the universal coupling between the pilot's selector cock and tank cock. Both were admitted to Mackay District Hospital however Lenne did not recover from his injuries and died on the 19th December 1940.



Wirraway A20-69 of 24 Sqn RAAF. David Vincent

During December 1940 Wirraways A20-156, 177, 178, and 179 were delivered to the Unit, with a further allocation, A20-185 made to replace A20-53. Two further Wirraways, A20-157 and 158 were allotted, but held temporary for two months to February 1941, at the Armament Training Station, Cressey. (Later all three allotments were cancelled on the 18th February 1941)

War came

The war caught up with Australia when on the 7th November 1940, a British Merchant Vessel, *MV Cambridge*, was sunk by a German enemy mine off the coast of Southern Victoria. Location of these German Surface Raiders was the priority. Survivors of previous sunk merchant ships by these Raiders were rescued off the island of Emirau, north of New Zealand.

Three 24 Squadron Hudsons (Under 24 Sqn Operational Order #4), along with two 11 Squadron Catalina's, departed, along with bombs, to Rabaul New Britain for the first time on the 29th December 1940 to perform over the next ten days, surface patrols seaward. The first leg of the flight required an overnight stay at Horn Island.

Coinciding with the arrival from Horn Island of the three Hudsons (A16-13/39/91), a Carpenters Airlines DH86 arrived earlier that day carrying a maintenance party to assist, arriving at Rabaul on the 30th December 1940. For ten days seaward operations were carried out without success. The three Hudsons returned to Townsville on the 10th January 1941.

Two Wirraways, A20-177 and A20-179, were involved in a taxiing accident following a landing on the 4th February 1941 at Cairns Aerodrome, causing minimum damage to the aircraft. Training and operations during this month and the next caused by surfacing of runway and tarmac areas at Townsville were experienced.

In April 1941, the Squadron experienced its first double fatality when Wirraway A20-117 crashed near Ravenswood, Queensland. The crew, F/O Ian Lambton Menzies and Sgt Kenneth Ian Scott both died.

The following month, Wg Cdr S A C Campbell, (promoted) was replaced by Sqn Ldr J M Lerew, who had arrived from SHQ Richmond on the 23rd May 1941. No 24 Squadron had on strength at this time, seven Wirraways, three Moth Minors and four Hudsons. Operations from Kavieng and Rabaul were performed during this month. An additional Hudson, A16-31, was on allotment the following month when he assumed command on the 1st June 1941. However another Wirraway, A20-177 would be damaged in a ground loop on the 10th June 1941, followed by yet another after a force landing (A20-179) on the 23rd June 1941; thereby reducing their number down to just five.

Unfortunately, on the last day of the month, a fatal loss was suffered when A20-118 crashed when one of its wings collapsed during dive bombing practice at Townsville. The crew F/O Mervyn Nelson Finster and Sg Albert Glance both lost their lives in this accident.

On the 24th July 1941, Sqn Ldr Lerew picked up yet another different type for the Squadron, this time Fairey Battle L5794 from Laverton and flew it back to Townsville. Coinciding with this, Wirraways A20-303 and A20-304 were ferried up from 1AD Laverton, arriving on the 26th July 1941.

However, despite the increase of Wirraways, A20-156 on landing on the 27th July 1941 was ground looped, damaging wing and undercarriage at Mackay by Sgt Milne. *With 6 wing sets and one engine in store, repairs were completed by the month's end.* One Wirraway (A20-71) on attachment with 23 Squadron at Evans Head had holed an airscrew blade on firing its machine guns during live fire exercises when flown by F/O Briggs, with Sgt Curtis as Observer. Another ground loop by a Wirraway happened on the 4th August 1941, (A20-69) again with Sgt Milne due to failing lock his tail wheel on landing.

Further to Wirraway A20-71 airworthiness, on return from the south, it was found during cleaning, that the front centre section and rear span was bowed, causing a ½ inch bow in the centre rib near the fuel tank. By the end of August 1941, the Squadron's aircraft strength was at nine Wirraways (A20-66/69/71/159/177/178/179/303/304), three Moth Minors (A21-25/26/27), one Battle (L5794) and now five Hudsons (A16-13/16/31/39/91).

During September 1941, more seaward patrols, ARP Exercises and practice attacks on towed sea targets by both Wirraways and Hudsons, were made. Two further Wirraways were allotted, A20-319 and A20-321 increasing the numbers up to eleven in total.

On the 3rd of October 1941 when delivering two Works Branch Officials to Coen, Hudson A16-16 crashed on landing. F/O Paterson Serv#515, W/Cdr Scott, two other crew and the two passengers were not injured. After retrieval by land, the airframe was shipped on the SS Ormiston to Sydney on the 29/11/41. It would take a year for A16-16 to be repaired.

Preparations for moving North

On the 6th and later 9th October 1941, two separate flights of four Wirraways flew separately to Horn Island as part of training to operate at an advance AOB site per 24 Sqn RAAF Operational Order #46. Experience in arming bombs, fusing and re-armament, refuelling and night flying from flare paths at a AOB was experienced.

During November 1941, the Squadron continued its AOB training, but experience another Wirraway accident at Cairns when A20-321 overturned on landing on the 11th November 1941. Sgt R Little was flying solo, and was not injured. On the same day, Wirraway A20-69 made a forced landing on a beach at Orpheus Island near Townsville. Pilot F/O G S Gratton and Sgt G Powell were not injured.

On the 21st November 1941, Hudson A16-31, captained by F/Lt Paterson, with P/O Macintyre as Co-pilot, carried two passengers, Sqn Ldr Mitchell and Sqn Ldr Cunningham from Townsville on to Port Moresby, then Kavieng and then to Rabaul on the 22nd November 1941.



A16-16 at Garbut 1941. GRB Collection.

On take-off at Lakunai AOB at Rabaul, it crashed. Aboard was F/Lt P Patterson (Pilot) (Ok), P/O J S McIntyre (Burnt), Cpl C Mowbray Serv#6844 (Ok), Major D Pitt (Australian Army) (Abrasions and contusions) and Lt F C Hinders (Australian Army) (Abrasions and contusions). Aircraft stripped of useable spares and left there.

As of the 1st December 1941, 24 Squadron's strength was four Hudsons, seven Wirraways (with four more unserviceable) and one Battle. Crew strengths: three Hudson Captains, four Hudson Second Pilots, eight Wirraway Pilots, three W/T operator/Gunners and five trained Air Gunners. Two further Wirraways, A20-436 and A20-437, had been allotted on the 27th November 1941, but not yet received. On further Hudson, A16-47 was allotted on the 1st December 1941.

The Vanguard of 24 Squadron RAAF deployment, the Hudson "A" Flight, left for Rabaul on the 5th December 1941 with three Hudsons (A16-13(F/Lt Murphy)/A16-39(F/Lt Erwin Serv#1863)/47 (F/Lt Diethelm)). One Hudson was already there, suffering engine problems (A16-91 with F/Lt Paterson).

On the 9th December 1941, it was decided to provide further support, with the deployment of the two the Wirraway Flights ("B" and "C") of 24 Squadron RAAF, departing Townsville on the 9th and 10th of December 1941. War was here, though the main action was happening in Malaya.

Next Issue: Part 2, the Defence of Rabaul, with unseen Rabaul Photos

Odd Shots: Carrierbourne Gooneys



Yes, it's a R4D with skies, being warmed up to fly off a USN carrier. One wonders if the RANFAA may reconsider to bring out of retirement their C-47s, for the LPDs? GRB Collection



In fact, four at one time could be loaded and be launched off by air!!! GRB Collection

DAP Beaufort Corner: A9-582 FX-R



The scene, pictured here at Turnbull Strip, 02/10/1944. AWM

Produced at DAP Mascot NSW with WASP R1830-90Bs and accepted at 2AD on 05/02/44. Rec 5AD ex 2AD 18/02/44. Rec 15ARDRP ex 5AD 22/04/44. Rec 15ARD ex 15ARDRP 26/04/44. Rec 15RADRP ex D10/05/44. Rec 6 Sqn RAAF ex 15 ARDRP 21/05/44. A9-582 was coded **FX-R**.

The accident took place on the 02/10/44 when aircraft took off from Vigigani to fly to Turnbull Strip, Milne Bay, to deliver some equipment. On landing at 0945 hrs local, the aircraft swung on landing and ground looped, colliding with a US Navy JRB-3 and then hitting C-47A -60- DL 43-30751 **VH-CHO** Field #W566. *Per RAAF Report, cause was tail strut snapping, but on USAAF report, landed and swung when left brake locked on.*

The pilot of A9-582, F/Lt C I Forbes Serv#406449 received abrasions, but the rest of the crew and passengers; Crew; F/Sgt E A Humherston, Sgt T A Clements and Passengers P/O H H Anscombe, F/Sgt A P Rowe and Sgt R G Slack were not injured.

The crew of 22nd TCS/374th TCG C-47A VHCHO, 1st Lt K M Anderson, 2nd Lt W Krebs, Sgt Clant Shepard, and S/Sgt J Maslak, were not injured. Their C-47A, parked some 46 yards from the strip, parallel with the Beech JRB-3, sustained damage to the starboard wing tip and the right aileron, wing structural damage to starboard wing. The C-47A aircraft was repaired by April 1945 by the 81st Airdrome Sqn (repair) and was eventually written off at Manila in 1947. The US Navy JRB-3 was un-crewed and further details and fate unavailable.

A9-582 Rec 10RSU x 6 Sqn RAAF 08/10/44 AMSE W/O per File 9/16/2041.

Odd Shots: Spring 2014 Issue: P-3Bs Correction, acknowledgement and Apology.

Often pictures supplied to me are often encapsulated in short emails without many details or sources. The picture is part of the Tom Kaminski Collection.

Gentlemen,

I've found your site to be very interesting and have accessed it several times. I was however, a bit concerned to see one of my images used in your Spring 2014 Newsletter without the proper credit or information provided. I am referring to an image of US Customs and Border Protection P-3 N145CS.

I'm guessing that it was taken from my Flickr site (see below). If you are not familiar with me, I write for numerous aviation magazines including Aviation News, Air Forces Monthly, Combat Aircraft Monthly and Vertical/Vertical911. I generally support enthusiast groups/sites but like most photographers/authors I do require that proper credit be provided when my work is used. The image by the way was taken at Cecil Field, Florida on 19 December 2006 rather than 2013 as noted. Please feel free to contact me at *****
Thank you for your consideration in this matter and keep up the good work

Sincerely, Tom Kaminski: <https://www.flickr.com/photos/34758247@N03/>
Thomas Kaminski, North American News Editor, Combat Aircraft Monthly



The image by the way was taken at Cecil Field, Florida on 19 December 2006 rather than 2013 as noted.

Both of the former Australian airframes were then assigned to US Customs and Border Protection's P-3 Operations Center Jacksonville at the time. The unit is now known as National Air Security Operations Center Jacksonville. I've attached the other aircraft to this e-mail. As you know N146CS was previously RAAF serial A9-605 (US Navy BuNo 154605).Below



Dear Tom

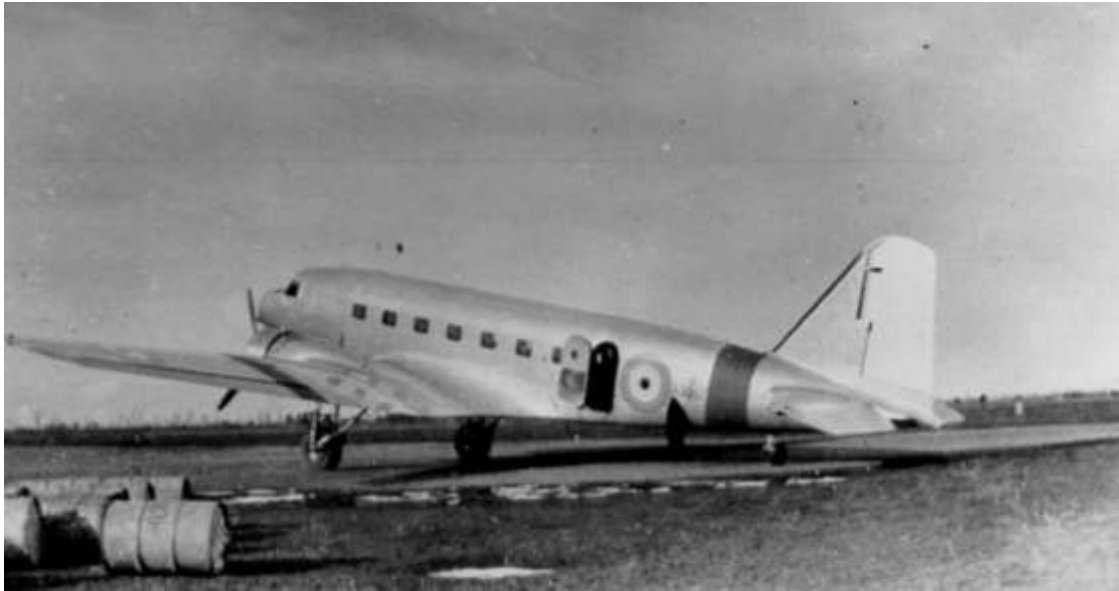
I do apologise for that error of oversight in not checking the source of the pic forwarded to me. I will add an entry on the next Newsletter correcting that omission. Many thanks for your understanding and comments

Gordy
Gordon Birkett 22/01/2015

Odd Shots: 1930's, 1940's and 1950's



DC-2 NC13731. Known to us as A30-12, in General Airlines Service, 1939. GRB Collection



A30-12, after delivery to the RAAF. GRB Collection.



A65-16 FD-G with 35 Sqn RAAF. GRB Collection.



A65-38 VH-CUH "H" 33 Sqn RAAF. GRB Collection



King Fisher A48-13 in “el natural” 1944. GRB Collection.



QANTAS's Lancastrian VH-EAQ 1945. GRB Collection

Next Issue, the Winter 2015 edition, will be out circa late June 2015.

