

**SRSPOL TDL No: TDL331**

**Category No: GEN015**

## **F-111 UNIT HISTORY Vol 3**

**1977 to 1990**

The Binder contains:

1977 to 1990

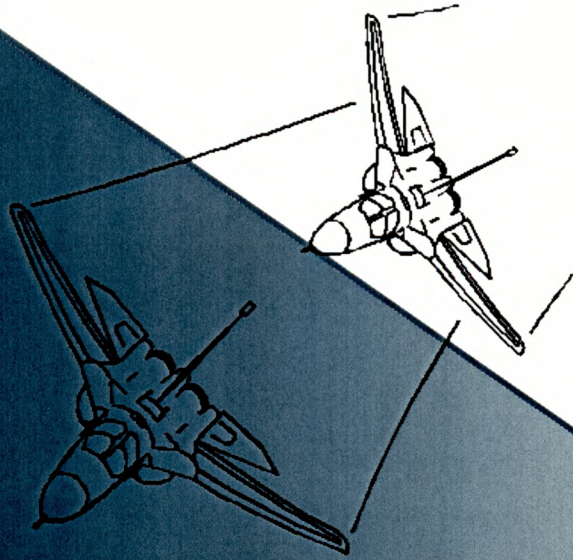
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**1977 to 1990**

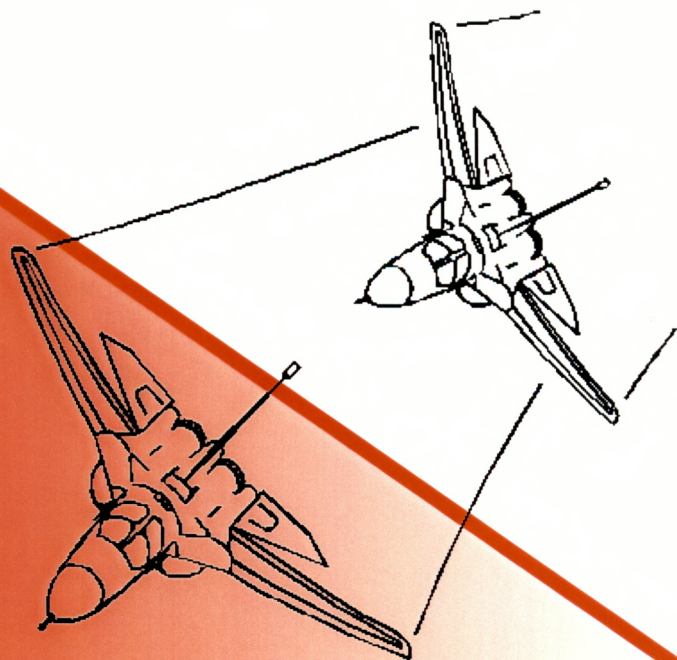


# **F-111 HISTORY**

NEWS PAPER CUTTINGS AND  
ARTICLES OF INTEREST TO  
MEMBERS WITHIN SRLMSQN

**AN SRLMSQN PERSPECTIVE**





# 1977

NEWS PAPER CUTTINGS AND  
ARTICLES OF INTEREST for  
the year 1977

**AN SRLMSQN PERSPECTIVE**





Photo: Mal Lancaster

RAAF F-111C aircraft over Brisbane

☉ RAAF NEWS

CALENDAR 1977

JANUARY							FEBRUARY							MARCH							APRIL						
Sun	Mon	Tue	Wed	Thur	Fri	Sat	Sun	Mon	Tue	Wed	Thur	Fri	Sat	Sun	Mon	Tue	Wed	Thur	Fri	Sat	Sun	Mon	Tue	Wed	Thur	Fri	Sat
30	31					1			1	2	\$	4	5			1	2	\$	4	5						1	2
2	3	4	5	\$	7	8	6	7	8	9	10	11	12	6	7	8	9	10	11	12	3	4	5	6	7	8	9
9	10	11	12	13	14	15	13	14	15	16	\$	18	19	13	14	15	16	\$	18	19	10	11	12	13	\$	15	16
16	17	18	19	\$	21	22	20	21	22	23	24	25	26	20	21	22	23	24	25	26	17	18	19	20	21	22	23
23	24	25	26	27	28	29	27	28						27	28	29	30	\$			24	25	26	27	\$	29	30

MAY							JUNE							JULY							AUGUST						
Sun	Mon	Tue	Wed	Thur	Fri	Sat	Sun	Mon	Tue	Wed	Thur	Fri	Sat	Sun	Mon	Tue	Wed	Thur	Fri	Sat	Sun	Mon	Tue	Wed	Thur	Fri	Sat
1	2	3	4	5	6	7				1	2	3	4	31					1	2		1	2	3	\$	5	6
8	9	10	11	\$	13	14	5	6	7	8	\$	10	11	3	4	5	6	\$	8	9	7	8	9	10	11	12	13
15	16	17	18	19	20	21	12	13	14	15	16	17	18	10	11	12	13	14	15	16	14	15	16	17	\$	19	20
22	23	24	25	\$	27	28	19	20	21	22	\$	24	25	17	18	19	20	\$	22	23	21	22	23	24	25	26	27
29	30	31					26	27	28	29	30			24	25	26	27	28	29	30	28	29	30	31			

SEPTEMBER							OCTOBER							NOVEMBER							DECEMBER						
Sun	Mon	Tue	Wed	Thur	Fri	Sat	Sun	Mon	Tue	Wed	Thur	Fri	Sat	Sun	Mon	Tue	Wed	Thur	Fri	Sat	Sun	Mon	Tue	Wed	Thur	Fri	Sat
				\$	2	3	30	31					1			1	2	3	4	5					1	2	3
4	5	6	7	8	9	10	2	3	4	5	6	7	8	6	7	8	9	\$	11	12	4	5	6	7	\$	9	10
11	12	13	14	\$	16	17	9	10	11	12	\$	14	15	13	14	15	16	17	18	19	11	12	13	14	15	16	17
18	19	20	21	22	23	24	16	17	18	19	20	21	22	20	21	22	23	\$	25	26	18	19	20	21	\$	23	24
25	26	27	28	\$	30		23	24	25	26	\$	28	29	27	28	29	30				25	26	27	28	29	30	31



## CRASHED AIRCRAFT DETAILS

A8-136

PILOT: CAPT William Houstin BAKER

☐ Killed

NAVIGATOR: FLTLT David Allan CLARKSON

☐ Killed

MODEL-TYPE: D1

TYPE VERSION: F-111C

ROLLOUT DATE:

ACCEPTANCE DATE:

TRANSFER DATE:

DATE CRASHED: 28/04/1977

CRASH LOCATION: Armidale, NSW

GD S/N: 12

USAF SERIAL NUMBER: A8-136

LH Wing Sn:

LH Eng Sn:

RH Wing Sn:

RH Eng Sn:

NOTES: *This was the first of the Australian F-111's to crash. RAAF AIRCRAFT (6SQN). Aircraft no longer in the RAAF inventory - Crashed at Armidale, NSW on 28 April, 1977. Crash was due to Air Duct failure through fatigue cracking.*

*Pilot: USAF Exchange Pilot Capt Bill Baker (Billy Bang out), aged 32*

*Nav: FLTLT David Allan Clarkson, aged 29*

*A/C crashed one Klm off the New England Highway 24k NE of Armidale.*

*This was the second time Capt. Baker had ejected from an aircraft. He ejected from an F-100 in South Vietnam in 1970.*



# RAAF F111 CRASH

**SYDNEY.** — An RAAF F111 bomber crashed one kilometre off the New England Highway in northern NSW today.

The crash happened about 12.30 p.m. between Guyra and Armidale.

The crew of two ejected safely, but were taken to Armidale Hospital.

The captain of the F-111 is U.S. Airforce exchange officer, Capt. Bill Baker, 30, and the navigator is Flt.-Lieut. David Allan Clarkson, 29.

The plane burst into flames after it hit a short distance from a motel.

Emergency services were sent to the scene to treat the crew and extinguish the flames.

The F-111 was from No. 6 Equadron at Amberley Air Base near Brisbane.

A court of inquiry into the crash has been convened by the air officer commanding operational command, Air Vice-Marshal F. S. Robey.

The RAAF said today that the crash was believed to have been caused by an explosion in the rear of the aircraft.

It is the first of Australia's F-111s to crash.

The plane crashed on the property of Mrs Marion Rose, of Guyra.

"We were having lunch when he heard the jet fly over, and then we heard a tremendous bang," Mrs Rose said.

"The plane crashed about

one kilometre away from our house.

"The pilot told my husband that the jet 'just got out of control,'" she said.

The first of Australia's 24 F-111s brought from the U.S. at a cost of \$313 million, arrived in 1973.

An RAAF spokesman said it would now cost "about twice as much to replace the fleet, making one F-111 worth about \$25 million



# F-111 down in flames

## — 2 safe

SYDNEY. — Two airmen parachuted to safety after their F-111 fighter-bomber exploded in mid-air yesterday.

The jet was on a navigation training flight when the back of the plane exploded at 9500 ft. about 24 km north-east of Armidale in northern NSW. It was the first RAAF F-111 crash.

The pilot, Capt. William Houstin Baker, 32, on exchange from the U.S. Air Force, was unhurt.

His navigator, Flight-Lt. David Allan Clarkson, 29, was cut and bruised when their ejection capsule hit the ground after drifting several thousand feet by parachute.

The swing-wing jet from the Amberley RAAF Base in Queensland, was on an exercise over the northern tablelands.

It crashed 6 km east of the New England Highway at Black Mountain.

Local grazier Mr Lloyd White said: "I was eating lunch when I heard the F-111 go over the top."

"I looked outside and saw the jet low down and trailing a long tongue of flame. A second later I saw a bright parachute open below it."

"It was orange and white and there seemed to be a box hanging from it. I ran back inside and phoned the police and Guyra bush fire brigade."

"My wife went outside and she heard a terrific thump and saw smoke go up. I ran down the paddocks to see the plane had hit the side of a hill and had blown up."

"It was burning pretty well and there was wreckage everywhere including up in the trees. About half-a-kilometre away was the pilot's ejection capsule with its orange parachute."

"The pilot — he's an American — was up and about and was unhurt. The navigator was injured and an ambulance came for him."

Soon after the crash a second F-111 arrived on the scene and circled for 30 minutes.

According to the attrition rate — the number of planes which can be expected to crash according to the hours flown — the first F-111 crash should have happened three years ago.

The RAAF is expected to be able to replace the crashed plane with a secondhand F-111 from the U.S. Air Force for about \$5.4 million.

● **RIGHT:** The F-111 pilot, Capt. Bill Baker. Below: He talks to a policeman while the plane still smoulders in the background. Another picture, Page 2.

# NEWPORT ON

## — AT LAST

By ALLISON BROUWER  
and BEN AINSWORTH

A 500-megawatt power station should be built on the Newport site, the Newport review panel has decided.

The panel's 3-1 decision was announced late yesterday.

Mr Norm Gallagher, a leading union opponent of the Newport plan, said last night trade unions would abide by the decision.

The three panel members who decided in favor of Newport were panel chairman Sir Louis Matheson, the Environment Protection Authority chairman, Mr Jack Fraser, and the Gas and Fuel Corporation chairman, Mr Neil Smith.

They have laid down strict conditions for operation of the station.

It will have to shut on a minimum of eight hours' notice from the EPA if there is a danger of photo-chemical smog.

The panel estimates this could apply on up to 28 days a year.

In a majority report, the three members said the costs of putting the station at an acceptable alternative site would be unreasonable.

It would cost about \$100 million more to build the station at either Trafalgar North, or Garfield, in Gippsland, and operating costs would be much higher.

Meeting the extra costs would mean a rise in electricity prices of 7½ per cent a year for three years for all consumers.

The fourth panel member, Trades Hall Council president, Mr Jack Ellis, opposed Newport and recommended one of the Gippsland sites.

### 'Less than first plan'

He said resiting the station would still cost considerably less than the sum the SEC originally had planned to spend on Newport.

The added environmental cost to public health of a station at Newport, could not be calculated.


The Premier, Mr Hamer, said last night he was pleased a decision had been made.

The Government, the T.H.C. and the Labor Party had agreed when the panel was appointed, late last year, to abide by its decision and he expected this agreement to be honored, he said.

"We would like to see work on the station start immediately, as it needed to prevent power shortages in the future," Mr Hamer said.

"The SEC has got to go-ahead, and I hope they can go ahead smartly."

● Continued Page 2



**The Sun**

NEWS-PICTORIAL

PHONE 63-0211 (Classified 63-0351)

10c

19,022

**630,473**

Average daily sale

Melbourne, Friday, April 29, 1977

72 Pages

WEATHER. — Bureau city forecast: Few showers. Cool wind. Expected top temp. 17C. Yesterday's 19C. • Details — Page 34.





## Seven bags the Games

MOSCOW, Thurs., AAP. — Australia's National Seven Network has bought exclusive rights to televise the 1980 Moscow Olympics to Australia.

A contract was scheduled to be signed at Soviet Olympic Committee headquarters tonight.

General manager of HSV7, Melbourne, Mr Ron Casey, who is in Moscow negotiating the deal, said the agreement would give the network the right to all distribution in Australia.

He said that if other stations wished to televise the Olympics, they would have to buy them from Seven.

Mr Casey said the network had paid a substantial sum for the rights, but would not give a figure, saying there were still legal formalities to complete in Australia.

The contract included a promise from Soviet authorities that facilities for live TV transmission to Australia would be provided, Mr Casey said.

Mr Casey said the Seven Network would send a sizeable team to Moscow to cover the Games.

It would probably use Soviet camera coverage of some events, but do its own coverage of certain competitions and activities.



# Strike to stop all planes

AUSTRALIA's domestic and international air services will be grounded for at least 12 hours from noon today.

A strike by more than 1000 air traffic controllers in all states will halt the planes.

The men will attend mass meetings to decide whether to stay out for longer than 12 hours or return to work.

In Canberra yesterday, the Transport Minister, Mr Nixon, warned that tough new legislation would be introduced in Parliament if the strike

By BEN AINSWORTH

was still going on Tuesday.

He said he hoped the air traffic controllers would prove the legislation unnecessary by going back to work.

But he said the legislation would be introduced at some stage even if the strike ended within 12 hours.

It was speculated that

the strike - breaking legislation would include provisions for standing down federal employees who went on strike or engaged in go-slows or work bans.

But Government sources said last night no final decision had been made on the exact form of the legislation.

The air controllers, members of the Civil Air Operations Officers Association, want a wage increase of 36 per cent.

The association's industrial officer, Mr Robert Carlick, said last night the executive had decided not to make any recommendation on whether the strike should continue.

He said the rank-and-file would make the decision by secret ballot.

The air controllers are seeking the wage rise after two recent court decisions.

These found air traffic controllers had more responsibility than pilots when handling planes involved in accidents at Sydney and Perth airports.

Mr Garlick said a radar approach-operator in Melbourne, Sydney and Brisbane earned \$16,225.

The 36 per cent rise would bring his salary to \$22,066, the rate of a first officer on a jumbo jet.

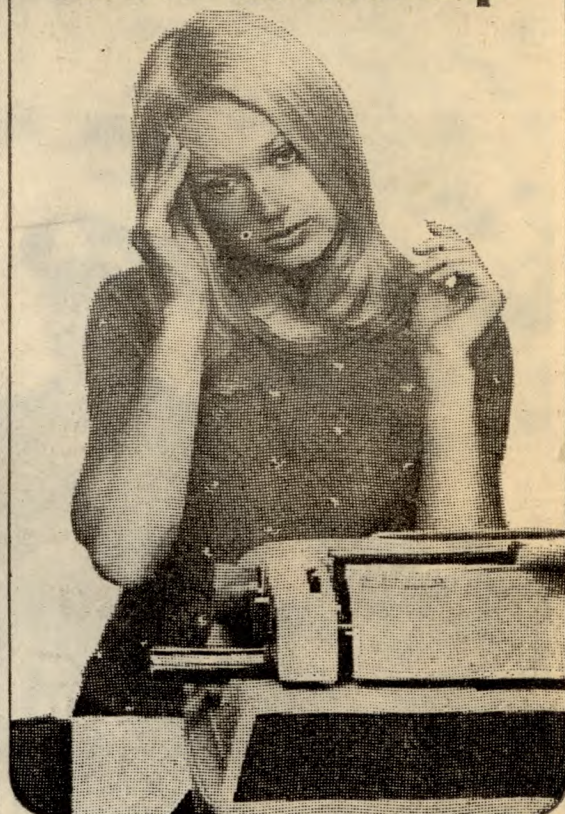
Talks yesterday morning between the association and the Transport Department before Public Service Board Deputy Arbitrator Mr R. H. Watson, produced a formula which is hoped to bring a quick return to work.

TAA and Ansett are scheduling more flights before and after the strike and have asked passengers to contact booking offices for amended flight times.

• LYING in a New England paddock is the sophisticated escape capsule used in the RAAF's first F-111 crash. It consists of the entire cockpit module of the aircraft, and it was lowered to earth by one parachute after being ejected from the crashing plane.

## HEADACHE

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## Newport's on

• From Page 1

The SEC would have to accept the conditions set by the panel for operating Newport, he said.

The SEC will have to finance an air monitoring and air quality prediction program to be carried out by the EPA — including tests of emissions from the station.

The SEC also will have to compile and publish at least annually facts on air emissions from the station and from any air monitoring in the Melbourne area that it does.

The panel directed that present SEC stations at Newport, Richmond and Spencer St. must be removed within two years of Newport opening.

The SEC will have to meet the cost of building a park, landscaping and amenities on the old Newport station site.

The new Newport station also will have to be pulled down when its operational life ends, or by the year 2012, and a park developed on the site.

The full panel criticised the SEC attitude on Newport.

The SEC had appeared most reluctant to concede that any of its decisions were open to challenge, the panel said.

"Such an inflexible attitude does not bode well for the future," the panel said.

The panel urged the Government to ensure that important issues such as energy, use of resources and pollution, were built into the thinking of all its agencies, particularly the SEC.

SEC chairman, Mr Charles Trethowan, said last night, even with the decision, there would be electricity shortages and higher power charges.

There had been substantial delays and while the new station was being built, inefficient plant and stop-gap gas turbines would have to be used, he said.

"The panel has endorsed our view that Newport is the best site."

Mr Norm Gallagher, secretary of the Building and Construction Workers' Federation, said last night some unions would be very happy to get out of the black ban.

"The power station had better be a clean one," he said. "Mr Hamer might be very sorry he built it there, because, for once, the fall out will not come into working class areas but will hit areas like Kew and Balwyn which are blue-ribbon Liberal seats."

The executive of the Victorian ALP Socialist Left said the panel's recommendation was "totally unacceptable" and called on unions to maintain bans.







