

SRSPO TDL No: TDL333

Category No: GEN017

F-111 UNIT HISTORY Vol 5

2001 to xxxx

The Binder contains:

2001 to xxxx
SQN and SRSPO History as compiled by CM.

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Department of Defence

Certificate of Commendation

Awarded to

THE F-111G RESIDENT PROJECT TEAM

This certificate is presented to the men and women of the F-111G Resident Project Team to recognise the significant contribution to the successful completion of the Digital Flight Control System modification of the Royal Australian Air Force fleet of F-111G aircraft (Project Air 5225 Phase 3C).

The resident project team has performed commendably to achieve the milestones and the timely release of aircraft back to the user. The team displayed excellent team-work and resourcefulness to complete their important role in the modification activity. Through dedication, professionalism and innovation the team achieved all work within schedule while operating within an environment of great change and disruption. The quality contribution by the team has resulted in the delivery of a successful project that has reduced the support costs for the F-111 fleet, and in doing so provides a significant contribution to the Australian Defence Force aim of retaining this Weapon System into the 21st Century.

The F-111G Resident Project Team is commended for its excellent achievement which brings credit to itself and the Defence Materiel Organisation.

A handwritten signature in dark ink, appearing to be 'G.F. Bates'.

G.F. BATES, AM
Air Commodore
Director General – Aerospace Combat Systems

31 October 2000



Welcome
to the Signing of the
F-111 Weapons System Business Unit
and
Block Upgrade Program
Contracts



By
The Commonwealth Authority
and
Boeing Australia Limited

RAAF BASE
AMBERLEY

Thursday 16 August 2001



Defence Materiel Organisation

Purpose:

We equip and sustain Australia's Defence Force.

Vision:

To set the Defence Materiel Standard.



Boeing Australia Limited

Military Aerospace Support

Vision:

As an integral part of the Boeing Company, we will be the leading regional provider of world-class quick response Aerospace Support solutions to our customers needs.

ORDER OF CEREMONY

1400 Hrs – **Air Vice Marshal Conroy**

Head, Aerospace Systems Division – Defence Materiel Organisation

1420 Hrs – **Mr Colin Giles**

General Manager Military Aerospace Support – Boeing

1445 Hrs – **Air Commodore David Dunlop**

Commander Strike Reconnaissance Group

1455 Hrs – **Signing of F-111 Weapons System Business Unit Contract**

1505 Hrs – **Signing of the F-111 Block Upgrade Program Contract**

1515 Hrs – **Media Opportunities/Afternoon Tea**

Master of Ceremonies: **Wing Commander Tim Malone**

Commanding Officer Aircraft Maintenance Squadron

Milestone marked

An engineer who joined the Air Force as an apprentice at the age of 15 has marked the milestone of 20 years as a Warrant Officer.

WOFF Gordon Passmore, a TF30 Engine Logistics engineer, received a presento from Group Captain Thies at a function on Melbourne Cup Day. In 1963 'Pud' Passmore joined the RAAF with the aim of becoming a pilot. "I wanted to become a pilot but I needed to get my education levels up, so I studied at night and made it as far as the board," he said.

"Turns out I didn't have the right stuff, so I went on and became an engineer." WOFF Passmore says it is circumstance and a drive to be part of the military that has kept him in the RAAF for nearly 40 years.

"I've always had good

postings and I'm with a great bunch of guys," he said.

"We've known each other a long time; some of us even came through Wagga together."

Aside from a framed certificate, WOFF Passmore was presented a stylised model of a Mirage, hand made from engine parts by his workmates.

"I wasn't expecting that and I was really pleased," he said.

"It'll take pride of place somewhere.

"I'll have to get a bar now to put it on."

It's been a busy two decades for WOFF Passmore since becoming a Warrant Officer. In 1981 he was OIC of Maachi, Winjeel, and Iriquois Section at Williamstown, from '84 he was Warrant Officer Engineer at 3SQN/79SQN at Butterworth, from '86 he

was Warrant Officer Quality Assurance Section 3AD, and RAAF Resident Engineer for Army Aircraft Queensland concurrently. In 1990 he was Warrant Officer In Charge of 3AD Engine Rework Section, from '91 he was at HQ Logistics Command in Melbourne, and came to his current position with TF30 Engineering in 1993. In January WOFF Passmore will leave the RAAF and become an APS in the same area.

His job will be largely the same, but he says that not actually being in the RAAF will make his workday feel different.

"It's definitely a change of mindset because I won't have the secondary appointments of military life to keep up with," he said.

"My work will have the same levels of difficulty

but there won't be the other responsibilities, which will probably mean I'll be better able to concentrate on my job."

He anticipates it will also give him more time to spend on his interests, including aircraft restoration, faceting and tumbling gemstones, and doing up his 1969 Toyota Crown.

WOFF Passmore is also training to become a Rover Adviser with the Scouts as well as helping out with the Amberley Guides and Scouts fundraiser recycling program.

His workmates agree that there will need to be some adjustment to civilian life for the Warrant Officer.

"The guys on the floor reckon I don't own any civvie clothes," WOFF Passmore said.

"It's not true. I've got a pair of shorts in there somewhere."



ABOVE: WOFF Gordon Passmore has achieved 20 years as a Warrant Officer.

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Vol 13 No 24 Thursday 6 December 2001 Tel: 07 3282 9019

IN THIS ISSUE | **Bumper Christmas Catalogue full of great gift ideas** | **PLUS All our regular features** | **Motoring** | **Real Estate** | **People** | **Sport**

Last RAAF outpost in Hangar 410

A band of 'maintainers' working in a corner of what is now the Boeing hangar on the last RAAF R4/5 servicing on an F-111 represent the final RAAF presence in Hangar 410. Team Leader, SGT Bruce Madsen said that they were committed to test flying the F-111G (A8-272) and handing it over to 82 Wing before Christmas. The aircraft has been something of a 'hangar queen' since entering the servicing schedule early in the year and shows signs of hanging around for as long as possible. The decision to complete the R4 using RAAF personnel meant that the team had little support infrastructure while work continued. Boeing

now 'owns' the facilities and equipment and spares that were previously readily available now take time to be supplied. "We just want to get the jet out of here and move on to new jobs in the squadrons," SGT Madsen said. "Without spares and other support the job has been difficult. The transition from 501 Wing to Boeing has dragged on and now we just want to get the job finished and be elsewhere." Being the last RAAF people in the hangar is something new for SGT Madsen who has been involved in deeper level maintenance for the F-111 since 1983. "I'm sure that the Boeing people will do a good job... it's just time for us to go."



ABOVE: An F-111 laden with live bombs takes off on a bombing sortie during Exercise Aces North.

Photo: LAC Colin Dadd, 81 Wing

Boeing takes over F-111 work

After months of uncertainty for the personnel of 501 Wing the transition of F-111 maintenance operations to Boeing is complete. 501 Wing ceased to exist on December 1 and the RAAF presence is vested in the Strike Reconnaissance Systems Program Office

(SRSPPO) overseeing the \$576million, 10 year F-111 maintenance contract awarded to Boeing. "From when market testing was first conceived about 1998, 501 Wing has gone from having approximately 1200 staff to 150 in what is now the SPO, and the majority of those are public

servants," said Group Captain Gary Thies, Officer Commanding SRSPPO. "Back then those 1200 people were responsible for in-service maintenance of the F-111, and now we have maintenance and capability enhancement through major projects." The result of the handover of operations to the contractor will be a more streamlined deeper maintenance system. "The difference is that 501 Wing did all the work and now we contract industry to do the work," GPCAPT Thies said. "We're still responsible for the same outcomes but we're not using our own workforce to do the work." The underlying concept with outsourcing the maintenance work is to redirect uniformed personnel from routine maintenance to direct support of operations. "The Defence Reform Program three or four years

ago identified the need to move our uniform workforce to doing the jobs they'd do in times of contingency because if we did find ourselves in conflict we'd expect industry to do those jobs anyway," GPCAPT Thies said. "With the reduction in ADF numbers we couldn't afford to have a lot of our uniform workforce tied up in support functions." However, the contract with Boeing has been negotiated to ensure uniform personnel are kept up to date with the latest in technical advances and processes. "Within all our contracts we have built in [a requirement] for members required in uniform, which allows us to identify positions outside our normal operations where there are specialist skills for our staff," GPCAPT Thies said. "We can embed our people in that industry to allow them to build their expertise on those tasks so they aren't

expected to ramp up at the last moment." A specific element of the contract is the degree of autonomy granted to Boeing to resolve engineering and logistics issues and to authorise new maintenance systems. "It's a step beyond the way we've always worked and it means the contractor is now responsible for making sure all the spares they need are in place and those sorts of issues," GPCAPT Thies said. "It means we're not having any excuses and I think industry welcomes that because it allows them to get on and do their job." After contracts were finally signed in August the transition process took place within the required three-month time frame; however, progressing to that contract signature stage took a year longer than anticipated.

Continued Page 2.



ABOVE: Members of the last RAAF R4/5 servicing team pose in front of F-111 A8-272 due to test fly next week.

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DEDICATION OF THE NEW SR SPO FACILITY
WEDNESDAY 10 JULY 2002

Introduction of CHAP (SQN) Bob Heathwood (SPO Chaplain)

CHAPLAIN: May the favour of the Lord our God be on us.
Establish for us all that we do. Psalm 90: 17

PEOPLE: *Let everything that has breath praise the Lord!*
Psalm 150: 6

CHAPLAIN: God of infinite mercy,
we trust in your good purposes
of peace for all your children.
We pray for all those who work
in the defence of our nation.
Especially, we ask that you will
watch over those who work in the construction of this building.
Be with those in positions of authority,
that they will seek service before privilege.

PEOPLE: *May we serve God and our nation well.*

CHAPLAIN: Guide those in authority who will make decisions
that will effect the people
for whom they have responsibility.
Sustain us all in our work,
support us in our anxieties,
and strengthen us to seek and pursue
the well-being of all people.
Give us joy in our service,
due pride in success,
and, in all our endeavours,
the approval of a good conscience.

PEOPLE: *May the Lord bless us and guard us.*

CHAPLAIN: Almighty God,
You are the light of the minds that know you.
We thank you for this new facility, yet unseen,
which government, technology, labour and art will provide.

We dedicate the ground upon which
this new facility will be established
and praise you for the many blessings
that those who work in the current building receive.
Through Christ our Lord.

PEOPLE: *Amen*

Benediction

CHAPLAIN: Keep hold of what is good
and avoid all forms of evil.
May God himself, the God of peace,
keep you sound in spirit, soul and body,
so that you may do his will
in every good deed and word.

And the blessing of God almighty
Father, Son and Holy Spirit
be with you and abide with you always.

PEOPLE: *Amen*



Status of suspended F-111s up in the air

Geoffrey Barker

When is an aircraft grounded but not grounded? When it's only suspended from flying.

That is the current status of Australia's front-line F-111 strike bombers at the start of Exercise Pitch Black 2002.

Billed as critical to maintaining Australia's air security capabilities, Exercise Pitch Black starts

throughout northern NSW and southern Queensland today with 60 RAAF and Singapore Air Force planes doing low-level attack and defence exercises.

But the absence of the F-111s seems to rather limit the exercise.

Not at all, said Lindsay Dooley, the Exercise Pitch Black information officer.

The F-111s, she said, had been suspended from flying but were

not grounded and would be used pending finalisation of the investigation into their airworthiness.

How planes might be suspended from flying but not grounded is unclear.

Perhaps, like Mohammed's coffin, they hover free and high between heaven and earth, defying the surly bond of gravity.

Squadron Leader Dooley said an

unfavourable finding by the airworthiness investigation team would lead to the exclusion of the F-111s from Exercise Pitch Black. Their role could be taken by RAAF Hornets and Singapore F-16s assuming more of the strike role.

Sleep soundly tonight, Australia. Somewhere out there, up there, the F-111s are guarding the skies, suspended but not grounded.

Scenario and photographs

References:

- A. Ref File SRSP0/2148/2/EQUIP Pt1
- B. CD - A8-112 Antinov Trip from Darwin.

The photographs and data within this file relate to the recovery of A8-112 from Darwin to Amberley on an Antinov Heavy Cargo Aircraft. This occurred Apr 2003.

The recovery action was required following an internal fuel tank explosion damaging the aircraft to a level requiring Deeper Level Maintenance (DLM) for repair. It was un-airworthy.

Two options were considered for the recovery one being road transport and the preferred and chosen option was air transport.

Originally a C5 was considered for use, however its schedule was cancelled. The Antinov became available.

Boeing maintenance personnel assisted 82WG members in the prep and loading of the aircraft in Darwin.

SRSP0 co-ordinated the project and accepted the Engineering aspects of the project.

Compiled by SRSP0 Disposal Project - Jan 2009





































90.



No 82 Wing

To: SQNLDR Fulcher SRSPD
Fax: (07) 546 13148
Tel:
E-mail:

From: FLCOFF Lee 82WG O/ROOM RAAFBASE AMBERLEY QLD 4306
Fax: (07) 546 14313
Tel: (07) 546 14
E-mail: anthony.lee4@defence.gov.au

Subject:		
Reference:	Date: 24 Feb 03	Pages (including cover) 4

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Instructions or comments:

Sir,

Please find enclosed the weight report.

Thanks,

A.J. LEE
FLCOFF

NO. 058 P. 2/4
T-946 P. 002/005 F-185

0754812652
82 WING HEADQUARTERS 07 54612306
24 FEB 2003 15:03 FROM 65SQN MCS
24-02-2003 12:15

191
formerly TAM 80
revised Aug 89

Department of Defence
AIRCRAFT WEIGHING RECORD
In Accordance with DI(AFI) AAP 7021.008-1
NOTE Copy to be forwarded to AIRENGA HQSC

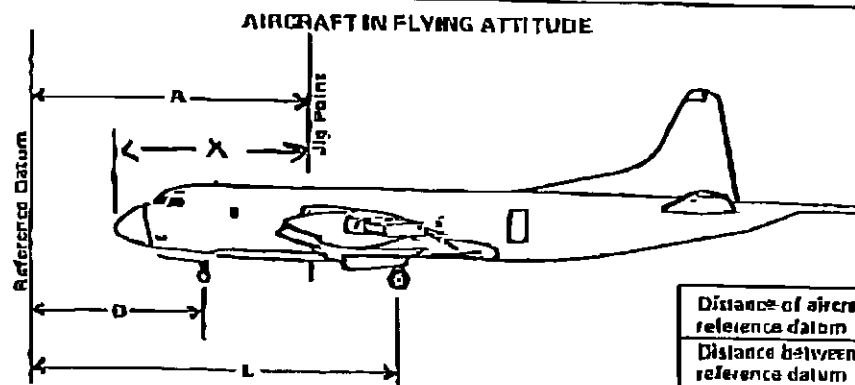
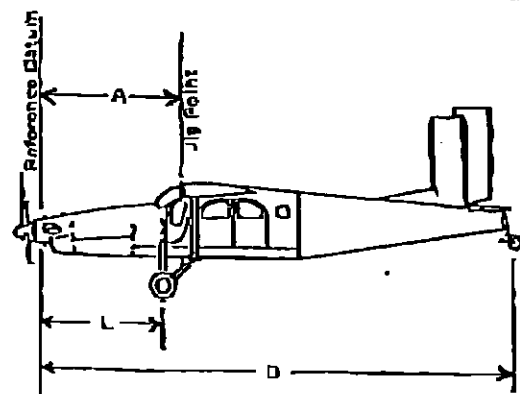
Basic Weight	27600 lbs
C.G. of Basic Weight	SEE NOTES
Basic Moment	13451532.3 IN-LBS

Aircraft	Serial No	Weighted At	Reason for Weighing
F-111C	A8-112	RAAF Darwin	WEIGH NC PRIOR TO AIR TRANSPORTATION
Location of Datum for Weighing Purposes		Weighing Points Used	Weighing Kit Type
395.8" FWD OF JIG POINT		NOSE & MLG	PADS
Social No			Date of Weighing
PADS INSPECTED & WITHIN CAL			24 FEB 03

FIRST WEIGHING					
Support Points	Cell Colour	Scale Reading lb	Zero Correct lb ±	Calibration Correct lb ±	Corrected Reading lb
Left Main " left fwd		10082	+1		10083
Right Main " right fwd		10355	+1		10356
Tail " left aft					
Nose " right aft		7220	-1		7219
Total 1st Weighing					27658

SECOND WEIGHING						Average Weight
Support Points	Cell Colour	Scale Reading lb	Zero Correct lb ±	Calibration Correct lb ±	Corrected Reading lb	
Left Main " left fwd		10094	0		10094	10088
Right Main " right fwd		10355	-1		10354	10355
Tail " left aft						
Nose " right aft		7215	-1		7214	7216
Total 2nd Weighing					27662	27660

Note: Total weights obtained must not differ by more than 0.2% or 25 lb whichever is the greater.



X = DISTANCE FROM FRONT OF
RADAR BULKHEAD TO SIG
POINT
= 282.0"

Distance of aircraft datum or jig point from reference datum	A = 395.8 IN
Distance between main support points and reference datum	L = 562.5 IN
Distance of nose/tail support from reference datum	D = 270.5 IN

CALCULATIONS

Support Point Total	Weight (Lbs)	Arm (IN)	Moment (LB IN)
Main * Fwd	20443.5	1562.5"	11499469
Nose/Tail * Aft	7216.5	270.5"	1952063.3
Aircraft as Weighed Total	27660		13451532.3
Less Items From Block 1	/	/	/
Plus Items From Block 2	/	/	/
Aircraft Basic Weight	27660		13451532.3
* Denotes Unusable			

Miscellaneous Calculations

$$C.G. = \frac{\text{TOTAL MOMENT}}{\text{TOTAL WEIGHT}}$$

$$= \frac{13451532.3}{27660}$$

$$= 486.32"$$

aft of the datum.

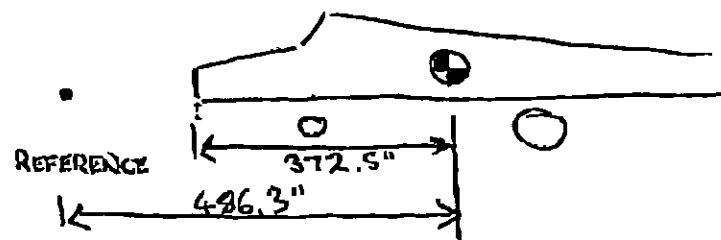
FOR REFERENCE:

The C.G. of 486.32" is equivalent to 372.5" (31.04 feet) aft of

Miscellaneous Notes

the FWD RADAR BULKHEAD (the most forward part of the aircraft remaining)

This position has been marked and is approximately one inch forward of the auxiliary cowl lip.



WEIGHING OFFICER'S CERTIFICATION

I certify that I have weighed the aircraft in accordance with DI(AE) AAP 7021.008-1 and that I have personally checked the weighing calculations on this form for accuracy.

[Signature]
(Signature)

FLTLT HARE
(Printed Name)

AWO 6SQN
(Appointment)

(Rank)

24 FEB 03
(Date)

NO. 058 P. 4/4
T-945 P. 004/005 F-195

0754612853

82 WING HEADQUARTERS 07 54612306

24 FEB. 2003 15:04
24-02-2003 12:15 FROM: 6SQN MCS

24-02-2003

12:07

FROM:

1-011

P. 004/004

F-008

Stab Pintle dimension: (Stabs removed)
19" beyond the fuselage. T.O. 1F-111C-3
Therefore the overall width at this point is a maximum of
14foot 7inches (4.42m)

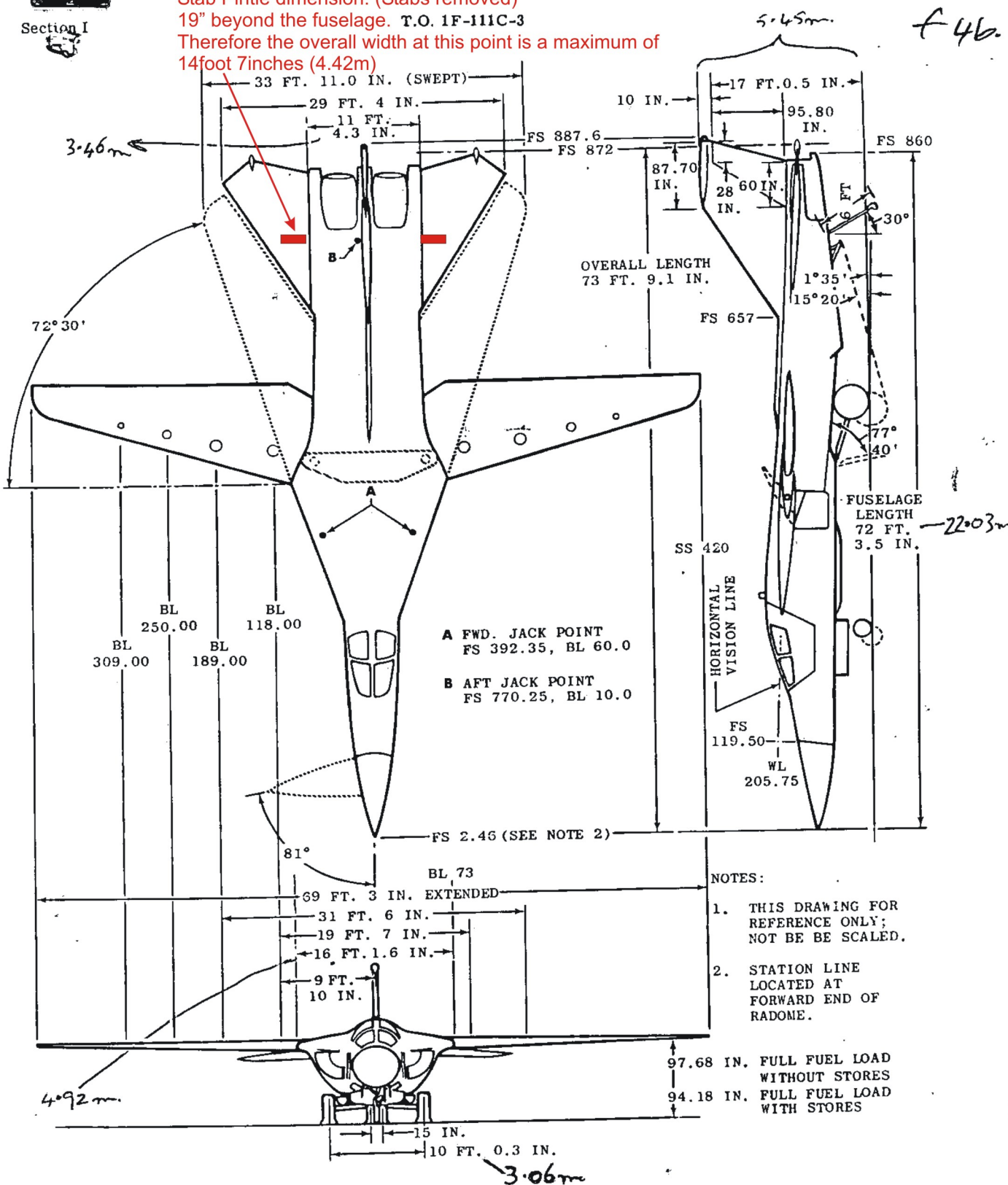


Figure 1-2. Principal Dimensions