



**40th Anniversary
of the
Formal Acceptance
of the F-111**

Friday 5 Sep 08
RAAF Base Amberley
Hangar 410, Hardstand



**Group Captain Peter Lloyd, Officer Commanding
No 82 Wing, together with Group Captain Robert Lawson,
Officer Commanding Strike Reconnaissance System Program Office
invite you to commemorate the 40th anniversary of the formal
acceptance of the F-111 (in Sep 1968). The focus is the
commemoration of the first acceptance test flight by A8-126 and the
status of that aircraft as the only Australian F-111 to be accepted and
flown as an Australian aircraft between 1968 and 1973.**

Order of Proceedings

	Time	Activity	Location	Remarks
1	1030	Guests arrive	Hangar 410 hardstand	
2	1045	Welcome by MC	Hangar 410 hardstand	MC role to be performed by GPCAPT Robert Lawson, OC SRSPO
3	1050	Address on 40 years of F-111 capability and operation	Hangar 410 hardstand	Address to be delivered by WGCDR Alan Curr, SO1 ATC
4	1100	Address on F-111 and the community	Hangar 410 hardstand	Address to be delivered by Cr Paul Pisasale, Mayor of the City of Ipswich
5	1110	Address on recollections of aircraft acceptance	Hangar 410 hardstand	Address to be delivered by original Flight Test Engineer (Mr Harold Walton)
6	1120	Media/Photos	Hangar 410 hardstand	
7	1130	Luncheon for VIP attendees and 82WG/SRSPO Executives	Officers Mess	



F-111G A8-272 “Boneyard Wrangler”

13 Nov 2006

On 17 October 06, F-111G A8-272 was placed unserviceable after a left hand shear ball retainer and shear ball was found to be damaged during an after flight inspection. The aircraft was consequently parked and an inviolate storage status was placed on it until a decision could be made as to its future.

This aircraft is identified in the F-111G Strategy Paper as the best candidate to be transferred to the RAAF Museum at Pt. Cook for display, due to its history as an aircraft that was resurrected from desert storage.

The aircraft has 28 Airframe Hours (AFHRs) remaining before Deeper Maintenance is due, at which time it is planned to retire the aircraft. 4 AFHRs will be preserved for the transit to Pt. Cook, leaving 24 AFHRs available to 82WG for the next F-111 Aircrew Conversion Course, which is scheduled for the first half of 2007.

SRSPo has obtained a ROM quotation for A8-272's repair. Estimated total value of a formal Survey and Quote is expected to be up to \$100,000.00. Repair will be under an Indefinite Quantity task and is not expected to commence until early 2007, which would make the 24 flying hours available to 82WG in the March to April time frame. This is considered by PPU to be a suitable outcome as it would of best benefit to the 82WG Conversion Course Schedule.

Further costing and research is under way with respect to viability of eventual transfer of aircraft to Pt. Cook.

NOTE: The repair did not eventuate.

2009

Fifteen F-111G aircraft were purchased in 1993 to supplement the FIRF- 111C fleet and reduce the annual rate of effort on each airframe, thus ensuring the F- 111 aircraft would remain a viable force until the Withdrawal Date, now 2010. One F-111G was lost in a flying accident in 1999.

The last F-111G aircraft was retired from operational service in early Sep 07 and the RAAF Museum has requested an aircraft for display at Point Cook.

A8-272 is the preferred aircraft to be displayed due to its unique history as the only F- 111G to be recovered from the Aerospace Maintenance and Regeneration Centre (aka the Boneyard) in Tucson, Arizona. All other aircraft were still in United States Air Force (USAF) service when identified for sale to the RAAF. A8-272 will be the only F- 111G aircraft to be displayed, as retired F- 111 C aircraft will be used for all other display purposes.

The Defence Export Control Office in Strategic Policy Division has advised that approval by the US State Department is not required for transfer of this aircraft, as A8-272 will remain under Commonwealth ownership. Ongoing responsibility for compliance with International Trade in Arms Regulations will remain with the RAAF Museum.

The disposal and destruction of all the F-111G aircraft and associated inventory will be prepared for approval in November 2008, with the disposal activities commencing later in FY08/09.

Funding requirements for F-111 Withdrawal, Decommissioning and Disposal activities will be included in the budget for the Strike Reconnaissance Systems Project Office. As the aircraft is no longer airworthy, it will be transported by road from RAAF Base Amberley to Point Cook and is expected to be in place at Point Cook by mid 2009. The cost for transferring A8-272 from Amberley to Point Cook and preparing the aircraft for display will also be taken from the Strike Reconnaissance Systems Program Office (SRSPO) Withdrawal, Decommissioning and Disposal budget.

Relocating A8-272 to Point Cook Museum:

Phase 1

Preservation tasks;

Prepping Aircraft for road transport - Wing, Radome, Speed Brake, Stab, Fin and Engine removal;

Load aircraft onto road transport (27 Apr 09)

Phase 2

Deploy road transport convoy departing 28 Apr 09

Phase 3

Unload 01 May 09

Phase 4

Main party deploys (12 personnel) 04 May 09

Phase 5

Re-assembly of A8-272

Phase 6

Handover 20 May 09

Phase 7

Redeploy back to RAAF Base Amberley (11 via civil air, 2 in the 6SQN vehicle via road)







OVERSIZE

ERNH20

TUFF
TRAILERS

TUFF
TRAILERS

TUFF
TRAILERS

TUFF
TRAILERS



DEFENCE BUDGET CUT BACKS

Its so bad even the pilots don't get to ride in the plane anymore

The F-111 Program
cordially invites

Mr Peter Kelly

to attend the celebration
for the
completion of the

Final F-111 Deeper Maintenance Aircraft

4th November 2009
11.00am for a 11.15am start
Hangar 278, BUP Area
RAAF Base Amberley

F-111 PROGRAM
Invitation

RSVP: Roslyn Barry
23rd October
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07 5461 4653

Deep maintenance on F-111 concludes



Celebratory handshake at the handover of the last RAAF F-111C to complete deep maintenance. (L to R) Ian Gabriel, Boeing Defence Australia F-111 program manager; Group Captain Peter Lloyd, Officer Commanding 82 Wing which flies the F-111; John Duddy VP and MD of Boeing Defence Australia and Air Commodore Roy McPhail, Director General of Aerospace Combat Systems.

PICTURE: Peter Ricketts

With the rundown of the formidable F-111C as it moves towards its retirement from the Australian Air Force at the end of next year Boeing Defence Australia last Wednesday handed back to the RAAF the last F-111C to undergo Deep Maintenance. Australia is the last operator of the F-111 which was described during the handback ceremony as the fastest and longest range combat aircraft in the region. The USA retired the last of its aircraft in 1998. Boeing became the OEM and the Design Authority Certificate holder for the complex strike bomber in view of the depth and complexity of the work it undertook on the RAAF's aircraft. Over the years it has won several engineering awards for the work it has done on the aircraft. The company took over the deep maintenance of the F-111C in 2001—the RAAF completed the first in 1974 after its F-111s entered service in 1973. The first aircraft was handed over to the RAAF in 1968 but stress

problems with the wing swing mechanism forced a major redesign and a holdup in the delivery from the US to Australia. The intensity of the maintenance program on the aircraft would cause an airline chief executive to have nightmares—the work is required every 530 flight hours and takes several months to complete. Each of the F-111Cs, which have been in service since about 1971, have between 6000 and 8000 flight hours logged. The work on the first aircraft to be completed by Boeing took 42 weeks—a time which was reduced as experience grew. Duddy said collectively the fleet of 28 F-111s had taken more than 1200 weeks and 500,000 man hours to service. The replacement of the F2 upper wing skin, which was completed on only one aircraft, took 12 months to complete as the new skin had to be designed from scratch. According to Duddy the most complex job was repairing a large hole blown in a fuel tank following electric arcing. **To F-111: Page 5**

Briefs

MACAU has seen a drastic drop in air traffic and freight in the nine months to the end of September compared to the equivalent 2008 figures. Commercial aircraft movements at Macau International Airport decreased by 23% percent to 27,813 while outward air cargo volume fell by 45% to 18,247 tons and inbound cargo declined 35% to 8,729 tons.

CHINA will open its fourth civil Tibetan airport in mid 2010. Situated in Ngari Prefecture, more than 4,000 meters above sea level, Gunsa Airport will have an annual capacity of 120,000 passengers by 2020. It has a 4,500m runway.

KINGFISHER Airlines in India has revealed a loss of 4.19 billion Rupees (US\$88.8m) for its Q2 ended September 30, a 13.3% improvement from the 4.83 Rupees billion in the previous 12 month period. Revenue dropped 13.7% to 11.42 Rupees billion.

AIR CHINA and Cathay Pacific are reported to be forming a Joint Venture freight carrier to operate out of Shanghai with ten Boeing 747-400Fs. Air China will own 51% of the business.

RAAF CARIBOUS are being stored at the army air base at Oakey in south east Queensland as they are being pulled from service. About six are now tied down at the airport.

VIRGIN has denied reports that it is to acquire Boeing 777-200LRS to operate non-stop flights from Perth to London and from Sydney to New York.

AUSTRALIA's Royal Flying Doctor in Queensland has taken delivery of two Cessna 208B Grand Caravans. The aircraft will be used for medical clinic runs around rural Queensland.

Omega tanker : From Page 3

The panel includes a screen which allows vision of the docking and transfer operation.

Between 2001 and 2006 Omega tankers flew under subcontract to the US Navy. In 2004 Omega Aerial Refuelling Services (OARS) was created to manage the refuelling program and OARS has since become the prime contractor to the USN.

Aircraft are based in San Antonio, Texas where they are maintained by 7Q7, an associated company.

Omega tankers are finding calls for their services escalating. Under Foreign Military Sales (FMS) regulations, the RAF has used Omega to ferry a Tornado squadron across the US for military exercises while it also supported Australian F/A 18 Hornets on their trans-Pacific flights to and from a Red Flag exercise in Alaska.



Saab, Boeing and Lockheed Martin have also been OARS customers.

Tanker use is paid for "by the hour" with a minimum weekly deployment time required.

Since 2002 the tankers have flown 2500 missions where they completed 23000 "plugs" and offloaded 41000t of fuel.

During October Omega was used to refuel eight RAAF Hornets returning from exercises in Malaysia to Northern Australia.

The B707 continued on to Williamstown north of Sydney where it operated for five days for refuelling practice for fighters based there.

The Australian sortie continued in Darwin where further refuelling missions were flown.

F-111: From Page 2

Eighteen F-111s were been tested in the air force's unique Cold Proof Testing facility at Amberley.

Major upgrades were also completed on its avionics and the installation of Pave Tack and EW installation. It was also modified for the operation of Harpoon and AGM-142 missiles.

The air force's Air Commodore Roy McPhail, Director General of Aerospace Combat Systems reminded the large group gathered for the handing back ceremony that the introduction of the F-111 to the air force saw a technological transformation in its equipment.

He said when the first F-111s arrived the air force had fabric controlled surfaced Dakotas in service as well as Neptune maritime patrol aircraft which went back to WW2 and Winjeel basic trainers. It saw the introduction of significant capabilities into the air force and industry.

These included terrain following radar and variable geometry wings.

Meanwhile Boeing will continue to work on the aircraft doing support and line maintenance.

Boeing's Amberley staff have also recently completed a strip down of the air force's fleet of F-111Gs, which were used for training, with all components that could be used on the operational F-111C removed and stored.

The surviving F-111Gs are now in a compound at the Amberley RAAF base awaiting scrapping.

Any future use of the aircraft, apart from where they are Australian government controlled, must be approved by the US State Department, reducing the chances of any being taken over by private aviation museums.

One F-111G was recently road transported to the RAAF Museum at Point Cook outside Melbourne and a study is underway to decide which of the F-111Cs will be retained for historic purposes.

Briefs

INTERGLOBE General Aviation has been appointed to represent Sikorsky Aircraft in India. The company already has a representation agreement with Hawker Beechcraft.

AGUSTAWESTLAND and its local sales agent **Kaigai Aviotech Corporation** have sold a **AW109** Power light twin turbine helicopter to **Alpen Company of Japan**. The aircraft will be used for VIP/corporate transport purposes and operated from Nagoya and be delivered by the end of this year. **Alpen's** business includes sporting goods and the management of ski resorts and golf courses.

GIPPSLAND Aeronautics sold nine **GA8** Airvans to the end of September this year. Six were turbocharged **TC-320** models.

INDONESIA lost a **Police Service PZL M28 Skytruk** turboprop twin on **November 2** when it crashed into **Mount Dorman** in the **Pass Ilu** area in **Puncak Jaya** in Indonesian **Papua** killing all four policemen on board. The aircraft had departed **Sentani Airport** to **Mulia Airport** in **Puncak Jaya** regency on the **70** minute flight.

HAINAN AIRLINES' **Deer Business** Jet is setting up an operation in **Shanghai** with two **Hawker 800s**.

QUICKSTEP Holdings in **Perth** has an agreement to manufacture **Lockheed Martin F-35 JSF** composite undercarriage doors and access panels. It says the work could see turnover of **A\$50m** a year by **2015**. The deal will be finalised in **March** after a contract between **Lockheed Martin** and **Northrop Grumman** is completed. It also has a **MoU** with **Marand Precision Engineering** and **BAE Systems Australia** to participate in the manufacture of the fighter's vertical stabilizers.

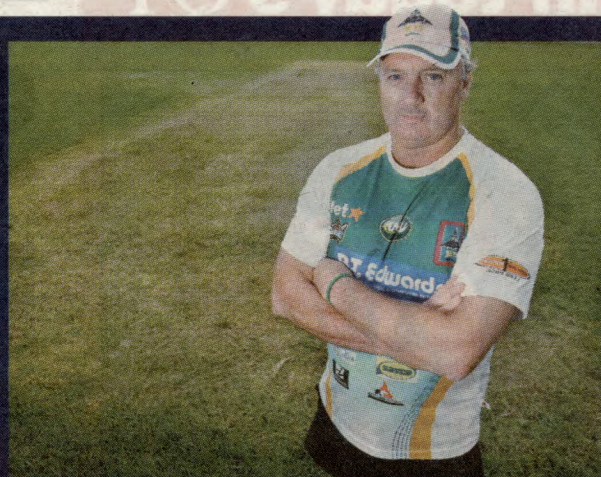
QT

THE QUEENSLAND TIMES

Friday, March 5, 2010

\$1

GROUND IN DOUBT FOR JETS KICK-OFF



CONCERNS OVER FIELD: SEE BACK PAGE

NOTHING BUT SCRAP METAL

Much-loved icons to be destroyed

ZANE JACKSON

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ABOUT half of RAAF Base Amberley's F-111s will be consigned to the scrapheap when they are decommissioned in December this year.

And even more of the long-serving jets – which have become Ipswich icons for nearly 40 years – could be destroyed if museums or other groups can't cough up \$1 million.

While Ipswich City Council has applied to have a retired F-111 for display, it will not spend that much money on the jet, leading to fears the aircraft could be lost to the city forever.

The jets will be replaced by a squadron of 26 F/A-18 Super Hornets, which are due to arrive by the end of this month.

The Australian Defence Force yesterday confirmed it has released a tender calling for businesses to destroy 13 of the RAAF's G-model F-111s.

A spokesman said no decision had been made regarding the 15 remaining F-111 C-models.

They said because the aircraft were subject

To Page 2



Photo: File



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