

ADF Serials Telegraph Newsletter



Volume 10 Issue 3: Winter 2020

Welcome to the ADF-Serials Telegraph.

Articles for those interested in Australian Military Aircraft History and Serials

Our Editorial and contributing Members in this issue are:

John "JB" Bennett, Garry "Shep" Shepherdson, Gordon "Gordy" Birkett and Patience "FIK" Justification

As stated on our Web Page; <u>http://www.adf-serials.com.au/newsletter.htm</u>

"First published in November 2002, then regularly until July 2008, the ADF-Serials Newsletter provided subscribers various news and articles that would be of interest to those in Australian Military Heritage. Darren Crick was the first Editor and Site Host; the later role he maintains.

The Newsletter from December 2002 was compiled by Jan Herivel who tirelessly composed each issue for nearly six years. She was supported by contributors from a variety of backgrounds on subjects ranging from 1914 to the current period. It wasn't easy due to the ebb and flow of contributions, but regular columns were kept by those who always made Jan's deadlines. Jan has since left this site to further her professional ambitions.

As stated "The Current ADF-Serials Telegraph is a more modest version than its predecessor, but maintains the direction of being an outlet and circulating Email Newsletter for this site".

Words from me

I would argue that it is not a modest version anymore as recent years issues are breaking both page records populated with top quality articles! John and I say that comment is now truly being too modest!

As stated, the original Newsletter that started from December 2002 and ended in 2008, and was circulated for 38 Editions, where by now...excluding this edition, the Telegraph has been posted 44 editions since 2011 to the beginning of this year, 2020. The ebb and flow of contributions is still a major problem and concern and if it wasn't for stalwarts like John Bennett and a few recent authors who have contributed alone and by me, I'm sure new articles and public interest would have died long ago. Like other parts of the ADF Serials.com.au site, we all do this for free and to share history.

From my prospective, all research and presented articles are produced in good faith, based on thorough research with official documentation and accumulated knowledge that, in most parts is considered "air tight", but we are always willing to include discussion should they conflict with written history, by presenting evidence, or new evidence presented.

The included Authors in each edition, are also providing their articles, based on their research that is supported by official period documentation and photos, that may provide interest and insight in lesser known subjects' or circumstances, otherwise forgotten or not fully covered by recorded History to date.

Other Stories may be of a personal account or passed down as viewed through their eyes only, and will be stated as such.

Our Bottom Line:

We do reserve the final say and do standby our presented article's accuracy; until alternative or official documentation are provisioned to state the facts are otherwise. *We will not accept or publish any knee jerk comment or unsupportive counter arguments.*

I should also wish everyone a safe period of isolation during this Pandemic,...until there's a vaccine!

Yours, Gordy

ADF-Serials Generic House Rules:

Please support the main ADF-Serials website with your patronage. It's free and is the product of thousands of hours of dedicated, ongoing work by our volunteer membership. Many of the answers to your questions can be found there. It is located at <u>http://www.adf-serials.com.au/home.htm</u>

The main site also includes:

- Our image gallery at http://www.adf-serials.com.au/Gallery.htm
- Our message board at http://www.adf-messageboard.com.au/invboard/
- The Aircraft of the New Zealand Defence Force website at <u>http://www.nzdf-serials.co.nz/nz-serials/nzaircraft.htm</u>
- The Aircraft of the Papua New Guinea Defence Force (PNGDF) website at <u>http://www.adf-serials.com/PNGDF.htm</u>

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Message Traffic: Please address any questions to: <u>question@adf-serials.com.au</u>

A Moment in Time Memories from my Service

"UD"

Shep

During the mid-1980's, I was an ADG based at RAAF Williamtown. At that time, 2AFDS [Number 2 Airfield Defence Squadron also known colloquially as just "The Squadron"] was headquartered at RAAF Richmond with rifle flights at RAAF Richmond, RAAF Williamtown, RAAF Amberley and RAAF Fairbairn. I had been posted to Williamtown having completed ADG Basic Course in December, 1984. The next year was fairly busy; it started with Cadre course at Richmond and was then followed by regular deployments on exercises around the place; I went to Townsville a few times, Richmond a few times (yuk), Nowra and Cape Jervis (where we were enemy for the Commandoes), some armed stuff at Fairbairn and so on.

We did do some local training from time to time and one day some of us played "enemy" for a ground attack and paratrooper assault demo during an air show at Williamtown (it was an open-day during August – others from our flight were sliding down ropes from Navy Wessex's and there was probably a static display – although I don't remember it). Us enemy types had a sandbag defensive position which was protecting some cardboard cut-out tanks or whatever, laced with pyrotechnics. At the appointed time, we manned our position, were strafed by some Mirages and then assaulted by a wave a paratroops who had fallen out of a Caribou, one of whom quite rudely landed right in the middle of our play-pen (we weren't allowed to beat him up or take him prisoner – he was well and truly "it", though). Throughout the attack, we just blazed away in all directions with our weapons as any self-respecting enemy would. In short order however, we were declared to have been dispatched; the air attack by the Mirage's and the assault by the paratroopers having won the day in a few minutes-flat, our sandbag fort (corr, imagine if we'd had jumping castles back then!) had been overrun and the cardboard tanks (or whatever they were) had been torched. An integrated defence force was seen by the masses to work effectively and efficiently in time of crisis and within a generation or two such a networked effort would probably be known as "Plan something or other" or "Jan Plericho" or something.

The weapon I was using was an L2A1 AR [Automatic Rifle], basically a machine gun version of the venerable L1A1 SLR [Self Loading Rifle]. The L2A1 looked very similar to the SLR, except it had a heavier barrel (to cope with the higher rate of fire when set to automatic), a much more rectangular looking hand-guard which doubled as spring loaded bipod legs and ammunition was usually supplied via a 30-round magazine instead of the SLR's normal 20-round piece. I don't know how many (blank) rounds I had put through this thing spraying away at aeroplanes and paratroopers but by the time we were declared "dead" and had to double off stage, the weapon was well and truly cooked; it was so hot, the carry handle was nearly too hot to touch, the butt had a large chunk of it missing from just behind the rear sight and the rest of it a large crack in it and, whilst I could remove the last magazine I had used (which was also very hot), I couldn't move the working parts to the rear to clear the weapon. It was just about drooping with heat and locked solid. Not to worry, I'll clear it later when it's had a chance to cool down a bit. So, we doubled back to our little donga for an afternoon of break-free soaked 4x2 cloth and weapon cleaning whilst smoking cigarettes.

Now, as everybody knows, it is considered rather poor form, certain circumstances excepting, to enter a building without first clearing and thus rendering safe, ones weapon. No doubt, everyone who has served in any branch of the Australian Defence Force will remember their "Degrees of Weapon Readiness" and the condition of "unload". So, by saying "clearing" what one is actually doing is going through the process of <u>unloading</u> the weapon, even if it has been done a short time before. To accomplish the unload condition from any other condition with a L1A1 SLR or a L2A1 AR, one first checked the safety catch was at "safe", then the weapon was rotated to the right (so as the cartridge ejection opening was facing the ground), the magazine was then removed and the cocking handle was

pulled (and held) back. The fundamental purpose being that, by removing the magazine, no extra rounds can be chambered and by moving the working parts to the rear, any chambered round will be ejected. The weapon was then rotated to the left so as the ejection opening was uppermost and the chamber could then be visually inspected as being free of bullets or other potentially deadly obstruction; the working parts could then be allowed to go forward – under control, safety catch to "fire" and pull the trigger to fire the action (ease springs). With the safety catch back to "safe", the weapon was then in the "unloaded" condition and considered safe.

Everyone else had gone through that process as soon as we had finished our "performance" and had gone through it again upon reaching our tin-shed donga. It was known by some others – including the Section Commander – that I hadn't completed that process because I couldn't move the cocking handle; I could unlatch it, but couldn't make the handle travel back in its slide. I didn't know if a round, albeit a blank round, was still chambered, or not and (from memory) pulling the trigger did nothing thereby giving the impression that there was no round to fire. A diligent ADG would have stayed outside until they could *actually* clear the weapon properly. But, everyone else was inside now, we'd only been firing blanks, what could possibly go wrong...

Some minutes had passed, the shed was now full of the aroma of "break-free" and cigarette smoke and the hub-ub of metallic, weapon-like, sounds and idle chatter; people were well into cleaning their weapons. I had assumed a relaxed semi-prone position, half lying on the floor, half propped up against a wall, weapon across my lap, barrel to the left with my right hand on the pistol grip and my left hand on the cocking handle trying to get it to move by trying to concertina the weapon. Pectorals flexing, biceps straining, face getting redder and redder – then ...

BANG!!

Everyone was looking at me. Oh, dear. The section commander shot me a "WTF" look. Mutterings of Unauthorised Discharge being a chargeable offence. Questions as to whether "... but, but ..." would be a workable defence. Then, like greased lightning, a minute or two later, the Flight Commander appeared at the shed door: "what was that?"

Not being entirely clear now as to the exact dialog that transpired – and unable now, with the passage of time to provide a reliable transcript, let us simply picture Basil Fawlty innocently replying to Cybils interrogative with, "what was what, dear?" "That bang, Basil. You must have heard it." "No, no, sorry my sweet, I don't know what you're talking about". Basil smiles unconvincingly and returns to looking busy. Cybil, clearly not believing Basil but knowing that further questioning wasn't going to advance her factual knowledge of events, decides she has more important things to do so, moves off.

The heavier barrel of the L2A1 was only ever designed to cope with normal single shot rapid fire or short 2 or 3 round burst with only the <u>occasional</u> "long" burst of <u>up to</u> 10 rounds $(1/3^{rd} \text{ of a magazine for you mathmagicians})$. I reckon I went through several 30-round magazines, only taking my finger off the trigger to change magazines! (You remember the drill: rifle fires, rifle stops – tilt, cock, lock, look-in ... empty magazine! Mag off, mag on, etc).

A round had mis-fed into the chamber and was jammed, about 4/5th of the way home, but with the base of the round, now swollen and misshapen squashed and locked against the face of the bolt. The plastic of the round had fused to the hot metal and then cooled. My forcing the working parts to the rear, which had bent the slide rod (rats tail) into a "Z", had effectively torn the base of the round off causing the cordite to explode.

Lucky there was an airshow happening a hundred yards away and there was a corporal close handy who was actively willing to encourage events to take a less inquisitorial path!

ADG: Active, Daring and Gifted. In my case, just rooolly lucky not to have been charged!



Young self, RAAF Williamtown. [RAAF].



Former RAAF Aerodromes along or near the Stuart Highway



Part 2, Batchelor / Adelaide River Region

Garry Shepherdson

Portion of Drawing No. 42/43/2914, Aerodromes and Landing Grounds in the Northern Territory between Darwin and Birdum, 1943. Here showing the airfields covered by this instalment. [National Library of Australia; obj-233091255].

District	Name	Location	Position
BATCHELOR / ADL Ri	COOMALIE CREEK	48nm S Darwin.	13°01'S 131°08'E
	BATCHELOR	Batchelor.	13°03'30"S 131°01'30"E
	GOULD	2nm S Batchelor.	13°05'30"S 131°02'E
	PELL [65-Mile]	5 ½ nm N Adelaide River.	13°08'30"S 131°07'E
	BROOKS [Adelaide Riv No3]	1nm NE of Payne.	13°10′S 131°13′E
	PAYNE [Adelaide Riv No2]	5nm NE of Adelaide River.	13°11′S 131°12′E
	ADELAIDE RIVER [No1]	Adelaide River.	13°14'S 131°07'E
	SAUBER [Plateau]	9nm S Adelaide River.	13°25'S 131°07'E
	ALLCHIN [95-Mile]	15nm S Adelaide River.	13°30′S 131°15′E
	LONG [Ellison / 112-Mile]		13°35′S 131°26′E
	GILL [Chaffin]	Between Long and Fenton	13°35′S 131°25′E
	FENTON		13°37′S 131°21′E

COOMALIE CREEK

{COO/CML/COO}

13°01'S 131°08'E

Built by Number 1 Mobile Works Squadron, RAAF, during 1942.¹



RAAF Landing Ground Coomalie Creek Drawing No. 42/43/1425E. [NAA: A9716, 7].

As at July 5th, 1943, Coomalie Creeks listed classification, which had been recorded as a Relief Landing Ground, had been crossed out, but no alternative was entered. However, it was an Operational Long-Range Fighter Base which was suitable for Medium Bombers in any weather conditions. Elevation was recorded as 150 feet. It comprised of a single sealed runway: Runway 16 / 34 (bearing 166°M) of 5,000 feet length, with taxiways joining 36 Medium Bomber Dispersals.²



Coomalie Creek Aerodrome, from 17,000 feet, on 15th July, 1950. [National Library of Australia: Map Aerial Photograph Collection; D 52 8 54 obj-243877448].

Data collected from a field inspection dated July 9th, 1943, quoted the sealed gravel runway bearing as being 167° magnetic. The length was now recorded as 5,200 feet, but that extensions were not possible. There was four and two fifths miles of primed taxiways connecting 42 Medium Bomber Dispersals; 29 of which were primed gravel with splinter-proofing (that is revetments) with overhead camouflage, a further 6 were revetted but without camouflage,

the remaining 7 were hard standings only. The runway had primed Alert Hard Standings at either end and on both sides: two 300 feet by 85 feet and two 200 feet by 50 feet. A 30-foot high control tower (Duty Pilot's Tower) was situated on the western side of the strip at the northern end. There were no workshops or stores and typically for wartime airfields in this region, the facility lacked any hangars. Fuel bunkerage consisted of two 12,000 imperial gallon underground fuel tanks.³ Bomb dumps and defensive emplacements were not mentioned.

Water was taken from bores as well as what was considered the permanent supply of potable water from Coomalie Creek. As with many of the airfields, it had two camps – Camp A and Camp B. Camp A could cater for 200 officers and sergeants and 400 other ranks in terms of cooking facilities; 48 officers, 32 sergeants and 224 other ranks could use the incinerator type latrines and 112 officers, 80 sergeants and 144 other ranks could be kept clean. Camp B's cooking facilities were listed merely as having the capacity to cater for one squadron. Incinerator type latrines could deal with 48 officers, 32 sergeants and 128 O/R's and the ablution facilities could handle 64 / 64 and 128.⁴



Google Earth image as at 25th May, 2020. [Google Earth].

The airfield is on private property.

BATCHELOR

{BAT}

13°03'30"S 131°01'30"E

Constructed by the Department of the Interior prior to the Second World War and enhanced by the RAAF. Its listed function was as a Parent Interceptor/Fighter, Dive Bomber, General Reconnaissance Bomber and Heavy Bomber base.⁵



Batchelor, Drawing No. 42/43/1059E. [NAA: A9716, 7].

As at July 5th, 1943, Batchelor was recorded as an existing Operational Base which was suitable for Heavy Bombers in any weather conditions. Elevation was recorded as 330 feet. It comprised two runways – one sealed, Runway 13 / 31 (bearing 135°M) of 5,150 feet and one oiled gravel, Runway 08 / 26 (bearing 083°M) of 5,000 feet length. The network of taxiways connected 19 splinter-proofed Heavy Bomber, 36 Medium Bomber and 32 Fighter Dispersal Bays.⁶



Batchelor Aerodrome from 20,000 feet on 29th August, 1944. [NLA Map Aerial Photograph Collection, D 52 8 54, BibID 5012236, V87].

Data collected from a field inspection dated December 4th, 1944, recorded that Runway 08 was of both loose and oiled gravel surface and could accommodate an extension of up to 1,000 feet at its eastern end and Runway 13, could go out an extra 2,000 feet at its south eastern end.⁷

The Northern Dispersal System was one mile of taxiway with surface ranging from two tenths of a mile sealed, seven tenths primed and the remaining one tenth plain gravel. The Eastern System was one and one tenth of a mile of primed taxiway. The Southern System was two tenths of a mile sealed, two and one tenth of a mile primed and one mile gravel (three point three miles). The Western System was seven tenths of a mile sealed and six tenths of a mile primed. All told six and seven tenths of a mile of taxiways connecting a total of 66 Dispersal Bays (5 Heavy Bomber, 34 Medium Bomber and 27 Fighter), two gravelled hard standings 400 feet by 100 feet and 150 feet by 50 feet and a primed transport loading apron some 600 feet by 225 feet.⁸

Whilst there were no hangars, the base had 18 workshops and six underground fuel storage tanks, each of 12,000 imperial gallons capacity.⁹

Water was supplied via bores at the camp site producing 4,000 gallons per hour, the Crater Waterhole [see Gould] of some 3,000 gallons per hour and some springs. Pit system sewage was the go, electricity and refrigeration were available at various units and the base could cater for: cooking for 550 officers, 250 sergeants and 1,300 other ranks; ablutions for 249 officers, 229 sergeants and 1,112 other ranks and latrines for 230 officers, 201 sergeants and 773 other ranks.¹⁰



Google Earth image as at 25th May, 2020. [Google Earth].

Some of the northern taxiway still exists as a road but the eastern taxiway and its associated hard-standings has all but vanished.

GOULD

{GLD}

13°05'30"S 131°02'E





RAAF Landing Ground Gould, Drawing No. 42/43/2926B in RAAF Directorate of Works and Buildings, Engineer Intelligence Section; Airfield Data. [*NAA: A9716, 7*].

Named after Walter Herbert Gould, a Sergeant Wireless Operator Air Gunner with Number 2 Squadron who was a crewmember aboard A16-209 when it was shot down on operations and crashed in flames near Vila Anemaputo, Timor, on 21st August, 1942.¹²

As at July 5th, 1943 Gould was listed as still being under construction, but was intended as an Operational Base suitable for Medium Bombers in any weather conditions. Elevation is recorded as 330 feet. Comprised of a single runway: Runway 13 / 31 (bearing 135°M) of 6,000 feet length, with taxiways joining 19 Medium Bomber Dispersals.¹³



Vertical image of Gould taken by 87SQN [sic – officially still 1PRU at that time] on 29th August, 1944, from 20,000 feet. The loop taxiway at the top of the image was officially part of Batchelor and the taxiway coming off the right-hand side of it and joining Gould's eastern loop was shared between Batchelor and Gould. [NLA Map Aerial Photograph Collection D 52 8 54, BibID 5012248, V91].

Airfield data derived from a field inspection dated December 18th, 1944, stated that the runway had a primed gravel surface and the taxiways connected 29 Heavy Bomber Dispersal Bays. Water was supplied from two bores (interesting that the data for Gould fails to mention the crater lake as a source of water), there were cooking facilities for 500 personnel, pit type latrines for 90 officers, 120 sergeants and 465 other ranks and ablutions for 90 officers, 105 sergeants and 465 other ranks. No information was supplied relative to the location of the control tower, there were no underground fuel storage tanks and, typically, no hangars.¹⁴

Of the 29 Dispersal Bays, drawing 42/43/2926B notes that 10 were splinter-proofed.¹⁵



Google Earth image as at 25th May, 2020. [Google Earth].

The airfield is on private property which was listed for sale in 2019.

PELL

[65-Mile]

{PEL}

13°08'30"S 131°07'E

Built by the Department of Main Roads with drainage and gravelling accomplished by the RAAF.¹⁶ The 65-Mile was named after Major Floyd J. Pell, pilot of the 7th Pursuit Squadron, 49th Pursuit Group, United States Army Air Corps, killed at Darwin whilst taking off to engage attacking Japanese aircraft, 19th February, 1942.¹⁷

The document R.A.A.F. Selections & Landing Grounds: Northern Territory, updated to July 5th, 1943, lists Pell as an Operational Base suitable for Medium Bombers in any weather conditions. By that time, it was home to Numbers 4 and 7 Repair and Salvage Units and Number 9 Replenishing Centre and hadn't been an operational base since No. 12 Squadron had moved to Batchelor in 1942. Elevation is recorded as 200 feet. The facility was comprised of a single oiled gravel runway: Runway 18 / 36 (bearing 179°M) of 5,000 feet length. Aircraft dispersal capacity was in one Heavy Bomber Dispersal under construction, 14 Medium Bomber Dispersals – 2 splinter-proofed and 12 camouflaged and 7 Fighter Dispersals – 2 splinter-proofed and 5 camouflaged.¹⁸ These were sited along one loop taxiway at the southern end and two linear taxiways, one at the southern end and one at the northern end. All of the taxiways were sited on the eastern side of the runway with the north – south Darwin road immediately on the western side.

Airfield Data Sheet 291C for Pell recorded that the runway was 100 feet wide and that the southern end was on bull dust country – light grey soil which powders rapidly – however the northern end was on "improved ground"; the one and a third miles of taxiway's were 40 feet wide from which the dispersal bays ran, all of which were camouflaged with overhead netting, and as indicated above, two each of the Medium Bomber and Fighter bays were splinter-proofed with revetments being 4 feet wide at the base, 2 feet at the top and 6 feet high. The total number of dispersal bays was recorded as one Heavy and twelve Medium Bomber plus seven Fighter.¹⁹

Three separate camps accommodated the three units then in residence: No. 4 RSU, No. 7 RSU and No. 9 RC. Being a major maintenance and supply centre the airfield had a large number of buildings, some of which were blast-proof including 4RSU's communications "centre" and 9RC's 18 bomb shelters, but none of these would have been permanent structures. Underground facilities seems to have been limited to one 12,000 gallon fuel storage tank, other fuel and water storage being above ground.²⁰

United States War Department Army Air Forces Form No.63, Foreign Airport Description, for Pell, was compiled by the Air Engineer, 5th Air Force Services Command on February 1st, 1944, from station records. It noted that RAAF Landing Ground Pell, having been constructed for operational purposes in the defence of Northern Australia, was a good all weather strip with good drainage that could be lit by fuel flares on both sides of the runway for night operations. All types of fuel and oil were available at the field from dispersed fuel dumps. The airfield contained 14 Medium Bomber Dispersals – 2 being blast proof and 7 Fighter Dispersals – 2 blast proofed and camouflaged and dispersed anti-aircraft emplacements.²¹



Pictured as a Captain in 1941, and his crash site of P-40E #28. GRB Collection



RAAF Landing Ground Pell, (drawing number obscure) in RAAF Directorate of Works and Buildings, Engineer Intelligence Section at Pell (65Mile) NT. [NAA: A9716, 1070].

Unfortunately, I don't have a period vertical image of Pell airfield.



Google Earth image as at 25th May, 2020. [Google Earth].

Most, if not all, of the site is private property.

BROOKS

[Adelaide River No.3]

13°10'S 131°13'E

Named after Flying Officer P. G. Brooks, Number 13 Squadron, RAAF, shot down during a daylight raid on Ambon, on 21st [sic – 22nd] May, 1942,²² whilst he and his crew were flying a 2 Squadron Hudson, A16-174.²³ This was the same mission, Darwin 3 of 22nd May, that Pilot Officer Allchin and crew were lost on.



Mud flats. Google Earth image as at 25th May, 2020. [Google Earth].

The document R.A.A.F. Selections & Landing Grounds: Northern Territory, updated to July 5th, 1943, lists Brooks (also known as Adelaide River No.3) as a Relief Landing Ground suitable for Fighters in dry weather only. Elevation 150 feet. It had two natural surfaced landing strips: Runway 08 / 26 of 4,350 feet and runway 13 / 31 of 4,700 feet but both unusable from December to May (that is: until after the wet season). Brooks did not have any aircraft dispersal bays.²⁴

Airfield Data Sheet 311C described the surrounding landscape as being river flats without timber, surrounded by light grass, surrounded by lightly timber country. The field could be used as an Emergency Landing Ground but only during the dry season and paving the runways was impracticable due to wet season inundation. There were no facilities.²⁵

PAYNE

[Adelaide River No.2]

13°11'S 131°12'E

Named after Second Lieutenant William H. Payne Junior, pilot 7th Pursuit Squadron, 49th Pursuit Group, killed in aircraft accident near Darwin, 5th June, 1942.²⁶



Google Earth image as at 25th May, 2020. [Google Earth].

As at July 5th, 1943, Payne (also known as Adelaide River No.2) was a Relief Landing Ground suitable for Fighters in dry weather only. Elevation 150 feet. It had two natural surfaced landing strips: Runway 05 (bearing 047°M) and Runway 17 (bearing 167°M). Like Brooks, Payne did not have any aircraft dispersal bays.²⁷

ADELAIDE RIVER

[Adelaide River No.1]

13°14'S 131°07'E

As at July 5th, 1943: "Number 1" was listed as an existing Relief Landing Ground suitable for Fighters in dry conditions only; considered unserviceable from December thru to April. Its elevation was 155 feet above mean sea level and it comprised two smoothed strips: Runway 11 (107°M) of 5280 feet and Runway 16 (160°M) 4000 feet length. There were no dispersal bays.²⁸







Adelaide River, 1942. [National Library of Australia: Map Aerial Photograph Collection; D 52 8 54 obj-257174860].



Google Earth image as at 25th May, 2020. [Google Earth].

SAUBER

[Plateau]

13°25'S 131°07'E

Named after Second Lieutenant John S. Sauber, pilot, 9th Pursuit Squadron, 49th Pursuit Group, killed in aircraft accident near Darwin, 12th July, 1942.²⁹



Google Earth image as at 25th May, 2020. [Google Earth].

Sauber (also known as Plateau) was a proposed, but deferred, Heavy Bomber airfield. No runway alignment or dispersal capacity seems to have been planned.³⁰

ALLCHIN

[95-Mile]

13°30'S 131°15'E

Allchin was to have been named after Pilot Officer Graham William Allchin, Number 2 Squadron, RAAF, who, along with his crew, was shot down during a daylight raid on Ambon on 21^{st} [sic – 22^{nd}] May, 1942,³¹ whilst flying Hudson A16-187.³² This was the same operation, Darwin 3 of 22^{nd} May, that Flying Officer Brooks and his crew were lost on.



Google Earth image as at 25th May, 2020. [Google Earth].

The airfield, listed as "Not Started", was also known as 95-Mile and was to be sited 23 miles south of ADELAIDE RIVER in position 13°30'S 131°15'E.³³ It was proposed as a Dispersal Field for Pursuit type aircraft and was initially planned to have a single 6000-foot x 400-foot runway aligned 136° (runway 14/32).³⁴

It is not known if layout plans had been prepared.

LONG [Ellison/112-Mile] {LON}

13°35′S 131°26′E

Named after Pilot Officer Brian Ernest Long, Pilot, Number 13 Squadron, RAAF, who, along with his crew failed to return from operations on 17th June, 1942,³⁵ whilst flying Hudson A16-132.



RAAF Landing Ground Long, drawing number 42/43/1010D. [NAA: A9716, 1770].

At July 5th, 1943, an Operational Base still under construction, it was to be suitable for Heavy Bombers in any weather conditions. Airfield elevation 400 feet. One sealed runway: Runway 13 / 31 (bearing 134°M), 7,200 feet long with taxiways connecting 31 Heavy Bomber Dispersals.³⁶

In reality, it was constructed with a sealed 8,000 feet long runway with five and a half miles of sealed gravel taxiways along which 56 oiled gravel Heavy Bomber Dispersals were sited, 14 of which were considered blast-proof with earth revetments.³⁷



RAAF Landing Ground Long taken from 20,000 feet on 29th August, 1944. [*NLA Map Aerial Photograph Collection D 52 8 69, BibID 5012354, V122*].

In June, 1951, the runway and taxiways were still in good condition, the dispersals were in fair condition but with grass breaking through in some and the approaches at both ends were by then overgrown with scrub and thick grass. At that stage, the airfield was one of those that had been retained by the RAAF, but not maintained.



RAAF reservation of sites, Fenton and Long area. [Drawing No. 43/44/K452. NAA: F1, 1967/1904].



Google Earth image as at 25th May, 2020. [Google Earth].

Its condition is rapidly deteriorating.

GILL

[Chaffin]

13°35'S 131°25'E

Gill, previously known as Chaffin was a proposed airfield to be sited between Long and Fenton. Its quoted position was given as being 13°35′S 131°25′E,³⁸ but a figure of 13°36′S 131°22′30″E would be much closer to a centre of runway mark when derived from the reservation of sites diagram, reproduced below.

It was named in honour of Pilot Officer Robert Lester Gill, Pilot, Number 13 Squadron, RAAF, who, along with his crew, failed to return from operations over Ambon on 2nd June, 1942,³⁹ whilst flying Hudson A16-108.



RAAF reservation of sites, Fenton and Long area. The original position given for Gill of 13°35'S 131°25'E is pretty much where Camp No.4 is on this drawing which would have meant that the northern runway would have run roughly along the alignment of the track joining Camp No.4 and Camp No.7; the southern runway would have been very close to the western boundary of Long's reservation and running off to the south of Camp No.4. [Darwing No. 43/44/K452. NAA: F1, 1967/1904].

The airfield was proposed to be an Operational Base suitable for Heavy Bombers in any weather conditions. The elevation of the airfield site is recorded as 400 feet. It was to have comprised two runways: Runway 13 (bearing 135°M) and Runway 36 (bearing 004°M), both of 6,000 feet length.⁴⁰ The above drawing shows a single runway with an alignment of 152°.

Drawing No. 42/43/1009A, dated September 18th, 1942, gives the location as the originally quoted latitude and longitude and shows a bearing line to the 113-Mile Peg at a distance of 1½ miles (but no origin). The layout shows

two 6000-foot runways. The northern runway aligned 139° and the southern runway aligned 008° with the threshold of what would have been runway 19 being 3000 feet due south of the threshold of runway 14. Unfortunately, no taxiway or dispersal plan was included.⁴¹



The original position. Google Earth as at 25th May, 2020. [Google Earth].



The position as displayed in the reservations drawing. Google Earth as at 25th May, 2020. [Google Earth].

FENTON

{FEN}

13°37′S 131°21′E

Constructed by the 808th United States Engineers and RAAF Mobile Works Squadrons in 1942 and 1943.⁴² The airfield was named after Doctor Clyde Fenton, the Flying Doctor.⁴³



RAAF Landing Ground Fenton, Drawing No. 42/43/1011E in Assets Register, RAAF Directorate of Works and Buildings, Engineer Intelligence Section, Fenton NT. [NAA: A9716, 1740].

At July 5th, 1943, Fenton was an Operational Base suitable for Heavy Bombers in any weather conditions. Airfield elevation 300 feet. One sealed runway: Runway 14 / 32 (bearing 136°M), 5,967 feet long and a graded, natural surface, emergency landing strip running north-south (bearing 180°M) 5,000 feet long. At that time, taxiways off the

sealed runway housed 1 splinter-proofed and 13 camouflaged Heavy Bomber Dispersals; a further 19 were under construction.⁴⁴

Airfield data derived from a field inspection dated December 7th, 1944, stated that the sealed runway was 6,970 feet long and that six and a quarter miles of sealed taxiways connected 64 Heavy Bomber Dispersals – 30 of which were blast-proofed and only 3 were camouflaged with overhead netting.⁴⁵



RAAF Landing Ground Fenton taken from 20,000 feet on 29th August, 1944. [*NLA Map Aerial Photograph Collections D 52 8 69, BibID 5012266, V102*].

Being an established heavy bomber base since early 1943, Fenton was equipped with several workshops, numerous stores, a Group Bomb Dump and Ordinance Bomb Dump, dispersed fuel and oil dumps, two 120,000 [sic] gallon

underground fuel tanks and an elevated 120,000 [sic] fuel tank. As with just about every other airfield in the region it did not have any hangars.⁴⁶

RAAF Accommodation Data Sheet No. 262G based on data obtained variously from December, 1943, December, 1944 and March, 1945, records that 31 of the dispersal bays were blast-proofed. The Group Bomb Dump, located 1 ½ miles south east of Group Headquarters, had 5 bomb shelters and the Ordnance Bomb Dump, about 3 ½ miles north northeast of Group Headquarters had 32 bomb shelters. The two underground and single above ground fuel storage tanks are recorded as being of 12,000 gallon capacity, not 120,000 gallon. There were four associated camp sites: Camp No. 1 (Group Headquarters), Service Squadron Camp No.3 which also had a segregated camp for African Americans, Squadron Camp No.5 and Squadron Camp No.6. Both of the latter had a blast-proofed technical supplies store.⁴⁷



RAAF reservation of sites, Fenton and Long area. [Darwing No. 43/44/K452. NAA: F1, 1967/1904].



RAAF Landing Ground Fenton – Google Earth image as at 25th May, 2020. [Google Earth].

Included here to illustrate the proximity of Long and Fenton and how crowded the airspace would have been if Gill had also been built (and used). There'd be no cross country sized circuits there!





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Thanks to Mrs Monica Walsh, RAAF Museum.



RAAF WWII IN COLOUR

A series of RAAF aircraft in WWII – in Australia, New Guinea and the islands. Later, Europe and the Middle East will be included.



No.5 – RAAF Ansons

The Avro 652 was designed in 1934 as a twin-engined low-winged monoplane for European airlines, with an enclosed cabin and the new feature of retractable undercarriage. While still in the design phase, the Air Ministry invited Avro to tender for a twin-engined coastal patrol aircraft, with the Specification 18/35 closely aligned to the Avro design, and the company supplied the plans in MAY 1934 for its revised Avro 652A general reconnaissance bomber. The first prototype (serialled K4771) flew on 24 MAR 1935, and was named the Anson,⁴⁸ with an order being placed for 174 aircraft under Contract 421119/35.⁴⁹ The Anson, fitted with 295hp Cheetah engine in helmeted cowlings, was armed with a fixed forward firing 0.303 machine gun with another in a dorsal turret behind the mainplane trailing edge, and a bombload of 360-lb could be carried internally in the centre-section.

Australian interest, in what was then considered a modern and revolutionary design, came as early as JUL 1935, when CAS AVM Williams referred to an Anson order while speaking at Richmond.⁵⁰ It is of interest, that the first twelve Ansons for the RAAF (A4-1 to A4-12) were included in the first 1935 RAF contract.⁵¹ Australian pre-war deliveries included 48 Ansons built to RAAF orders (A4-1 to A4-48) over 1936-38, and then a further 40 on lease from Britain and received over 1938-39 (with RAF serials).⁵² When EATS deliveries commenced in mid 1940, 937 additional Anson T.1s (with the revised upright windscreen and wing flaps) were delivered, plus three later, all RAF serials.



[colourised by RAAF PTF]

A4-1	the first of 1,028 R	RAAF Ansons – this has t	ne sloping windscreen o	f early production Ansons

Orders	Туре	Delivery	Serials
Prewar orders	Early Mk.I	NOV 1936-JAN 1937	A4-1/A4-12 (RAF K6212/K6223), c/n 967-978 ⁵³
A4-1 to A4-48 <i>[48]</i>		AUG 1937-OCT 1937	A4-13/A4-33 (RAF K8792/K8812), c/n 1008-1028
		OCT 1937-NOV 1937	A4-34/A4-38 (RAF K8840/K8844), c/n 1053-1057
		AUG 1938-SEP 1938	A4-39/A4-48 (RAF L7913/L7922), c/n 1079-1088
Prewar lease	Early Mk.I	NOV 1938-APR 1939	40 prewar pre-EATS deliveries on lease: RAF serials L9161/63,
RAF serials [40]			N1330/36, and among N4868-N5003
EATS deliveries	Later Mk.T.I	MAY 1940-MAY 1944	937 x EATS deliveries from first four R3334/R3342 in MAY
RAF serials [937] ⁵⁴	(higher cockpit,		1940. K8713 1940; R-serials 1940; N- serials 1940-41; W-
	longer nose,		serials 1940-42; AW- and AX- 1941-42; DG- and DJ- 1942; EF-
	wing flaps)		and EG- 1942-43; LT- and LV- 1943; MG- 1943; MH- 1944 ⁵⁵
Later deliveries	Mk.XII	JAN 1945	NL153 for Gov Gen VIP FLT
[3]	Mk.XIX	NOV 1947	VM374/VM375 transport use with 34SQN
In 1935 when ordered by the RAF and RAAF, the Anson was cutting-edge technology – enclosed cockpit and cabin, retractable undercarriage, a good speed of 150mph, an internal bombbay and a gun turret. When received in Australia in 1936, it was indeed modern compared to the contemporary Bulldog and Demon fighters then in use. But by JUN 1938, the visiting British Marshal of the RAF Sir Edward Ellington already considered the Anson and Demon as obsolete and not "classed as modern aircraft".⁵⁶

Over 1937-38, the Anson equipped the RAAF's Citizens' Air Force (CAF) 'cadre' squadrons – 21 and 22 SQNs. As war approached, most aircraft were relinquished to the general reconnaissance bomber units – 1, 2 and 6 SQNs, and allowed the formation of the new units 12, 14 and 23 SQNs.



[adf-serial colour image]

Pre-war: A4-21 of 22(CAF)SQN at Richmond over 1937-38

The AW.38 dorsal turret was known as the 'birdcage', the glassed cabin as the 'glasshouse'.

At the outbreak of war, with 88 having been received, the Anson was the most numerous type in the inventory,⁵⁷ and according to the Official History, the RAAF front-line and disposition on 28 AUG 1939 comprised the following.⁵⁸

Base	Unit	Aircraft
Laverton VIC	1 (Bomber) SQN	Anson
	2 (GR) SQN	Anson
	21 (GP) SQN)	Demon
	One flight of 12 (GP) SQN	Wirraway
Richmond NSW	3 (AC) SQN	Demon
	6 (GR) SQN	Anson
	9 (FC) SQN	Seagull
	22 (GP) SQN	Demon
Point Cook VIC	10 (GR) SQN	Crews standing-by for UK
Pearce WA	14 (GR) SQN	Anson
	25 (GP) SQN	Demon
Darwin NT	12 (GP) SQN two flights only	Anson/Wirraway
Brisbane/Archerfield QLD	23 (GP) SQN one flight only	Anson

This totalled 164 operational aircraft, and 82 trainers.⁵⁹

With war in 1939, Australia offered an overseas expeditionary force of six squadrons, although the ability to raise such a force of aircraft and personnel was doubtful. The 96 aircraft envisaged – four bomber squadrons and two fighter squadrons – would need to be supplied by Britain, as Australia had no modern warplanes. However, Britain soon made clear of a preference for Australia to join the Empire Air Training Scheme (EATS) for the training of aircrew, resulting in plans for the proposed air contingent to be abandoned in late OCT 1939.⁶⁰

The original batch of 48 Anson that the RAAF had purchased had been delivered in overall *Aluminium*. National Markings were the standard type-A RAF roundels in a mid-*Blue* colour,⁶¹ no fin flashes (rudder striping had generally been discontinued), and in RAF-fashion the aircraft serial number was repeated on the rudder, and in large figures under the mainplanes. The 40 leased RAF Ansons delivered pre-war were mainly similar.

Some slight modifications were made to the basic Anson design, none of which were major enough to warrant a new mark number. The sloping windscreen was found to leak badly in wet weather and was altered to a more upright configuration, making the nose appear longer.⁶² Landing lights were moved from the nose to port wing, and metal-framed ailerons and hydraulic wing flaps were added⁶³ – these traits referred specifically to the trainer "Mk T.I".⁶⁴ Much later, the engine cowl flutes were dispensed with in favour of smooth ones, similar to those of the Oxford.



[Etienne du Plessis WWII colour collection] RAF Anson in 1940 – type-A1 fuselage roundel, showing entrance door on the starboard side, and AW.38 turret

As a trainer, the Anson could be adapted to all aspects of aircrew training – as a dual pilot trainer, for fledgling navigators, and for trainee gunners and wireless operators. As with the RAAF's original Ansons, a foot operated Armstrong Whitworth AW.38 Whitley "bird cage" turret (used as the Whitley's tail turret) was standard and in the upper fuselage fitted aft of the wings. although it looked like a power-operated turret, the "bird cage" was in reality just a cupola with rhodoid (i.e. cellulose acetate plastic) glazing on a rotating mounting, and moved manually by the gunner sitting on an attached bicycle style seat, pushing it around with his feet on the floorboards.⁶⁵ For pilot instruction, some Ansons were built in UK specifically as turretless trainers.⁶⁶ Others, when used for gunnery training, could be fitted with a Bristol B.1 Mk.VI hydraulically-operated upper turret.⁶⁷ As Japan entered the War, the RAAF conducted a 'stocktake' on the configuration of its Anson. A census in mid DEC 1941 of Anson E/E.88 Aircraft Status Cards showed whether the aircraft were fitted with a turret or not, to enable suitable unit allocation.



[colourised Frank Jefferies image]

Anson A4-44 with 'B' 2SQN code at Laverton MAY-JUN 1940

This image is mid-1940, as Hudsons are arriving to re-equip 1SQN and 2SQN. The camouflage applied from SEP 1939 was referred generically at that stage as *Camouflage Green* and *Camouflage Brown*, the code letter in *Grey* (which became *Medium Sea Grey*) with the reversion to the *Red-White-Blue* M.2 roundel, which occurred from APR 1940.⁶⁸

RAAF CAMOUFLAGE

SEP 1939 – camouflage. RAAF Aircraft General Instruction C.11 (of 22 SEP 1939) determined the camouflage scheme for twin-engined aircraft to be "*Scheme No.2*", with the pattern from Diagrams A-1733 and Z-1152.⁶⁹ Markings historian Ian Baker assesses that RAAF Drawing Z-1152, which applied to both the DC-3 and Anson, was probably based on RAF A.D.1159.⁷⁰ The colours used over 1939-40 were referred to as *Camouflage Green* and *Camouflage Brown*. The Ansons being received for EATS were mainly in 1938 RAF green/brown A.D.1159 camouflage pattern (shown below), which would be the RAAF standard. ⁷¹ This scheme would remain until changed by the new unique RAAF policy in 1944.





A.D.1159 Air Ministry Diagram for Twin Engined Monoplanes⁷² – Scheme B the mirror image of Scheme A

MAR 1940 - to strip camouflage? Discussion followed over whether camouflage was an overreach, or whether Aluminium should remain for trainers. Someone against Anson camouflage was Air Marshal 'Dicky' Williams.⁷³ Williams (who had been usurped for the role of CAS in FEB 1940 by an RAF officer, ACM Sir Charles Burnett) had always been a zealot for the RAAF cause, which could have brought him into further conflict with the Government, and in particular challenged Britain on the need to promote the identity of the RAAF EATS contribution within the RAF.⁷⁴ Williams argued to CAS on 27 MAR 1940 on why a "silver finish" was preferable, and camouflage a waste of resources in changing schemes for the role: "Ansons and Wirraways of Service Squadrons today (and ordered to be camouflaged) will be used up in Training Units tomorrow when camouflage is not necessary. I cannot help feeling that it would be far simpler, less expensive and more suitable all round if we retained the silver finish..."75 CAS Burnett – whose primary allegiance to Britain was to ensure EATS throughput of aircrew trainees for the RAF and the Empire, through 'Imperial Defence' - realised Williams' antagonism as they were constantly clashing,⁷⁶ and immediately countered (in probably his only positive decision during his entire command of the RAAF): "I am therefore of the opinion that some dull, dark and broken finish for our service aircraft is essential."⁷⁷ It is understandable why Williams was against Burnett's appointment as CAS, and fairly the official history assessed that "it is difficult to see what contribution Burnett was likely to make that was beyond Williams' capacity".⁷⁸ But this was not just a simple decision of trainers being Aluminium, as two trainers - the Wirraway and the Anson - were considered 'Service types'. That meant 'Service' trainers could be employed in operational squadrons, and Director

of Technical Services WGCDR Ellis Wackett (brother of CAC's Lawrence Wackett) had remarked that some imported EATS trainer Ansons might be delivered Aluminium, which Williams seized upon. Ultimately no Ansons had camouflage stripped to adopt an overall *Aluminium* finish. (Williams was soon shipped off overseas for the duration, and Burnett returned to the RAF.) Camouflaged Ansons then became the norm, until the threat of invasion had passed, and overall trainer *Yellow* was introduced in 1944.

DEC 1941 – closer to home. With Japan's entry into War and with an immediate fear of invasion, 'Service' trainers were ear-marked for Reserve squadron use. While the Ansons had retained their camouflage, they had carried *Yellow* trainer bands, and this made it easier to transfer aircraft to the Reserve squadrons with trainer bands removed. In addition by this time, the RAAF camouflage colours were no longer the earlier stipulated *Camouflage Green* (RAF *Dark Green*) and *Camouflage Brown* (RAF *Dark Earth*), but were now *Foliage Green* and *Earth Brown*. The 1942 policy AGI C.11 Issue 4 also determined that aircraft undersurfaces were to be RAAF *Sky Blue*.⁷⁹



[colour image du Plessis Collection]

RAF Anson R9968 in Dark Green and Dark Earth camouflage B-pattern was transferred to the RCAF in SEP 1940 as 6165

National Markings. As War arrived in 1939, colours changed virtually overnight for 'Service' aircraft. First, roundels were toned-down to *Red/Blue* at the end of 1939, and camouflage replaced the *Aluminium* – introduced by the **AGI No. C.11 of 22 SEP 1939** (the first detailed RAAF policy on markings) specifying the Anson as "Scheme 2", later issued as Diagrams A-1733 and Z-1152.⁸⁰ These are believed to have been reprints of the 1939 RAF Air Ministry Diagram A.D.1159 for 'Twin Engined Monoplanes'. This AGI also specified the use of *Red/Blue* roundels (for the fuselage and upper surfaces) and *Red/White/Blue* lower surfaces, and assigned single code letters to designated units (e.g. 'A' to 1SQN, 'B' to 2SQN etc). But by 1940 it was determined that the *Red/Blue* roundels on camouflage were too difficult to see, and CAS himself determined – like the RAF had done – to re-introduce *White* to the fuselage roundel (as can be seen in the image of 2SQN Anson at Laverton in APR 1940).



1940 RAAF camouflage colours for Temperate Land Scheme (TLS) – RAF colours were identified by the name, but for inventory had stock numbers which varied with the amount that was ordered.⁸¹



1941 changeover of RAAF camouflage colours

Unique Colours. Across the whole RAAF, **by JUL 1940** camouflage had been applied and was being confirmed by RAAFHQ – 11SQN at Port Moresby on 11 JUL (based there with three Empires and two Seagulls) responded to RAAFHQ regarding a query on camouflage progress that both its Seagulls remained uncamouflaged;⁸² similarly RAAF Darwin responded that same day that all Hudsons were indeed camouflaged.⁸³ The colours for camouflage were clarified in **DEC 1941.** DTS 368/41 for the first time laid out the RAAF's standard overland camouflage colours: specifying *Foliage Green* (K3/177, to replace RAF *Dark Green*), *Earth Brown* (K3/178 to replace RAF *Dark Earth*), and *Sky Blue* (K3/195 instead of RAF *Sky Grey* or *Sky*).⁸⁴ This further reiterated that second-line aircraft would be camouflaged in accordance with RAF camouflage Air Drawings, which for the Anson was diagram A.D.1159.



[colourised from AWM 013538]

Anson DJ417 at Point Cook in NOV 1942 – later transferred to 66(R)SQN in 1943

DJ417 was delivered to 1AD a month before this Point Cook image. Camouflaged in the RAF colours *Dark Green* and *Dark Earth*, in RAF A.D.1159 'A'-scheme colours, with dorsal turret removed. The outer *Yellow* ring of the RAF fuselage roundel has been painted over with RAAF *Earth Brown* and *Foliage Green* colours to become the newly-adopted Pacific 3:5 roundel. Staged RAAF PR shot.

Where the RAAF did depart from RAF policy was with undersurface colours – the RAF used *Sky* (called "duck-egg green" or "duck-egg blue") or *Sky Grey* for the European haze, but *Sky Blue* was adopted here, as the richer blue was required for the Australian clearer and brighter atmosphere. The **1940** colours laid down by RAAF HQ introduced for "seacraft", for instance, closely followed the RAF policy: *Dark Slate Grey* (K3/189) and *Extra Dark Sea Grey* (K3/187) for uppersurfaces. For the overland scheme, the camouflage that Ansons arrived in from UK from 1939 were the RAF colours *Dark Green* and *Dark Earth*, however the RAAF departed from British schemes by introducing *Sky Blue* (K3/195) for undersurfaces, with *Red* and *Blue* identification colours (National Markings) in *dull* colours.⁸⁵



[colour image du Plessis Collection]

Anson at RAF North Weald in UK 1942 with RAF Sky Grey undersurfaces

This shows the revised more upright windscreen, the radio compass direction finding (DF) loop antenna, and AW dorsal turret.

Meanwhile from MAY 1940 the EATS Ansons were arriving. These were slightly different from those delivered pre-war. The T.1 variant was a true trainer with a number of modifications. It was fitted with wing flaps, and also had the more upright windscreen to avoid the leaking of the earlier sloping windshield. The EATS T.1 was suitable with adaptation for all aspects of crew training, for instructing fledgling navigators, air gunners and wireless operators. When used for gunnery training, it could be equipped with a hydraulically-operated Bristol B.1 Mk.VI upper turret, similar to that fitted to the Blenheim, in lieu of the original manually-turned Armstrong Whitworth AW.38.⁸⁶



[colourised from adf-serials]

4SFTS Ansons at Geraldton 1941 - W1522 '26' and R9899 '24'

Both W1522 and R9899 were EATS deliveries arriving in Australia in NOV 1940, joining 4SFTS at Geraldton in FEB 1941. At this stage of aircraft marking policy, both retained RAF colours of *Dark Green* and *Dark Earth* with light undersides. National Markings were type-A1 fuselage roundels, type-A roundels on undersides with serial numbers, type-B upper wing roundels, three-colour fin flashes sloping along the rudder line, and serial numbers repeated on the rudder. RAAF style *Yellow* trainer bands have been added – these were 36" wide bands around the fuselage and mainplanes mandated from 1940,⁸⁷ but varied slightly between training units. Also the training schools allocated a two-digit training number for ease of aircraft identification, and this would ideally be the last two numbers of the serial, however this was not always possible.

One difference in the EATS Ansons arriving was the occasional RAF training *Yellow* undersides. This was not required by the RAAF, as the option was required to quickly revert to a Service squadron as required, so while the RAF scheme of camouflaged uppersurfaces was retained, only *Aluminium* or *Sky Grey* undersides were acceptable. For the Service squadrons, initially in 1940 undersides were painted the black shade *Night* (K3/179). When replaced as night bombers by Hudsons, the undersides of Ansons eventually by 1941 became *Sky Blue* (K3/195).



[colourised from adf-serials]

W2586 possibly 3AOS Port Pirie 1943 – the lack of trainer bands probably indicates this being earmarked for a Reserve unit W2586 was with 2ANS Nhill over 1942-43 (which formed 97 Reserve SQN) and 3AOS Pt Pirie 1943-44 (which formed 55 Reserve SQN) so its use by either of these Reserve units is probable.

RAAF EATS TRAINING

Under the Empire Air Training Scheme (EATS), Commonwealth countries undertook aircrew training, which was predominantly to supply trained aviators to the RAF. Accordingly, a variety of Schools were established around Australia for pilot, navigator/observer, air gunner and wireless operator/air gunner training, along the lines of the RAF syllabi. For pilots, after basic flying training at an Elementary Flying Training School (EFTS) on Wackett trainers and Tiger Moths, students were passed on to the intermediate and advanced training at a Service Flying Training School (SFTS). The SFTS would grade and then specialise in either single-engined tuition (on Wirraways) for prospective fighter pilots prior to an OTU, or twin-engined (on Anson and Oxfords) for progression to the larger multi-engine aircraft.

To organise the EATS (which Canada knew as the British Commonwealth Air Training Plan, BCATP or 'The Plan'), the conference in London in NOV 1939 agreed all the various dominion training responsibilities – Australia, Canada and New Zealand – with Australia to provide 40 percent of the output from the dominions. Among those commitments for the RAAF was the establishment *inter alia* of eight Service Flying Training Schools (SFTS).⁸⁸

Training Establishment	Number of Units
Initial Training School (ITS)	5
Elementary Flying Training School (EFTS)	12
Service Flying Training School (SFTS)	8
Air Navigation School (ANS)	3
Air Observer School (AOS)	2
Bombing and Gunnery School (BAGS)	3
Wireless Operator-Air Gunner School (WAGS)	3

Air Force HQ in Melbourne was responsible for supervision and standard of EATS training in Australia,⁸⁹ and for the Australian commitment to the Scheme, a variety of RAF aircraft were being imported mainly for training – Ansons, Oxfords, Battles and Tiger Moths.⁹⁰ All these retained their RAF serial numbers and were generally delivered camouflaged – with the role of the SFTS providing intermediate and advanced flying instruction to trainee pilots. The throughput planned for the RAAF contribution to EATS was to provide 1120 crewmen every four weeks – 336 pilot trainees for the EFTS, 280 pilot trainees for the SFTS, 184 observers and 320 WAG trainees.⁹¹ In addition to the original three dominions, Southern Rhodesia also joined the scheme to establish four EFTS, four SFTS and a combined AOS/WAGS unit.⁹² RAAF pilots might complete their pilot training at an SFTS in Australia, Canada or Southern Rhodesia.



[colourised from GRB Collection]

RAF Anson N4978 '29', in RAF colours and B-scheme camouflage/type-A1 roundel and RAF trainer Yellow undersides, is an emblematic example of the EATS system, although this was never an RAAF aircraft. In service with the RAF, N4978 served with 1AOS, 10SFTS and 5SFTS before transfer to Canada in APR 1941.⁹³

On 20 APR 1942, the monumental scale of the EATS effort in Australia was described by the Minister for Air, Mr Drakeford, as absorbing approximately 75 per cent of RAAF resources.⁹⁴

The SFTS syllabus – after trainee pilots had successfully passed **14** weeks recruit training, 'groundschool' and flight grading at Initial Training School (ITS), then **12** weeks at EFTS – comprised **12** weeks with Intermediate Squadron followed by a further **12** weeks with Advanced Squadron, before graduation and despatch to an Embarkation Depot.⁹⁵

The General Reconnaissance School (GRS) was formed for further operational training of pilots and navigators. 'Reserve' squadrons were also formed when Japan entered the War, as invasion was seen as imminent – by MAR 1942, combat units were so few and so hard pressed, that the front-line value of the service flying training schools could not be overlooked, so provision was made for their use in an emergency.⁹⁶ An SFTS unit summary is provided below, to highlight the vital and extensive role of the Anson in wartime EATS training in Australia. Eight of these advanced pilot training schools were formed by the end of 1941,⁹⁷ with their Reserve squadron numbers added in red.

School	Formation	Reserve Squadrons and Aircraft Strength 98
1SFTS	Point Cook VIC, 1 MAY 1940	Formed from 1FTS, Oxfords and Wirraways. 66(R)SQN MAY 42, to 8SFTS MAY 43. Disbanded 15 SEP 1944.
2SFTS	Wagga NSW, 1 JUL 1940	36 x Wirraways, up to 96 in 1941, formed 60(R) and 61(R)SQN JAN 1942. 2SFTS disbanded 14 APR 1942.
3SFTS	Amberley QLD, 21 OCT 1940	54 x Ansons. 66(R) and 67(R) formed briefly, APR 1942 aircraft to 1SFTS and 6SFTS, and SQN numbers transferred – 66(R) to 1SFTS, 67(R) 6SFTS. 3SFTS disbanded 20 APR 1942.
4SFTS	Geraldton WA, 10 FEB 1941	54 x Ansons. 68(R) and 69(R)SQNs formed 1942-1943. 4SFTS disbanded 17 OCT 1945.
5SFTS	Uranquinty NSW, 20 OCT 1941	36 x Wirraways, formed 62(R) and 63(R)SQN DEC 1941. Renumbered 64(R) and 65(R) DEC 1941. Wirraway strength expanded to 160a/c. 5SFTS renamed 1FTS 20 FEB 1946.
6SFTS	Mallala SA, 25 AUG 1941	100+ Ansons; formed 67(R) and 70(R)SQN in DEC 1941. 67(R) moved to Laverton. 6SFTS disbanded 31 DEC 1945.
7SFTS	Deniliquin NSW, 30 JUN 1941	36 x Wirraways, formed 62(R)and 63 (R)SQN in AUG 1942. 7SFTS disbanded 16 DEC 1944.
8SFTS	Bundaberg QLD, 14 DEC 1941	101+ Ansons; formed 71(R)SQN JAN 1943, 66(R)SQN from 1SFTS MAY 43. 8SFTS disbanded 25 JUL 1945.
GRS	Point Cook VIC, 29 APR 1940	18 x Ansons; formed 51(R)SQN. GRS disbanded 13 MAR 1946.

The original finishing date of the EATS had been planned for MAR 1943, but the conference of MAY 1942 in Ottawa extended this to MAR 1945.⁹⁹ It is notable that the EATS was known in Canada as the British Commonwealth Air Training Plan (BCATP) – why have a four-letter abbreviation when you can have a five-letter one? The BCATP, or *'The Plan'*, was probably put forward by the independent-minded Canadians as their stamp on the system which was to utilise so much of RCAF resources. Perhaps *'British Commonwealth'* was seen at this early stage as less imperialistic, which foreshadowed the postwar break up of the *'Empire'* – for instance with the independence of India, the cessation of *Empire Day* in the 1950s, and Canada dropping the Union Jack from their flag. But changing *'Scheme'* in favour of *'Plan'* is curious.

The EATS (BCATP) was definitely a *Scheme* to firmly establish standardised world-wide training, more than just a blueprint for guidance:

- The structure of aircrew training was that developed in pre-war years by the RAF.
- Each RAAF School had a specific **role** in the overall scheme, utilising the same School **names** (EFTS, SFTS, AOS etc) that were already in use with the RAF.
- Each RAAF School used the same **syllabus** of that appropriate RAF training unit.

So it was more than just a *plan*, and the same form of aircraft marking schemes was used too – but primarily due to being expedient to get newly delivered Ansons, Tiger Moths, Battles and Oxfords into service. The above example of the colours and markings of N4978 '29' was generally common to the RAAF schools over 1940-42, until National Markings changed from late 1942, and overall trainer *Yellow* came into service from MAY 1944.



No1 Bombing and Gunnery School (1BAGS) at Evans Head NSW in 1941

EATS Aircrew Training

The RAAF Official History shows the progression of aircrew trainees through the Australian EATS model, from ITS through the various Schools, to the Embarkation Depot.



[RAAF 1939-1942 by Gillison, p.108]



2AOS training with Ansons and Dragons at Mt Gambier, second half 1941 – 2AOS formed 72 (Reserve) SQN in MAR 1942

All prospective EATS aircrew trainees undertook ITS training, where they would be graded and selected for streaming into the best assessed mustering. EATS crewmember training schools specialised on the relevant aircrew syllabi, and Schools were established at the bases shown below, with known Reserve squadron numbers in red.

School	Function	Unit and Reserve SQN	Course Details ¹⁰⁰
AOS	Air Observer School	1AOS - Cootamundra - 73(R)	12-week (O) Course, every 4 weeks, for training
		2AOS - Mt Gambier SA - 72(R)	in basic navigation, aerial photography. To
		3AOS - Port Pirie SA - 55(R)	gunnery training at BAGS for 8 weeks.
WAGS	Wireless Air Gunnery	1WAGS - Ballarat VIC	24-week (WAG) Course for wireless/radio
	School	2WAGS - Parkes NSW	operation and air gunnery training, graduates
		3WAGS - Maryborough QLD	to BAGS for 4 weeks.
BAGS	Bombing and Gunnery	1BAGS - Evans Head NSW	For pilots (2 weeks if required), Observers (8
	School	2BAGS - Port Pirie SA - 54(R)	wks) and Wireless Air Gunners (4 wks) for
		3BAGS - West Sale VIC - 53(R)	bomb-aimer and air gunnery training.
ANS	Air Navigation School	1ANS - Parkes NSW	Observers for 4 weeks advanced nav training,
	0	2ANS - Mt Gambier, Nhill SA - 97(R)	primarily in astro-navigation.

Observer/Navigator Training

The syllabus of an air observer school included dead-reckoning navigation, signalling (morse and visual), reconnaissance, etc; the air navigation school gave the trained observer (who had survived the air observer and bombing-and-gunnery courses) a further four weeks' instruction on astro-navigation.¹⁰¹ This was the RAF syllabus used for global standardisation, and for the quick implementation of EATS training into the RAAF.

Starting from these hurried plans the Scheme soon grew in size, as the various Schools reached their full establishment, and course sizes were then expanded. For instance, at **2AOS Mt Gambier**, Observer courses had started in MAR 1941 with No.10(O) Course with 44 trainees; by the end of the year 19(O) Course commenced with 97 trainees, this remaining the standard. An interesting insight was provided in JUL 1942 with the graduation of 24(O) Course. The Unit History records:

Course 24 passed out on 22nd July. Of an intake of 99, one was transferred to Course 26 due illness, and two were taken off course due airsickness. Standard attained was "average". Due to low standard of entry, examination results were just average. The standard of education was below average and this course was considered the lowest standard of entry up to this time. More familiarity with elementary trigonometry ratios could be acquired at ITS. It was found that more work had to be put into the course to bring them up to "average" standard. Discipline was good. Course 27 commenced on 23 July. Flying hours for the month reached a record figure of 3418 hours.¹⁰²



[du Plessis colour collection]

Anson navigation training in Canada 1942

While apparently the ITS syllabus improved to cover educational standards, and later courses reached "better than average" assessments, attitude and discipline were often concerns. When 31(O) Course graduated in FEB 1943, there was "initial lack of enthusiasm on part of 'scrubbed' pilots". 33(O) Course in MAR 1943 was similar as "many former pilot trainees who had been remustered after as much as 110 hours flying, and were a disgruntled section. Position improved as a result of appropriate action."¹⁰³ The incredible size of the EATS training effort established huge airfields across Australia that had never before been envisaged. An example was 2AOS, at Mt Gambier SA, in 1942.



Mt Gambier was home to 2AOS Ansons which formed 72(R)SQN in MAR 1942

Gunnery Training

Training for aerial gunners took two forms – the Wireless Air Gunnery School (WAGS) and the Bombing and Gunnery School (BAGS). The WAGS training was a 24-week course primarily for wireless/radio operation and with an air gunnery training component – graduates would proceed to BAGS for a further four weeks of advanced training. In addition to these wireless operator air gunners, other trainees at the BAGS were Observers for eight weeks of bombaimer and air gunnery instruction. To a lesser extent, some pilots would undertake two weeks training if required.



[du Plessis colour collection] Gunnery training in UK with twin Browning .303s



Gunnery training at 3BAGS at West Sale 1943

By the end of 1941, six RAAF aerial gunnery schools had been established – three WAGS and three BAGS. Then by the end of 1943, the BAGS had merged into AOS schools with one central Air Gunnery School (AGS) at West Sale. With the important emergence of radar by 1944, 1WAGS absorbed the other WAGS schools, eventually to form the central Air and Ground Radio School (AGRS) at Ballarat.

A feature of the Anson was its capability as an all-round aircrew training platform, and with its Armstrong Whitworth AW.38 dorsal turret this was utilised at some WAGS and BAGS bases. A census was taken in DEC 1941 of what Ansons throughout the RAAF had these turrets fitted, so that individual airframes could be matched to the requirements of the various schools.



The AW.38 'birdcage' turret on RAAF Anson W2121 at Bull Creek Museum

Details of the turret were published by US National Advisory Committee Aircraft Circular No.201, of MAR 1936, which had copied them from *Flight* magazine of 23 JAN 1936.¹⁰⁴ The technical description follows:

Operation is entirely manual. The turret rotates on rollers on a vertical track, rotation being effected by reaction from the gunner's feet on a rubber-covered cockpit floor. A mechanical lock is fitted to enable the turret to be locked at any desired angle or traverse. Merely leaning backwards or forwards is sufficient to alter the elevation, and in practice, it is said, this movement is quite natural, demanding no mental effort by the gunner.

Although independent locks are provided for both the rotational and elevating movements, it has been found in practice that the gun can be fired with the entire mechanism free, no ill effects being experienced from recall. It is possible, therefore, to follow a target continuously.

The only external unbalanced force is that caused by the protrusion of the gun barrel. Firing aft, and through a horizontal traverse of 60 degrees on each side, it is claimed, no inconvenience is experienced at any speed. When firing fully broadside, however, the gun barrel creates a rotational force which must be resisted by the gunner.

Substantially of spherical formation, the turret consists of a metal framework and suitably formed Rhodoid *[cellulose plastic]* panels. The slot through which the barrel of the gun protrudes is fitted with an articulated sliding cover allowing the turret to be completely sealed when the gun is not in use. Complete, the turret weighs roughly 97 pounds.



The Anson AW.38 turret – details from US National Advisory Committee Aircraft Circular No.201, Fig.11 of MAR 1936 The Reserve Squadrons

Using the large numbers of Wirraway and Anson 'Service Aircraft' scattered around Australia in the huge "wing"-size Schools was an expedient way to establish Australia's last-ditch defence, when no modern warplanes were available. The thought of the 1940 Battle of France with Ansons and Battles becoming cannon-fodder for modern enemy fighters did not engender much hope, but late 1941 to mid 1942 were indeed desperate days. One Wirraway school was **5SFTS at Uranquinty** NSW. The entries below from the Unit History show the desperation in **5SFTS forming 62** and **63 'Reserve' Squadrons** in DEC 1941, and very soon changed to 64 and 65 SQNs.

ADDERDA. 10/12/41. No.62 (G.P.) Reserve Squadron formed to Establishment HD-81. Personnel and aircraft have been allotted and instructions were given to make the aircraft operationally serviceable and prepare all equipment. 17/12/41. Instructions given that No.63 (G.P.) Reserve Squadron was to form when personnel were available to man it. In the meantime action to be taken to make allotted aircraft operationally serviceable and prepare all equipment. 29/12/41. Nos. 62 and 63 Squadrons are re-numbered respectively Nos. 64 and 65 (G.P.) Reserve Squadrons. 9/2/42. Aircrew intake of 50 trainees - Course 19. 27/2/42. Personnel allotted to No.65 Squadron. G ng No. 5 S.F.T.S. R.A.A.F. Un [5SFTS A.50 Unit History DEC 1941-FEB 1942]

The nearby NSW Wirraway schools – **2SFTS at Forest Hill**/Wagga and **7SFTS Deniliquin** – underwent similar organisational changes:

- **2SFTS formed 60(R)SQN** on 1 JAN 1942, only to disband in APR 1942; its other unit **61(R)SQN** apparently had a similar short life, and these squadron numbers were to be transferred to Uranquinty, ¹⁰⁵ but...
- confusion reigned 5SFTS already had formed 62(R) and 63(R)SQNs in DEC 1941, while Deniliquin had already been allocated the 7SFTS 62(R) and 63(R)SQN 'numberplates',¹⁰⁶ which obviously prompted the above 5SFTS change to 64(R) and 65(R)SQNs.

If this didn't confuse the Japanese, it certainly confused me !

The other EATS training units also established 'Reserve' squadrons. 6SFTS at Mallala formed two Anson squadrons, 67(R) and 70(R)SQNs in AUG 1942. However, 67(R)SQN would move to Laverton, and apparently 70(R)SQN was disbanded. 2AOS, the Observer school at MT Gambier, formed 72(R)SQN in MAR 1942. GRS formed 51(R)SQN at Laverton. Later in 1942, 2ANS at Nhill formed 97(R)SQN. 8SFTS at Bundaberg formed 66(R)SQN in MAY 1943. A further example of the EATS effort and the size of the schools was 6SFTS, an Anson school at Mallala SA.



6SFTS Mallala in 1944 – there appears to be 108 Ansons parked

RAAF NATIONAL MARKINGS

The designation system of RAF national roundels we know as 'A', 'B', 'C', etc was developed in the 1950s, purely for simplicity. These British 'non-official' designators are attributed to author Bruce Robertson, used from his early benchmark Harleyford *Aircraft Camouflage and Markings 1907-1954*. The official terminology was both cumbersome and ambiguous – the same term could apply to different roundels at different times,¹⁰⁷ so Robertson's invention has simplified this. There is a discussion of this in Paul Lucas's fine book on the Battle of Britain camouflages which does use the official terminology – but sometimes not with this simple clarity.

As the RAAF followed markings policy of the RAF, major changes were about to occur from 1939. The Munich crisis, in SEP 1938, saw the RAF adopt camouflage finishes for the majority of its front line aircraft, and also the *Red* and *Blue* roundel on wings and fuselage as the wartime National Marking.¹⁰⁸ The RAF formalised this on **27 APR 1939** as **AMO A.154/39** – *Identification Markings on Aircraft of Operational Units*.

RAF AMO A.154/1939 in its revision of the National Markings for all British military aircraft included a Yellow surround for roundels on camouflaged aircraft and introduced Red/White/Blue stripes on the fin.¹⁰⁹ National Markings of RAAF aircraft were then changed soon after declaration of war with Germany. On 12 SEP 1939, Directorate of Technical Services in RAAFHQ advised that for <u>top surfaces and fuselage</u> the roundel would be Red/Blue (i.e. what would become the "Marking M.1"), and roundels on <u>undersides</u> would be Red/White/Blue ("M.2").¹¹⁰ While this was formalised by the policy Aircraft General Instruction (AGI) No.C.11 of 22 SEP 1939, these 'M-series designators' were not applied until the AGI C.11 of OCT 1940.



Coloured from Ian Baker's AHCB #5, Roundels, Tail Stripes & Other Markings (2)



[colourised from

RAAF image]

1939 Changeover: A1-53 new type M.1 roundel, and A1-57 still with M.2 roundel, both with M.1 on upper wings

The RAAF "M.1" was the RAF type-B red-blue, the "M.2" was the standard red-white-blue type-A, and the "M.3" marking was the M.2 with a Yellow ring around the outside (like converting the RAF type-A to the type-A1). The fin flash was also designated by a number – the "M.4" marking was the red-white-blue fin flash. These Demons are marked with unit designator "Y" for 1FTS. The M.1 was in a 2:5 ratio¹¹¹, M.2 1:3:5. But soon into 1940, about APR 1940, the RAAF fuselage roundel was reverted from M.1 roundels back to M.2 roundels.¹¹²

M.1 ROUNDELS 1939



RAAF CAMOUFLAGE AND MARKINGS

In past articles in this series, individual aircraft camouflage and marking details for the RAAF from 1939 have been covered, with the changes up to 1945, often resulting from the origin of the aircraft. Below is a chronology of RAAF policy for generic, and Anson specific markings – (prewar all-over *Aluminium* Ansons, and the camouflaged RAF deliveries) – so these can be followed in a logical timeline through to postwar.

Year	Change	Policy and References
1939	Introduction of the 2:5 type-B to RAAF aircraft fuselages	RAAFHQ DTS 9/1/442 of 12 SEP 1939.
	and uppersurfaces – this became the M.1 roundel in 1940. RAAF aircraft camouflage, identification markings, and squadron code letters – training aircraft <i>Aluminium</i> .	RAAFHQ Aircraft General Instruction No. C.11, of 22 SEP 1939, 9/1/396(13A). Anson camouflage pattern was A.D.1159, which the RAAF may have adapted as drawing Z-1152. ¹¹³ Drawn largely from AMO A.154/39 of 27 APR 1939. ¹¹⁴
	CALLER C	
	A4-6 with M.1 roundel	1939
1940	 RAAF camouflage colours were <i>Camouflage Green</i> and <i>Camouflage Brown</i>, copies of RAF dark green and earth colours. OCT 1940. Policy AGI No. C.11 Issue 3 specified trainer schemes E.1 (overall <i>Yellow</i>), E.2 (36" <i>Yellow</i> bands) and detailed National Markings: <i>Marking M.1</i> – a <i>Blue</i> ring surrounding a red centre, the diameter of the <i>Red</i> to be 2/5 of the <i>Blue</i> circle, on upper wings (i.e. type-B roundel). <i>Marking M.2</i> – a <i>Blue</i> ring surrounding a White ring surrounding a <i>Red</i> circle, the proportions to be 1:3:5 (type-A roundel). <i>Marking M.3</i> – three colour circle (i.e. <i>M.2</i>) surrounded by a <i>Yellow</i> ring, proportions as for M.2 and the <i>Yellow</i> the same width as the <i>Blue</i> circle, i.e. 1:3:5:7 proportions (type-A1 roundel). 	RAAFHQ Aircraft General Instruction No. C.11, Issue 3, of 3 OCT 1940, AFHQ file 1/501/329. Para2(i) stipulated grey serial number and code letters on camouflaged aircraft.
	 Marking M.4 – Red, White and Blue stripes on the fin, stripes the same widths as the rings of the roundel, Blue nearest rudder (Seagull only). NOV 1940. The RAF's Aircraft Design Memorandum (ADM) No.332 specified Air Diagrams for camouflage schemes for different types of service aircraft. The RAF Temperate Land Scheme (TLS), had been mandated by RAF AMO A.926 in DEC 1940 – upper surfaces in Ministry of Aircraft Production (MAP) Dark Green and Dark Earth, and undersides MAP Sky – not adopted by the RAAF. 	RAF ADM 332 (Issue 3) of 15 NOV 1940 , <i>External</i> <i>Colour Schemes of Aircraft</i> , RAAFHQ file 150/4/852 AGI C.11, <i>Standard Finishes and Markings</i> . Air Diagram A.D.1174 "Camouflage Single-engined Biplanes – G/R, FAA" applied to the Seagull, which the RAAF adopted as A-1813. ¹¹⁵ AMO A.926/40 of 12 DEC 1940 replaced A.154/39. ¹¹⁶

1941	The RAAF adopted 1941 policy of the RAF Directorate of Technical Services in RAAF DTS 368/41 , which also for the first time laid out the RAAF's standard overland camouflage scheme; specifying <i>Foliage Green</i> (K3/177, to	RAAFHQ DTS directive 368/41, file 150/4/852(53A) of 23 DEC 1941, letter S.A.S.9984, paras.2 and 4.
	replace RAF <i>Dark Green</i>), <i>Earth Brown</i> (K3/178 to replace RAF <i>Dark Earth</i>), and <i>Sky Blue</i> (K3/195 instead of RAF <i>Sky</i>).	RAF ADM 332 (Issue 3) of 15 NOV 1940, External Colour Schemes of Aircraft.
	DEC 1941. Directive to 51(Reserve)SQN of no requirement to be marked with <i>Yellow</i> trainer bands. This presumably applied to all Reserve squadrons, then starting to form.	RAAFHQ Letter 36/501/244 to CO 51(R)SQN, cDEC 1941, files as 1/501/329(56A).
1942	US colours: When US-produced aircraft began to arrive for the RAAF in 1942, these continued in British colours and markings being diverted from RAF contracts; US manufacturers tried to match their paint to the RAF colours. (Later, RAAF aircraft were delivered in USAAF standard camouflage of <i>Dark Olive Drab</i> and <i>Neutral Gray</i> , adopted for the Curtiss P-40 in 1940 and remaining the benchmark until late 1943 until natural metal.)	Matching US paints to MAP colours ¹¹⁷ USAAC Spec 24114, Air Corps Bulletin No.41, of 22 OCT 1940. ¹¹⁸
	JUN 1942. Deletion of <i>Yellow</i> from RAAF roundels. JUL 1942. RAF changes to Temperate Sea Scheme (TSS), Day Fighter Scheme (DFS) and Desert Scheme, and changes type-A1 roundel to type-C1 National Markings.	 RAAFHQ DTS 280/42 of 18 JUN 1942, filed on 1/501/329(63A); 1TG signal T.670 19 JUN 1942; Signal School Point Cook A.50, 29 JUN 1942. RAF AMO A.664/42 of 2 JUL 1942, para.5.¹¹⁹
	 AUG 1942. The RAAF Technical Order, Aircraft General Instruction (AGI) No.C.11 was changed by Issue 4 of 31 AUG 1942, for operational aircraft retained Red/White/Blue National Markings, dropped the Yellow outer ring, but there were still unintended consequences. Upper surfaces - Red was dropped, so the roundel was specified as Matt White and Matt Dull Blue, with the White diameter to be 2/5 of the Blue - the first directive for what we call the 'Pacific' Roundel. Red was deleted because on 26 JUN 1942 a USN fighter had attacked a RAAF Catalina confused by the M.1 roundel Red/Blue roundel. Fuselage sides - M.2 (Dull Red-White-Dull Blue) roundels in the 1:3:5 proportions. Undersurfaces - the same Dull Red, White, and Dull Blue roundels but only for day fighters and trainers, but not for bombers or seaplanes. Fin markings - all aircraft marked with Dull Red, White and Dull Blue stripes of the same width, with red leading. 	RAAFHQ Technical Order AGI No.C.11 (issue 4) of 31 AUG 1942. Colours were specified as <i>Matt Dull Red</i> K3/214 or K3/199, <i>Matt Dull Blue</i> K3/196 or K3/197.
	from National Markings – <i>Blue</i> and <i>White</i> roundel with <i>Blue</i> not to exceed 48", with the <i>White</i> diameter 3/5 (3:5) of the <i>Blue</i> . Roundels were to be in the six positions, with <i>Blue/White</i> fin stripes – specified colours <i>Matt White</i>	SEP 1942. USAAF War Dept Circular #141, 12 MAY 1942, had removed <i>Red</i> from the US National Markings. ¹²⁰

	K3/170 and <i>Matt Dull Blue</i> K3/197. The <i>Yellow</i> surround of the A1 fuselage roundel had been overpainted in AUG				
1943	JAN 1943. RAAF squadron code letters – three letter codes introduced in <i>Sky Blue</i> K3/195, two letters signifying the squadron/unit, the third as an individual aircraft identifier.	Air Force Confidential Order (AFCO) A.3/43, Code Letters for Operational and Reserve Squadrons, of 4 JAN 1943, 62/1/271.			
	1943 2nd Quarter. RAAF Blue/Grey camouflage.	Relevant to Catalinas.			
	JUL/AUG 1943 . Cease re-camouflaging US aircraft arriving in OD/NG – the standard RAAF camouflage colours up to 1943 were uppersurfaces <i>Earth Brown</i> and <i>Foliage Green</i> , undersides <i>Sky Blue</i> ; in DEC 1943 in line with 1940 US colours Spec 24114 (Air Corps Bulletin 41, 22 OCT 1940) this was changed to uppersurfaces <i>Green</i> , undersides <i>Grey</i> . ('Green' in this context refers to <i>Foliage Green</i> for Australian refurbishment, <i>Olive Drab</i> from US factories.)	Request from HQ 5MG 300/3/1 of 20 JUL 1943, 1/501/329 (89A), to cease re-camouflage. RAAFHQ DTS Special Instr Gen/8 (SIG/8) 26 AUG 1943: Aircraft finished in American camouflage scheme are to be accepted and not to be re- camouflaged in RAAF scheme during erection. Aircraft will be finished in RAAF camouflage when repainting required or during major overhaul. RAAFHO AMEM DTS 1/501/329 SAS 13552 8 III			
	JUL 1943. Already some roundels were 1:2 ratio, from converting type-C1 roundels, and common for some types. RAAFHQ AMEM specified that the roundel <i>White</i> circle was to be smaller, 2/5 the size of the <i>Blue</i> , the 2:5 roundel.	1943, adopted from RAF AMO A.664/42, of 2 JUL 1942. Further, in NOV 1943 SEAC specified the size of its new roundel (based on that of the RAAF) for 'medium' aircraft as approx. 2:5 32" (and fin flash 24" high x 22" wide) – Air Force Order (India) No.357. RAAF DTS specified 32" Blue roundel, 12" White, i.e. 3:8 (approx 2:5) and fin flash 24"x16". ¹²¹			
	Ratio of the <i>White</i> to the <i>Blue,</i> 3:5 and 2:5				
1944	MAY 1944. Major revision of AGI "Camouflage Schemes and Identification Markings": for the Anson the applicable orders were Appendix C <i>Foliage Green</i> (for CUs), and Appendix E <i>Yellow</i> for trainers. Training numbers were to be in Black forward of the fuselage roundel. For camouflaged aircraft (i.e. on CUs) code letter colours changed from <i>Sky Blue</i> to <i>Medium Sea Grey</i> .	RAAFHQ T.O. AGI Pt 3(c), Instruction 1, file 150/4/5056 (1A), of 26 MAY 1944. Also issued as DTS Special Instr Gen/34 1 MAY 44.			
	OCT 1944. RAF camouflage Scheme and Marking changes.	RAF Air Publication A.P.2656A of OCT 1944. ¹²²			
	55 The MAY 1944 AGI Annex E introduced ov	rerall Yellow for trainers			
1945	APR 1945. RAAF squadron code letters, more added to	AFCO A.11/45, Code Letters for Operational and			
	the list of AFCO A.3/43. APR 1945. No removal of camouflage from transport aircraft.	<i>Reserve Squadrons</i> , of 26 APR 1945, 62/1/271. RAAF Command letter 2198 of 27 APR 1945 , 1/501/329 (21A).			
	OCT 1945. Enquiries were made, as camouflage was being removed from RAAF transport aircraft, could <i>Foliage Green</i> be removed from the ASR Catalinas.	From 4 (Maintenance) Group to RAAFHQ 4MG file 301/15/1 (61A) of 10 OCT 1945, filed as RAAFHQ 1/501/329 Pt.2 (30A).			
	Approval granted 18 OCT 1945 that camouflage be removed from Catalinas during major overhaul. In the	AMEM 1/501/329 Pt.2 (31A) 18 OCT 1945.			

	 interim, Catalinas could remain in delivery scheme: "undersurface <i>White</i>, uppersurface <i>Blue Grey</i>", i.e. still the Coastal Command colours of <i>White</i> with TSS uppersurface camouflage of <i>EDSG</i> ["blue"] and <i>Dark Slate</i> <i>Grey</i> ["grey"]. NOV 1945. Review of aircraft camouflage policy for post- war aircraft: AGI should be amended to revert to pre-war practice of aircraft being uncamouflaged. 	RAAFHQ DTS SIG/71 of 13 NOV 1945. Filed as message T.1219 PGM, TSD 443/45, 62/4/93 (51A). For post-war aircraft undergoing complete overhaul to have camouflage removed; aircraft undergoing repair requiring repaint, to have camouflage removed; other aircraft to have camouflage removed, manpower and materials permitting.
1946	SEP 1946. RAAFHQ D/Ops reviewing AGI of 26 MAY 1944.	RAAFHQ 1/501/329 Pt.2 M.34 of 3 SEP 1946. Also recommended that domestic aircraft production be delivered uncamouflaged.
1947	MAY 1947. DTS issue of SIG/88 cancelling the marking of VH-series radio callsigns.	RAAFHQ DTS SIG/88 of 1 MAY 1947. Filed as message T.1650 PGM, TSD 23/47, 1/501/329 Pt.2 (35A).
	MAY 1947. RAF re-introduce <i>Red</i> to National Markings.	RAF Air Ministry Order (AMO) A.413/47 para 18, of 15 MAY 1947.
	AUG 1947. RAAFHQ assessed that "Red in roundels is not a requirement".	RAAFHQ 9/1/1595 Aircraft Markings – General Technical File 1945-1950, M.12 of 4 AUG 1947.
	AUG 1947. Squadron code markings no longer required.	RAAFHQ DTS SIG/92 of 5 AUG 1947. Filed as message T.1740 PGM, 1/501/329 Pt.2(46A).
	SEP 1947. RAAF flying boats "to be painted with <i>Aluminium</i> and with the smoothest possible finish".	RAAFHQ 9/1/1595 Aircraft Markings – General Technical File 1945-1950, duplicated from 9/1/1755(5A) of 30 SEP 1947.
1948	JAN 1948. Red/White/Blue National Markings 1:2:3 introduced to RAAF in 'bright' colours, i.e. type-D.	RAAFHQ DTS SIG/96 of 14 JAN 1948. Filed as message T.1840 PGM, 9/1/1595. Reintroduction of <i>Red</i> to RAAF National Markings, para D(8).

This image of MG168 in 1950 shows the introduction of several DTS Special Instructions General: SIG/71 of 13 NOV 1945 (back to *Aluminium*), and SIG/96 of 14 JAN 1948 (*Red-White-Blue* type-D roundels and fin flashes for the Anson – flashes had not been marked on the originally delivered RAAF aircraft in 1936).

RAAF TRAINER BANDS and TRAINING NUMBERS

Training numbers in the RAAF started in the mid-1930 with 1FTS at Point Cook, and applied to the aircraft then on strength – Avro Cadets, D.H.60 Moths, and Wapitis. With war, in 1940 1FTS became 1SFTS as the first 'Service' advanced school within the RAAF's EATS contribution.

SEP 1939. RAAF training aircraft policy was laid down in Aircraft General Instruction (AGI) C.11 as overall finish to be *Aluminium* (V.84).¹²³

MAR 1940. Reference is made from RAAFHQ Director of Technical Services (DTS) to AMOE regarding "*Yellow* bands" to be used by AGI C.11 (possibly in the unseen Issue No.2), which were to be painted on training aircraft around the fuselage and wings. It was noted that this had not been done to date as supplies of yellow paint had not been obtained. Also reference is made that Tiger Moths being delivered from DH at Bankstown were finished in *Yellow*.¹²⁴

JUN 1940. 1SFTS Point Cook had queried through HQ Southern Area whether RAAF HQ would approve its numbering system – with *Red* numbers for 'Intermediate SQN', and *Yellow* numbers to designate 'Advanced SQN'.¹²⁵



[colourised from RAAF image]

A4-19 in 1940 of 1SFTS with two training numbers! – '19' ahead of the roundel and '6' on the nose Once properly formalised, the later training numbers would be on the 36" *Yellow* trainer band, at the same height (as shown here) as the 30" roundel. The significance of the *Red* '6' is evidently to signify 1SFTS 'Intermediate SQN'.

OCT 1940. Release of AGI C.11 Issue No.3 stipulated two training colour schemes. **Scheme E.1** was to be the *permanent* scheme for training aircraft, with the entire airframe to be finished in *Yellow*. **Scheme E.2** was an *interim* finish comprising "a *Yellow* band three feet in width" around the fuselage and around the mainplanes.¹²⁶ These 36" E.2 trainer bands were to be used by Ansons, in preference at this stage to overall *Yellow*, as the Anson was a 'Service Aircraft' which could be rotated through operational squadrons and would be required to revert to a camouflage finish.

OCT 1940. Training Numbers. AGI C.1 Issue 3 also covered: "training aircraft are to have the last two numbers of their identification numbers painted on both sides of the fuselage forward of the national markings". There were some caveats: one digit could be used if serial number was under 10; if more than one aircraft in the unit had the same 'last two', then three numbers could be used; numbers were to conform to the size of squadron code letters, i.e. under 48" in height.¹²⁷

DEC 1941. RAAFHQ AMOE Letter S.A.S.9984 to all flying training establishments detailed colour schemes and camouflage of second line aircraft. This, inter alia, specified that: Air Diagram A.D.1159 applied to the Anson; replacement of the RAF camouflage colours by RAAF *Earth Brown* (K3/178) and *Foliage Green* (K3/177); and the undersides were to be Sky Blue (K3/195), noting that *Yellow* and *Aluminium* finishes were no longer to be used.¹²⁸

RAAF TRAINER BANDS and TRAINING NUMBERS

DEC 1941. Reserve Squadrons. After a query from 51(R)SQN, the unit was advised that there was no requirement to have *Yellow* trainer bands.¹²⁹ This evidently applied to all the Reserve squadrons that were then commencing to form.

JAN 1942. RAAFHQ noted that *Yellow* painting was "gradually being implemented", with recommendation from DTS to DCAS "to adopt the English scheme for training aircraft" of *Yellow* undersides with camouflage on the upper surfaces.¹³⁰ *Yellow* undersides were implemented for some trainers – Wacketts, Tiger Moths, Oxfords – but not by the Anson, because of its 'Service Aircraft' obligation to revert to Reserve squadrons.

JUN 1942. DTS noted the removal of the *Yellow* ring from the fuselage roundel, "IAW instructions issued by the Allied Air Command"¹³¹ – this deleted the RAAF M.3 roundel, reverting to the M.2.

AUG 1942. Release of AGI C.11 Issue No.4 formalised some of the earlier decisions that had been discussed, inter alia *Foliage Green/Earth Brown* uppersurfaces and *Sky Blue* lower surfaces; the 36" *Yellow* band around the fuselage and wings; and a 9" wide *Yellow* band longitudinally around the nose to the engines.¹³² The last instruction is seen mainly on Oxfords and to a lesser extent on Ansons, and within the *Yellow* band near the nose is the 'last three' as a training number in *Black*. But another aspect in this order that apparently was not complied with was the instruction for the training number to be in *Medium Sea Grey*. This order also stated that for Trainer and Communication Aircraft "the undersurfaces are to be camouflaged *Yellow* (K3/185)", but apparently did not apply to the Anson at this stage because of Reserve squadron commitments. There were cases of Ansons having Yellow cowls, and although not a requirement as it was for single-engined trainers, may have been a unit marking to designate an SFTS, as below.



[colourised from adf-serials]

Anson DG733 coded '33' served with 6SFTS Mallala from OCT 1942 until NOV 1944 showing Yellow trainer bands This beautiful Anson image from *adf-serials* was taken over 1943-44, with 75" 2:5 roundels on the wings, and colours by this stage would have been repainted in *Foliage Green* and *Earth Brown*. Standard were: 36"-wide Yellow trainer bands; fuselage 3:5 roundel being 30" diameter; and training numbers of the same height. Yellow cowls, and 9" band around the nose with the last-three '733'.

MAY 1944. The next major revision of RAAF camouflage and markings was Aircraft General Instruction (AGI) Part 3, Section (c), Instruction No.1. The different roles of aircraft were detailed in the appendices: Appendix "C" stipulated *Foliage Green* to be applied to attack aircraft, and *inter alia*, Communication aircraft – the Anson with Communications Units (CUs). In addition, Appendix "E" directed *Yellow* for all training aircraft, with training numbers (or letters) in *Black* to be placed forward of the roundel.¹³³ By this stage of the War, the Anson generally had standardised with a 30" diameter 3:5 fuselage roundel, and generally the adjacent training number was the same height, and 15" wide in a 3" stroke.¹³⁴

1SQN Ansons were based at Laverton when war with Germany broke out on 3 SEP 1939, and an Anson carried out the first patrol of the conflict carrying out a search off Cape Otway. During the early part of 1940 three notable convoys were covered through the southern waters of Australia: the first echelon of the 2nd AIF in JAN, and the second echelon and then a very large supply convoy consisting of ten capital ships in MAY. 1SQN, now equipped with Hudsons, moved to Malaya, arriving on Singapore at Sembawang on 4 JUL 1940.¹³⁵



[colourised from AWM 001460]

A4-47 – in a 1SQN line-up of 'A'-coded Ansons at Laverton in APR 1940 – served on 1SQN AUG 1939-MAY 1940 A4-47 was transferred from 21SQN to 1SQN immediately before war on 30 AUG 1939 and shows the "war colours" of that period, *green/brown* uppersurfaces, black *Night* undersurfaces (with serial number shown), and RAAF M.1 fuselage roundels.

2 SQUADRON

2SQN was re-formed at Laverton on 3 MAY 1937 as a General Reconnaissance unit with Hawker Demons, and re-equipped with Ansons by the end of 1937. Mobilisation was completed in SEP 1939 with the unit having ten Ansons to undertake seaward searches for enemy raiders. Ansons on strength were: A4-9, -12, -26, -29, -33, -34, -36, -37, -39, -42, -44 and -46.¹³⁶ Over JUN-JUL 1940, 2SQN re-equipped with Hudsons, and moved to Darwin in DEC 1941.¹³⁷



[colourised from AWM 001468]

Boarding a 2SQN Anson at Laverton APR 1940, the single letter 'B' code was ahead of the roundel on both sides

The single letter codes were mandated by AGI C.11 of SEP 1939, and marked in '*Grey*', apparently the colour that was subsequently designated *Medium Sea Grey* K3/183 in 1942. The fuselage roundels were in the changeover period – 1SQN aircraft have the M.1 roundel, the 2SQN aircraft has a newly re-introduced *Red-White-Blue* M.2 roundel, which had only just replaced the *Red-Blue* M.1.

4SQN was formed as a RAAF unit at Richmond on 3 MAY 1937 with Hawker Demons, which were replaced by Ansons on 31 JUL 1937. War was looming on the far side of the world in Europe, and 4SQN was re-numbered 6SQN for some inexplicable reason, on the authority of RAAF HQ Routine Order 50/38 with effect from 1 JAN 1939.¹³⁸ 4SQN operated Ansons A4-5, A4-18, A4-19, A4-20, A4-31, A4-32, A4-40, A4-41 and N1331, before re-forming as a single-engined unit in JUN 1940 with Demons and Wirraways.¹³⁹



[colourised from Hall, Avro Anson, p.3]

N1331 was one of the original leased RAF-serialled Ansons received from NOV 1938, before the concept of EATS N1331 served on 4SQN from DEC 1938, to then join 6SQN when the unit was retitled in JAN 1939.

6 SQUADRON

6 SQN, equipped with Demons and Ansons, had been formed at Richmond by the re-numbering of 4(GR)SQN on 1 JAN 1939, on the authority of RAAF HQ Routine Order 50/38. With the outbreak of war, 6SQN Ansons were camouflaged and undertook reconnaissance and bombing, exercising with the Navy for the seaward protection over the approaches to Sydney Harbour. A highlight was protecting the convoy, which included the *Queen Elizabeth* and *Queen Mary*, conveying the second echelon of the 2nd AIF to the Middle East during JUN 1940. Patrols continued through MAY 1940, while training was undertaken on 6SQN's first Hudsons that had been received in APR 1940.¹⁴⁰



[colourised from adf-serials]

A4-31 – 6SQN camouflaged in B-pattern over 1939-40, with unit code 'F' in Grey, and Night undersides The black Night undersides are of interest – the A4-31 serial number is applied under the wings in RAF style (in Grey) and national markings are as per the 1939 policy of M.1 roundels on the fuselage and uppersurfaces, M.2 under the wings.

The apparent pointless swapping of Squadron numbers on 1 JAN 1939 had unintended consequences. The 6SQN badge was originally proposed for 4SQN – the *fleur de lys* and the French motto relating the 4AFC's service in the Great War. However, in MAY 1940 the 6SQN badge (without the *fleur de lys*) was approved ¹⁴¹ – this has caused problems since as 4SQN has re-formed as a FAC training unit, and both squadrons now have near identical badges.



2SQN Ansons A4-29, A4-37 and A4-33 in mid-1938

12 SQUADRON

12SQN was formed at Laverton on 6 FEB 1939 as a general purpose squadron equipped with four Ansons and four Demons. An intensive flying training program was commenced in MAY 1939 in night flying exercises and live bombing practice. An advance party of 12SQN arrived in Darwin on 24 JUL 1939 to prepare the civil aerodrome for military activities. 12SQN was first RAAF squadron to be permanently stationed in Darwin, and was responsible for the air defence of Northern Australia. Back at Laverton the Hawker Demons had been replaced by Wirraways, enabling all of the Squadron aircraft to deploy north. The first patrol was flown from Darwin on 31 AUG 1939, and the remainder of the unit arrived from Laverton on 17 SEP – taking 12SQN just over two months to move completely to Darwin's civil aerodrome but the hard work of establishing a permanent RAAF presence in Darwin was only just beginning.¹⁴² On 1 JUN 1940, 12SQN 'A' and 'B' FLT Ansons – N1334, N1335, N4891, N4899, N4920, N4921, N4926 and N4970 – were absorbed into 13SQN, leaving 12SQN only with 'C' FLT of Wirraways.¹⁴³

13 SQUADRON

13(GR)SQN formed at Darwin on 1 JUN 1940 absorbing most of the personnel and all of 12SQN 'A' and 'B' FLT Ansons.¹⁴⁴ Operational duties with Ansons – shipping and security patrols, and maritime searches – was only temporary, as the first replacement Hudsons arrived on 9 JUN 1940.¹⁴⁵

14 SQUADRON

14SQN formed at Pearce aerodrome, near Bullsbrook, WA on 6 FEB 1939, primarily from Ansons transferred from 25SQN. Anson N1336 forced landed on delivery from Laverton; other 14SQN Ansons were A4-4, A4-13, A4-24, A4-25, A4-38, N4868, N4879, N4908 and N4916. 14SQN had been allocated the code letter 'P', and was unique in that it never moved from Pearce during its entire existence. Up until the declaration of war in SEP 1939, 14SQN was mainly involved in night flying and navigational training exercises, and on 7 SEP flew its first seaward reconnaissance sortie. The remote coast between Wyndham and Derby was a priority for patrolling. In JAN 1940, 14SQN temporarily detached to Albany to act as convoy escorts for the first 2nd AIF troopships departing for the Middle East. During MAY 1940, in common with the other Anson squadrons, the replacement Hudsons arrived.¹⁴⁶

21SQN formed at Laverton on 20 APR 1936 equipped with four Demons, two Wapitis and three D.H.60 Moths. On 1 JUL 1936 the title was changed from 21(Cadre)SQN to 21(City of Melbourne)SQN, and its Honorary Air Commodore, His Excellency the Governor or Victoria, Lord Huntingfield submitted his family crest (a hunting horn) suspended from wings as the unit's badge with the motto *Coronat Victoria Fortes* ('Victory Crowns the Brave'). He also arranged affiliation with 600 (City of London) SQN RAF. On 16 DEC 1936, 21SQN received its first Anson and soon the Squadron's roles were changing to take on a more warlike aspect with joint service operations. Searches for suitable emergency landing fields in central Gippsland led eventually to the establishment of the RAAF airfields at Bairnsdale, East Sale and West Sale, which would prove useful for the establishment of EATS training.



A4-17 in Aluminium with the 21SQN pre-war blue band, crashed into 'Drake Gulley', at Laverton MAY 1939 This is evidently when it is recorded as "hit hangar landing at Laverton 22.5.39" – it was repaired at 1AD, then to 1SQN.

At the outbreak of war on 3 SEP 1939, 21SQN was equipped with nine Demons, Avro Cadets and four Ansons, which would remain until MAY 1940. By this stage 21SQN had be allocated the squadron code letter "R", and known 21SQN Ansons were A4-1, -7, -9, -11, -15, -16, -17, -23, -45 and -47. The first Wirraway 'fighters' were received, and on 1 JUL 1940 21SQN was ordered to deploy its Wirraways to Singapore. On 13 AUG 1940, 21SQN embarked on RMS *Strathhallan*, disembarking at Singapore on 26 AUG, and proceeding to RAF Seletar to train as a fighter unit.¹⁴⁷



[colourised from Pentland Vol.1, p.26] 21SQN A4-1 with unit code 'R' in 1940 – brown/green A-scheme camouflage and black Night undersides, M.1 roundels

22(Cadre)SQN formed at Richmond on 20 APR 1936, with two Hawker Demons and three Gipsy Moths, and on 1 JUL the unit's title was changed to No 22 (City of Sydney) SQN. In MAR 1937, Ansons were received to enable naval cooperation exercises, and in FEB 1939, the unit became affiliated with 602 (City of Glasgow) SQN RAF. At the outbreak of war, 22SQN had four Ansons and eight Demons, and immediately three Ansons detached to RAAF Base Canberra, to conduct coastal searches. 'C' Flight of the Squadron was re-armed with Wirraways in OCT 1939, and two months later an 'O' Flight was formed to carry out the intermediate training of air cadets.



[colour image from adf-serials]

22SQN Anson A4-21 with the 'cadre' (Reserve) squadron fuselage bands

The colourful CAF bands for 21 and 22 SQNs lasted from 1937 to 1939, until unit code letters were introduced for RAAF squadrons in SEP 1939. A single code letter was carried ahead of the fuselage roundel on each side – 22SQN marked with 'S', and 21SQN 'R'.

On 3 OCT 1940, 22SQN detached to Cressy VIC to 1 Armament Training School for the training of air gunners. Returning to Richmond in NOV, 22SQN co-operated in air raid precaution exercises, and carried out protective coastal patrols during DEC 1940, when the *Queen Mary* was in Australian waters on trooping duties. Throughout the early months of 1941, 22SQN continued training in Army co-operation, dive-bombing, parachute dropping and photography. With Japan entering the War in DEC 1941, 22SQN remained at Richmond in the defence of Sydney against possible enemy attack, and in APR 1942, began re-equipping with the Boston.¹⁴⁸

In 1937, both the CAF 'cadre' squadrons – 21SQN at Laverton and 22SQN at Richmond – had adopted on its Demons and Ansons *light blue* fuselage bands, as described below. These were removed in 1939.



[from RAAFHQ file 121/24/118, of 30 OCT 1936]

Air Force Order 10/A/2 issued in early 1937 detailed that to distinguish similar aircraft of different squadrons at the same base, aircraft would be marked with coloured fuselage bands: **21SQN one** *blue* band 5" wide above and below the National Markings on each side; **22SQN two** 5" *blue* bands 10" apart, above and below the National Markings.¹⁴⁹

23(GP)SQN formed at Laverton on 3 MAY 1937 with Hawker Demons, receiving its first Anson A4-4 on 1 JUL. Moving to Pearce in MAR 1938, on 1 JAN 1939 23SQN at Pearce was curiously retitled 25(GP)SQN. (This was the same day that 4SQN at Richmond had changed its numberplate to 6SQN, and the true significance of these changes is still unexplained.) Over 1937-38, 23SQN operated Ansons A4-4, A4-13, A4-14, A4-24, A4-25, A4-37 and A4-38. With the change of unit identity, on 1 JAN 1939, all these aircraft (except A4-37) were transferred to 25SQN.

The 'new' 23SQN formed at Richmond the following month on 6 FEB 1939, with two Ansons – N1330 and N1331. Operations during these early stages consisted mainly of night shadowing and illuminating exercises with the Navy. By JUN 1939, Ansons N4895 and N4918 were also on strength together with three Tiger Moths. Over several weeks in AUG 1939, 23SQN searched unsuccessfully for a potentially hostile submarine that had been sighted near Palm Island, off the north coast of QLD. The Squadron moved from Richmond to Archerfield at the end of AUG 1939, and eight days after the declaration of war, Ansons hunted two submarines that had been reported off Moreton Island. The Squadron was flying Wirraways by the end of MAR 1940, then retiring its Ansons in JUL as the new Hudsons arrived in AUG 1940.¹⁵⁰ The 23SQN unit code over this period was 'T'.



[AWM 128002]

23SQN Anson N4918 was on strength as the unit moved from Richmond to Archerfield in AUG 1939 N4918 was one of the 40 RAF-serialled leased Ansons, arriving in 1939 before the EATS deliveries began. Delivered to 23SQN Richmond in MAY 1939, and with the arrival of Hudsons it was transferred in JUL 1940 for training with 1SFTS Point Cook. Then to 6SFTS Mallala in NOV 1941 where N4918 saw out its war service, until being SOC in MAY 1947.

25 SQUADRON

23(GP)SQN had formed at Laverton and moved to Pearce, and on 1 JAN 1939 was retitled 25(City of Perth)SQN, inheriting the 23SQN Ansons – A4-4, A4-13, A4-14, A4-24, A4-25 and A4-38. Over early 1939, further Ansons were received: A4-3, A4-12, L9163 and N1332. Also operating Hawker Demon and Avro Cadet aircraft, 25SQN flew Army co-operation tasks and meteorological flights, with its flying training activities also including pilot instruction for CAF cadet officers. With the outbreak of war in SEP 1939, 25SQN was initially engaged on anti-submarine patrols off Rottnest Island and providing protection to convoys, such as the one transporting the 2nd AIF to the Middle East. 25SQN received Wirraways from the beginning of 1940 replacing its biplanes, and continued to operate Ansons until APR 1940, when they were ferried to Point Cook to equip 1SFTS. The entry of Japan into the War, and the subsequent threat of invasion, saw the 25SQN role change to air defence.¹⁵¹

SURVEY FLIGHT

Survey Flight formed at Laverton on 4 OCT 1939, as a separate unit from the Comms and Survey FLT at 1FTS Point Cook, for photographic survey with two Ansons and three Gannets. The 1940 single letter squadron code was 'W'. In JUL Survey FLT moved to RAAF Base Canberra, and its aircraft were tasked all over Australia. Its four Gannets were converted by Ansett at Essendon and in MAR 1941 were allotted to the newly formed 2 Air Ambulance Unit.



[colourised from RAAF image]

1940: Anson A4-45 of Survey Flight at Scone NSW, with 'W' unit code – A4-45 became SU-E in 1943

Anson strength built up from NOV 1942, and during 1943 most activity was in far north QLD and Western Australia, and in 1944 worked from Merauke. In JAN 1946, the unit returned to Canberra with a strength of two Hudsons and six Ansons, and in MAY received the first of its Mosquitoes. In NOV 1946, the Flight was re-named Survey SQN, then becoming 87SQN on 8 MAR 1948.¹⁵²



[colourised from AWM P01817.048]

1945: Survey Flight DJ387 SU-M undercarriage collapsed landing at Lowood on 7 JUN

Unit Code	Serial	Details and Name	Unit Code	Serial	Details and Name
SU-A	A52-600	Mosquito	SU-N	A52-303	then to SU-C
SU-B	EF977	later Mosquito A52-603 and A52-302	SU-O	A52-80	Mosquito
SU-C	A52-607	Mosquito; then A52-303	SU-P	A16-112	Hudson; Mosquito A52-304
SU-D	MG973	later Mosquito A52-608	SU-Q		
SU-E	A4-45	MG982; Mosquito A52-610; A52-305	SU-R	A16-47	Hudson; then A16-207
SU-F	A52-306	possibly after SU-S	SU-S	A52-306	Mosquito
SU-G	EF954	later Mosquito A52-619; -307 poss	SU-T	A52-307	Mosquito, possibly then SU-G
SU-H	A16-130	Hudson; then Mosquito A52-620; -308	SU-U		
SU-I		not used	SU-V		
SU-J	MG975		SU-W		
SU-K			SU-X		
SU-L	A52-301	Mosquito	SU-Y		
SU-M	DJ387	later Mosquito A52-302, then SU-B	SU-Z	A52-101	Mosquito

Survey Flight Codes – 1943-1946

Ansons shown in **black**; other aircraft in **blue**. References for known SU codes: Shep, A.51, *adf-serials* A4, A52 databases, imagery.

33SQN was formed in Townsville on 16 FEB 1942, and the difficulties of obtaining transport aircraft was shown by its mixed fleet – 'A' FLT consisted of Empire flying boats, with 'B' FLT a mixture of Ansons, D.H.84 Dragons, D.H.89 Tiger Moths, and Vultee Vigilants. The unit experienced its first air raids while at the Garbutt base over 25-28 JUL 1942. The first CO was S/L 'Bob' Gurney, with extensive experience in New Guinea flying the Empire boat, but he was killed on 2 MAY while flying as second pilot on a USAAF B-26 Marauder – in SEP Milne Bay's No.1 Strip was officially named Gurney Strip. The RAAF's four Empire Flying Boats had led a charmed existence, but that changed within weeks as two aircraft were lost. On 27 FEB 1942, A18-12 crashed at Townsville completing a test flight killing eight. A second Empire was lost only days later: during the bombing of Broome A18-10 was destroyed on 3 MAR by the large enemy air raid while attempting to assist with the evacuation. A request was made to QANTAS for a further Empire, and A18-14 joined 33SQN. Another Empire (A18-11) was lost on 8 AUG 1942 attempting to rescue survivors from the torpedoed steamship *Mamuta*, and the two surviving Empires were then passed on to 41SQN.

In OCT 1942 Anson **AX120** suffered an engine failure and crashed just north of Ward's trip at Port Moresby, and in NOV the move of 33SQN to New Guinea began with an advance party prepared a new site at Moresby's Berry Strip. The unit carried on with its handful of mixed types, with the Anson as the main transport; known 33SQN Ansons include **AW659**, **AW918**, **AX249**, **AX633** (but with no known 33SQN BT- codes). Accidents in 1943 were:

- 3 JAN 1943, AW917 forced-landed on the beach at Deba Deba QLD.
- 11 MAR 1943, AW674 crash-landed wheels-up at Port Moresby.

- 26 MAY 1943, **AX249** crashed at Pongani Mission (this finished its flying time to become Anson I/A No.6). 33SQN received the first of 15 C-47A Dakotas on 23 SEP, enabling in OCT 1943 its four Dragons and three Tiger Moths to form 1 Rescue & Comms SQN (1RCS). Moving to Milne Bay in JAN 1944, C-47 "biscuit bombers" became synonymous with transport operations throughout wartime New Guinea and Papua, and 33SQN moved again, to Lae in JAN 1945.¹⁵³



[AWM P01877.001] 33SQN Anson AW659 delivering food and equipment to Garaina, northern New Guinea, probably JUN 1943

34 SQUADRON

34SQN was formed at Darwin on 23 FEB 1942, four days after the first Japanese air raids on the city, with a complement of two D.H.84 Dragons.¹⁵⁴ On 3 MAR 1942, orders were received for the unit to move to Daly Waters, just as the one of the Dragons (A34-9) was destroyed by a Japanese raid on Wyndham aerodrome. The second Dragon (A34-11) had become unserviceable, and another arrived on 14 MAR (A34-3), but the Dragons were proving unreliable and Ansons were allotted, and 34SQN moved to Batchelor in MAY 1942. Receiving two Ansons (**DG865 and AX630**) and three Tiger Moths (A17-470, -474, -475), limited transport operations could be undertaken as the unit moved again to Hughes in JUL 1942, and then the following month to Manbulloo. Now with a third Anson (**AX236**) there was more capability to conduct freight and passenger transport throughout the Territory. During DEC 1942, 34SQN Anson (DG865), Dragons (A24-23 and -27) and Tiger Moths (A17-470 and -520) were handed over to form the new 6 Comms FLT (6CF).¹⁵⁵ At the beginning of 1943, 34SQN reformed at Parafield operating as a D.H.84 unit until JUN 1943, when it received its new C-47 Dakotas. 34SQN also operated the Anson postwar in the communications role from Mallala.

35QN formed at Pearce in FEB 1942, equipped with a D.H.83 Fox Moth (A41-1) and a D.H.84 Dragon (A34-1).¹⁵⁶ The Squadron commenced operation in MAR, flying local transport and communications to Geraldton, Rottnest Island and Kalgoorlie, before moving to Maylands on 6 APR 1942, and receiving another Dragon (A34-4). On 14 JUN 1942, Dragon A34-1 forced-landed in the sea south of Dongara, reducing strength to only a Fox Moth. Although a D.H.94 Moth Minor was received shortly afterwards, the arrival of a twin-seat trainer did not enhance the unit's transport capability. Two Fairey Battles (L5774 and L5779) joined the Squadron in SEP 1942 for cooperation tasks, until at last an Anson (**DG751**) was taken on strength in OCT. In NOV 1942 another Dragon (A34-19) was added, augmented over following months by six Tiger Moths and the RAAF's sole Northrop Delta (A61-1). 35SQN received a second Anson (**W1544**) in MAY 1943 with two D.H.86s (A31-1 and A31-2), and returned to Pearce in AUG, receiving a third Anson (**R3474**) in OCT. Finally, its mixed collection of aircraft was replaced by Dakotas in DEC 1943, with 7CU inheriting the superseded aircraft for local communications and drogue towing – the three Ansons, five Dragons (A34-4, -17, -42, -55 and -72), and the Battles. 35SQN began transport operations with Dakotas on a schedule of freight and passenger trips as far afield as Broome and Essendon, and then moved again from Pearce back to Perth/Guildford in AUG 1944.

Ansons into early 1943	probably no codes,	codes on Dragons 1943
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35SQN Code	Serial	Details and Name	35SQN Code	Serial	Details and Name
BK-A			BK-N		
BK-B			BK-O		
BK-C		not used	BK-P		
BK-D	A34-55		BK-Q		
BK-E	A34-4		BK-R		
BK-F			BK-S		
BK-G			BK-T		
BK-H			BK-U		
BK-I		not used	BK-V		
BK-J			BK-W		
ВК-К			BK-X		
BK-L	A34-45	marked "L"	BK-Y		
BK-M			BK-Z		

References for known 35SQN codes: *adf-serials* A4 database, imagery. Codes separated by the roundel with squadron 'BK' aft.



A34-55 BK-D still in 35SQN markings at Onslow WA in JAN 1944 (after transfer to 7CU in NOV 1943)



A34-4 of 7CU, still with 35SQN code BK-E in JAN 1944

[AWM P03498.016]

ANSON RADAR - A.S.V. MK.II (AUST)

In the instalment on the Catalina in this series, the first radar carried by the RAAF was known as **A.S.V. Mk.II**, an abbreviation for "air-to-surface vessel".¹⁵⁷ The ASV.II aerial configuration was the forward-looking, or homing, Yagi aerial configuration, and was common to all aircraft carrying this radar. ASV.II normally featured a single transmit aerial in the nose and a receiving aerial under each wing angled out by 20°-45° from the aircraft centreline. There were two distinct aerial systems known as 'homing' and 'searching' – searching aerials transmitted and received from both sides of the aircraft at right angles to the line of flight. Once the Yagi homing aerials on the nose detected a target, it could be approached by correcting directions according to indications on the cathode ray tube (CRT) indicator, or 'scope'.¹⁵⁸ (The sideways-looking 'search' array was fitted only to larger aircraft, and not fitted to the Anson.)



[colourised from Goodall Aviation website] 73(R)SQN AX261 NJ-K in 1944 overall *Foliage Green*, without turret, and ASV radar installed

ASV.II was productionised in Britain in early 1941. In the RAAF, the radar was known as ASV Mk.II (Aust), and fitted to the Hudson, Beaufort, Mariner and Anson,¹⁵⁹ with 1300 units being manufactured by PMG Research in Australia.¹⁶⁰ Basically the equipment consisted of the AT300 transmitter, AR301 receiver, the A-1 indicator with controls, coaxial connectors, and Yagi aerials. A Yagi array on the Anson's nose comprised a folded dipole and two directors for the transmitter, which was bore-sighted straight ahead. Mounted below the nose of the aircraft were the homing receiver aerials, comprising a receiving aerial pointing to each side of the nose – the port-looking aerial was mounted on the starboard side and the starboard-looking aerial on the port side of the nose. The receivers looked outward at an angle of about 20°, and due to the relatively narrow transmitter beam, targets at more than about 30° off the aircraft's nose could not be detected.¹⁶¹



[colourised from ASV Mk.II Manual ACD 2005(2) Figure 7] Yagi antenna five-element array on the nose of an Anson – probably of 73(R)SQN in late 1943



[colourised from AWM VIC0192] 67(R)SQN radar technicians at Laverton in APR 1945 making adjustments to the ASV receive aerials

Britain gave the US the ASV design (with the forward-looking Yagi transmit and separate receive arrays) where it was renamed the SCR-521 or ASE, with US-produced components. ASE was "long-wave", a 1.5m wavelength, with its fixed underwing Yagi aerials indicative of ASE radar. This was developed into "medium-wave" radar (i.e. shorter wavelength) – the ASE-II Spec known as the ASB – basically ASE with steerable aerials, and all were referred to generically as "ASV" (and not at this stage as 'radar').¹⁶² In Anson ASV-fitted flight trials undertaken by RAE in UK in FEB 1943, there were no adverse handling effects in normal flight, but in single-engined flight there was a slight degradation in performance.¹⁶³ Expected detected ranges as a guide to probable performance were given for an Anson using Yagi-homing as: 50 nautical miles (nm) for a coastline; 28nm for a battleship; for ships 1000-11,000 tons as 17nm; and ships less than 1000 tons as 14nm.¹⁶⁴ Yagi aerials provided increased range and improved D/F over earlier fits.



[NAA file A705 9/30/182(39D)] RAAF type-A1 radar scope, calibrated to read 9, 36 and 90 nautical miles ¹⁶⁵

The role of the Anson in the RAAF 'Reserve' squadrons was seaward search patrolling for enemy raiders and submarines, so the concept of radar was a true advantage. ASV was fitted to RAAF Ansons from late 1943, with 5 Aircraft Depot (5AD) at Wagga opening a radar repair section in NOV 1943, and over the next months Ansons would undergo the radar modification.¹⁶⁶ Modifications by 5AD went to 71(R) and 73(R)SQN aircraft, and when those units ceased operations in mid-1944, aircraft were transferred to 67(R)SQN. 3 Comms Unit in Sydney operated Anson EG417 over 1944-45 on behalf of the Radio Physics Laboratory,¹⁶⁷ presumably of the CSIRO, for ASV development. As of APR 1945, some 26 Ansons had been modified and were distributed among RAAF units.¹⁶⁸

THE 'RESERVE' SQUADRONS

With the huge organisation and capacity of Service Flying Training Schools (SFTS) at their dedicated bases which each housed over 100 Ansons, there was the opportunity in 1942 to form 'Reserve' squadrons for coastal patrol, and with an emergency bombing capability in case of invasion. 4SFTS at Geraldton, 6SFTS at Mallala and 8SFTS at Bundaberg all undertook this expansion. In AUG 1942, two units were formed – 67SQN (from 6SFTS Maintenance Wing's No.1 Maintenance Sqn) and 70SQN (from No.2 Maint Sqn). 25 Ansons were allotted to 67SQN (out of a strength of 64 aircraft on 1.M.S.), and 28 Ansons to 70SQN (out of 2.M.S. strength of 64 aircraft).¹⁶⁹ These plans for 70SQN were soon cancelled, with 6SFTS supporting 67SQN which moved to Laverton, while 8SFTS supported 66 and 71SQNs.

66 SQUADRON

66(R)SQN and 67(R)SQN had originally formed at 3SFTS Amberley, but on 20 APR 1942 3SFTS disbanded and these (R)Sqn numbers were transferred – 66(R) to 1SFTS, and 67(R) to 6SFTS.¹⁷⁰ Re-forming the following year at Bundaberg QLD on 20 MAY 1943 from 8SFTS personnel, 66(R) was a general reconnaissance squadron for shipping protection with Ansons along the east coast. Ansons were transferred from 8SFTS on 2 JUL 1943, which enabled 66SQN to commence training and fly operational anti-submarine patrols. A mass formation exercise was flown at the end of the month to ferry new Ansons from 1AD, which by early AUG brought the unit strength up to 18 Ansons. Daily tasking were anti-submarine patrols and convoy escort for shipping proceeding along the east coast, but no enemy sightings were made during these patrols. During late AUG 1943, aircraft carried out exercises with RAN ships east of Moreton Island QLD, which provided some relief. On one of these seaward sorties on 2 AUG, W1948 (JN-W) suffered an engine failure and forced-landed on the beach at Burnett Heads, 20km NE of Bundy. Two accidents occurred on 7 NOV 1943 – in the first, DJ417 crash-landed at Bundaberg airstrip with an undercarriage malfunction; the second was when DJ175 (JN-E) landed on the beach at Sandy Cape on Fraser Island in bad weather, with the aircraft salvaged by 3AD. Other 66SQN aircraft were: R3334, AW683, AX618, DG867, DG868, DJ227, DJ324, DJ416, DJ503, EG236, LT132, LT178, LT181, LT196 and LT198. In SEP 1943, 66SQN recorded its 1000th operational flying hour and maintained patrolling up to DEC 1943, disbanding on 6 JAN 1944 with personnel posted to 8SFTS, 1OTU and 71SQN.171

66SQN Code	Serial	Details and Name	66SQN Code	Serial	Details and Name
JN-A			JN-N		
JN-B			JN-O		
JN-C		not used	JN-P		
JN-D	DG868		JN-Q		
JN-E	DJ175		JN-R		
JN-F			JN-S		
JN-G			JN-T		
JN-H			JN-U		
JN-I		not used	JN-V		
JN-J			JN-W	W1948	
JN-K			JN-X	DJ503	
JN-L			JN-Y		
JN-M			JN-Z		

66 Squadron Codes – from JUL 1943



AW618 was part of the original equipment of 66SQN in JUL 1943 (this later image is with 1CU at Darwin in 1947)

66SQN and 67SQN had been formed at 3FTS Amberley, but when 3FTS disbanded in APR 1942, 67SQN was transferred to **6SFTS Mallala**.¹⁷² On 6 JAN 1943 with Ansons from 6SFTS,¹⁷³ 67(R)SQN had an establishment of 18 Ansons – 12 I.E. (in-use equipment) and 6 I.R. (in-use reserve). The 67SQN's role became anti-submarine patrolling around Victoria, operating from Laverton, Mallacoota, Yanakie, Bairnsdale and Warnambool; and was divided into 'A' and 'B' FLTs to operate alternately from Laverton and Mallacoota. Continuous seaward patrols were carried out by Ansons for the first few months of 1943, as submarine sightings continued. On 11 APR 1943, the MV *Regina* had been torpedoed and sunk, with depth charges dropped by the escort vessel, but no enemy was sighted. Minesweeper HMAS *Orara* was luckier the next day, saved from attack when two Ansons dropped four bombs after sighting a possible submarine off Wilson's Promontory. Anson accidents over 1943 were: **W2261** crashed into the sea on 21 JUN 1943, **DJ290** ditched 7 JUL 1943, **AX470** forced-landed at Yarram on 8 AUG, and **W2039** crashed near Mallacoota on 4 OCT.



67SQN line-up at Laverton W1589 MK-E, AX424 MK-D, DJ330 MK-J and DJ896 MK-X, c1945 with turrets removed

By the end of MAR 1944, 17 Ansons were on strength and monthly flying hours totalled 775. During JUN Ansons shadowed and exercised with HMAS *Norman*, and continued anti-submarine patrols. On 15 OCT 1944, six Ansons participated in an Army cooperation exercise with a mock invasion landing taking place in Melbourne at Albert Park Beach, with Ansons providing cover for the invading forces. On 19 NOV 1944 Anson **LT296** ditched off Mallacoota, with the crew rescued. At the end of NOV 1944, 67SQN took part in cooperation exercises with the Army near Hobart and with a Navy submarine in Bass Strait. On 8 MAY 1945 Anson **LT159** with engine trouble forced-landed at Tamboon Inlet, VIC. Three Ansons searched for a reported submarine on 1 JUL 1945, but without result – perhaps a typical ending to the unit's wartime activities. After peace was announced on 15 AUG, 67SQN disbanded on 10 NOV 1945.¹⁷⁴

67SQN Code	Serial	Details and Name	67SQN Code	Serial	Details and Name
MK-A	W2364	EG489	MK-N	W1994	DG731
MK-B	DJ448	AX265	MK-O	W2522	Ginger Meggs mascot
MK-C		not used	MK-P	W2563	AW516; LT296; AW917
MK-D	DJ171	AX424	MK-Q		
MK-E	DG895	EG591; W1589	MK-R	W2542	DG696
MK-F	DJ290	LT159; DG871	MK-S	W2093	EG504
MK-G	AW867	AX289; AX577	MK-T	DG730	EG425; EG487
MK-H	AW965	LT296; DJ171	MK-U	W1952	AX424
MK-I		not used	MK-V	N4946	
MK-J	DJ232	DJ330; EG430	MK-W	DJ353	
MK-K	AX470	AW667, R9935	MK-X	DG696	DG896
MK-L	DG731		MK-Y	W2616	EG367; AW913
MK-M	W2261	DJ353	MK-Z	AW965	EG415

67 Squadron Codes – from JUN 1943

By I JUN 1943, 67Sqn Ansons were operating with their 'MK-' codes.¹⁷⁵ References for known 67SQN codes: 67SQN A.51, *adf serials* A4 database, imagery. Codes were separated by the roundel, and the squadron 'MK' was always aft of the roundel.

67 SQUADRON - MK-K ANSONS 1943-45

67SQN MK-K codes were carried by three different Ansons

AX470 1943. AX470 joined 67SQN in SEP 1942, and when codes were allocated in JAN 1943, wore MK-K. Forced landed on 8 AUG 1943 at Yarram VIC.



Forced-landing of AX470 MK-K at Yarram VIC on 8 AUG 1943 – '470' is visible on the nose

<u>AW667 1943-44</u>. AW667 joined 67SQN in AUG 1943 immediately after the crash of AX470 and allotted the MK-K code. This was retained until crashing at Yanakie, on Wilson's Promontory, on 17 APR 1944.



AW667 MK-K at Yanakie Wilsons Promontory

R9935 1944-45. R9935 became the third MK-K in MAY 1944 to replace AW667 – seen here at Laverton in 1945 with EG504 MK-S. R9935 remained MK-K with 67SQN until storage in SEP 1945.



EG504 MK-S and R9935 MK-K at RAAF Laverton during 1945

As R9935 joined 67SQN in MAY 1944, the *Foliage Green* scheme was being implemented on Ansons in accordance with the AGI policy for ASR and Comms aircraft, which covered the patrolling role of the Reserve squadrons.
71 SQUADRON

During late 1942, aircrew and 300 airmen increased 8SFTS strength at Bundaberg for patrols along the east coast. On 26 JAN 1943, 71SQN was formed based at Lowood QLD, with Ansons operating at Bundaberg, Coffs Harbour and Richmond. Lowood continued as the headquarters and main base for general training, instrument and formation flying, and photographic and Army cooperation exercises; operational detachments conducted patrols to protect shipping and from NOV 1943, as 71SQN received its first ASV-fitted Ansons, the Richmond aircraft moved to Coffs Harbour. The 1943 accidents included:

- 12 JAN 1943, **DG935** forced-landed near Kempsey NSW.
- 1 FEB 1943, **W2443** burst a tyre and the undercarriage collapsed taking-off from Amberley.
- 4 APR 1943, DG908 crashed into a telephone pole on take-off at Lowood.
- 23 JUL 1943, AX471 crashed on Heron Island QLD with the loss of three lives.
- 7 NOV 1943, DG900 forced landed in bad weather on beach at Fraser Island QLD, and aircraft destroyed by surf.
- 14 NOV 1943, **AX619** on the approach to land at Lowood.
- 18 NOV 1943, **DG901** forced-laned and hit a fence at Ballina.
- 27 NOV 1943, **DG936** missing on a seaward patrol with three crew; wreckage was later found near Smoky Cape NSW.

71SQN HQ commenced to move to Coffs Harbour on 27 DEC 1943, leaving just 'A' FLT to continue at Lowood. By 14 JUN 1944, the remainder of aircraft and personnel had joined the Coffs Harbour detachment. 71SQN became non-operation in JUL 1944 with its ASV-equipped Ansons passing to 67(R)SQN, and the unit disbanded on 28 AUG.¹⁷⁶

71SQN Code Serial **Details and Name** 71SQN Code Serial **Details and Name** PP-A PP-N PP-O PP-B AW665 'Coastal' scheme trial aircraft PP-C PP-P not used PP-Q PP-D PP-E DG901 PP-R DG908 PP-S PP-F PP-G PP-T PP-H PP-U PP-V PP-I not used PP-J PP-W PP-K DJ287 PP-X PP-L PP-Y PP-Z PP-M

71 Squadron Codes – from MAR 1943

References for known 71SQN codes: *Avro Anson File*, imagery. Codes were separated by the roundel and read normally. Other known Ansons: R3475, W1588, W1720, W1757, W1940, W1945, W1948, W1953, W1971, W2062, W2150, W2152, W2158, W2244, W2443, W2619, W2620, AW516, AW907, AW917, AX619, DG696, DG842, DJ350, EG487 and EG489.



[colourised from Goodall site]

71SQN DJ287 PP-K NOV 1943 at Strathpine, in A-scheme brown/green camouflage, and Sky Blue undersides and codes

71 SQUADRON – ANSON AW665 PP-B OCT 1943

AW665 PP-B of 71SQN was painted for trials on 15 OCT 1943 at Lowood in a variation of the RAF '*Coastal White*' scheme. The trials showed that when flown in company with a normal camouflaged Anson, the *White* scheme consistently appeared smaller by a factor of 10% – providing a small advantage in detection. The RAAF report on tests recorded this as "always first out of sight and last into sight", giving an impression it was a fighter escorting the other Anson, and "glint was noticed on leading edges of wings; these should be *matt*, not *glossy white*".¹⁷⁷ Because of the resources involved for such a small advantage, and the possibility of aircraft reallotted to other units, HQ Eastern Area decided in NOV 1943 that *White* camouflage of Ansons was no longer a requirement.¹⁷⁸



[colourised from adf-serials]

71(R)SQN AW665 PP-B in 'Coastal' camouflage at Lowood OCT 1943

The colours used for the trial were *Matt White* sides, *Gloss White* undersurfaces. There has, however, been conjecture over the upper camouflage scheme and the code letter colours.

In his pioneering work in 1980, Geoffrey Pentland gives the side and lower surfaces as *White*, but has on the upper surfaces *Temperate Sea Scheme* (TSS) in *Dark Slate Grey* and *EDSG* – not otherwise used on RAAF Ansons – and also code letters PP-B in *Red*, with the serial number in *Black*.¹⁷⁹ Air-Britain also perpetuated this.¹⁸⁰ While *Red* of course was the RAF Coastal Command code letter colour, it was expressly banned in the Pacific for markings on Allied aircraft, for obvious reasons.

Ian Baker in AHCB #75 opted for the upper scheme remaining logically in the *green/brown* currently in use, as the trial was evaluating the lower surfaces, and moreover references were only to the trial aircraft *having the addition of White*. Also AHCB suggests *Light Slate Grey* codes, this being a light TSS *greenish-grey* shade that had been discontinued by the RAAF in 1942.¹⁸¹ In the Seagull/Walrus instalment in this series, it was shown for seaplanes that in AUG 1942 RAAFHQ/DTS had amended the technical Air Diagrams changing "*Light Slate Grey* to become *Dark Slate Grey* (K3/189)", and "*Dark Sea Grey* to become *EDSG* (K3/187)" – thereby deleting lighter 'shading' colours.¹⁸² This is significant as *Light Slate Grey* was no longer iniventory. Up to 1943, codes letters had been mandated by AGI C.11 (Issue 4) as *Medium Sea Grey* (K3/183), but changed in JAN 1943 by the AFCO A.3/43 to be *Sky Blue* (K3/195). However, code letters in *Sky Blue* would not have contrasted on a *White* aircraft.

Red Roo Models in their decal release RRD7273 goes for the scheme suggested by AHCB, but with a darker *Grey* for codes letters.¹⁸³ This is the case as shown in the above image.



AW665 PP-B in colours assessed from documentation and the above image, which was probably the contemporary *green/brown* Anson camouflage, *Medium Sea Grey* code letters and serial, and slanted fin flash.

73 SQUADRON

On 1 JUL 1942, 1AOS at Cootamundra NSW raised 73(R)SQN with Ansons and personnel loaned from the School. During AUG, work-up continued from Wagga with low-level and shallow dive-bombing practice, while practice reconnaissance flights were made from Cootamundra. The first six aircraft flew from Cootamundra to RAAF station Nowra on 2 SEP 1942 as a new base, which enabled 73SQN crews to obtain practical experience in convoy anti-submarine patrols, reconnaissance and search procedures. During OCT the strength was raised to 12 Ansons, with one flight of six at Richmond and the other six at Nowra. The flight at Richmond moved to Camden in NOV 1942 and became 'B' FLT, with 'A' FLT based at Nowra. Both flights remained at these bases until APR 1944, when B FLT returned to Nowra. 'C' FLT was activated over JUL-AUG 1943 as an Anson detachment at Coffs Harbour to supplement 71SQN.



[colourised from RAAF image]

73SQN DJ141 NJ-R – ditched off Jervis Bay NSW on 15 APR 1943 and distinct scalloped undersides

As the above image shows, flying was not without incident throughout 1943:

- On 26 JAN 1943, **AX613** crashed on take-off at Camden, without injury to the crew.
- On 15 APR 1943, **DJ141** ditched off Jervis Bay NSW while on convoy patrol, crew were picked up from their dinghy.
- On 16 JUL 1943, **W2638** of 'C' FLT forced-landed at Nabiac NSW.
- On 9 SEP 1943, AW799 crashed on Pigeon House Mt NSW with loss of three crew enroute for a convoy patrol.
- On 31 DEC 1943, AX510 ditched off Moruya NSW.

To enhance performance, 73SQN Ansons were divested of gun turrets and fitted with Air-to-Surface Vessel (ASV) radar, and by the end of JAN 1944 was operating 13 ASV-equipped aircraft. Boredom was interrupted occasionally during JAN by a semblance of action, when Ansons undertook attacks against an enemy submarine reportedly operating off the south NSW coast. While sorties had no contacts, in APR an Anson sighted a merchant ship disintegrating from a torpedo attack. In JUL 1944 73SQN was advised to cease operations, and the unit was disbanded on 9 SEP 1944.¹⁸⁴

73 Squadron Codes – from MAR 1943

73SQN Code	Serial	Details and Name	73SQN Code	Serial	Details and Name
NJ-A			NJ-N		
NJ-B			NJ-O		
NJ-C		not used	NJ-P		
NJ-D			NJ-Q		
NJ-E	DG727		NJ-R	DJ141	
YQ-F			NJ-S		
NJ-G	AX305		NJ-T		
NJ-H			NJ-U		
NJ-I		not used	NJ-V		
NJ-J			NJ-W		
NJ-K	AX261		NJ-X		
NJ-L			NJ-Y		
NJ-M			NJ-Z		

References for known 73SQN codes: wartime signals, *adf-serials* A4 database, imagery. Codes, separated by the roundel, with sqn letters forward. Other known Ansons: W2639, AW865, AW880, AX265, AX267, AX289, AX350, AX355, AX443, AX576, AX617, AX655, DG842, DG869, DG871, DG896, DJ332, EG367, EG430.

73 SQUADRON – ANSON AX261 NJ-K 1943

AX261 was received by the RAAF in FEB 1942 and, after service with 6SFTS Mallala, joined 73(R)SQN in JAN 1943, and subsequently coded **NJ-K.** It went to 5AD Wagga during JAN 1944 and was fitted with ASV radar.



AX261 NJ-K 1943 – before ASV fit in JAN 1944, 'A' brown/green camouflage, distinctive 73SQN Sky Blue scalloped undersides





[colourised from AWM P02175.003]

A later image of AX261 NJ-K in 1944, possibly with ASV fitted – overall *Foliage Green* at Nowra, DG727 NJ-E in background AX261 returned to 73(R)SQN in JAN 1944 after being fitted with ASV radar. Serving at Nowra it received its AGI 1944 colours of overall *Foliage Green* (K3/177), with code letters in *Medium Sea Grey* (K3/183). In AUG 1944 AX261 joined 67(R)SQN, and stored in 1945 at the Refresher Unit Deniliquin, before sale at Disposals in 1946 to become VH-ALY.

73 SQUADRON – ANSON AX305 NJ-G 1944

AX305 was received by the RAAF in FEB 1942 and, after service with 1AOS Cootamundra, joined 73(R)SQN at Nowra in DEC 1942, and subsequently coded **NJ-G.** It was in a group of 71(R)SQN and 73(R)SQN Ansons that were modified by 5AD at Wagga from NOV 1943 for fitment with ASV, returning to 73SQN in DEC. As both these Reserve squadrons stood down in AUG 1944, all their ASV-equipped Ansons were transferred to 67(R)SQN at Laverton.



[colourised from RAAF image]

AX305 NJ-G 1944 – 'A-scheme' brown/green camouflage, turret apparently removed, 73SQN's Sky Blue scalloped undersides





The nose marking appears to be **Donald Duck**, and also was on nose of AX261 (NJ-K), so probably a 73SQN unit marking.



Still with its ASV fitted, AX305 was stored at 11 EFTS Benalla from AUG 1945, and then transferred to long-term storage at Tocumwal in NOV 1948 – its status card marked "ASV not to be flown". It was sold in MAY 1953 and became VH-BIF in JUL 1955. AX305 survives in the hands of QAM at Caloundra.

RAAF Ansons fitted with ASV-II(Aust) as of 14 APR 1945 ¹⁸⁵

AW516, AW865 (serial was incorrectly listed as AX865), AW917, AX261, AX265, AX289, AX305, AX443, AX617, DG696, DG727, DG842, DG869, DG871, DG896, DJ287, DJ330 (ASV transferred from AX619 in NOV 1943), DJ336, DJ350, EG367, EG425, EG430, EG487, EG489, and EG591 (serial was incorrectly listed as DG591).

These ASV modifications were carried out by 5AD at Wagga from **NOV 1943 until FEB 1944** and distributed to 71SQN at Lowood QLD and 73SQN at Nowra NSW. When both units were advised in JUL 1944 that operations would cease, all ASV-equipped Ansons were transferred to 67SQN at Laverton in early AUG 1944.

COMMUNICATIONS UNITS

The Communications Flights (CFs) were formed from 1939, and in NOV 1943 all were retitled Comms Units (CUs). The later units were formed in 1945 as Local Air Supply Units (LASUs), and some CUs were re-titled. The CUs must have been not an easy unit to manage, as often up to six different types were operated, most of which were obsolete, and unit strength could be up to 30 aircraft.

RAAF Communications Units

Unit	Code	Formation	Details	Disbandment
1CU	EV	1 NOV 1939 at Laverton	Moved to Essendon 1943, one role became Dragon	
			conversions for RAAF units, back to Laverton 1946	
2CU	JU	2 DEC 1940 at Mascot	Ferrying aircraft a major role, moved to Wagga 1942	31-Jul-44
3CU	DB	20 JUN 1942 at Mascot	Replaced 2CF as the Sydney-based unit, detachments at	28-Feb-46
			Camden and Nowra during 1944	
4CU	VM	7 SEP 1942 at Archerfield	Anson, Hudson, Lodestar, Vengeance, Ventura	16-Apr-46
5CU	KF	1 DEC 1942 at Townsville	Anson, Dragon, Tiger Moth, Vengeance, Walrus for ASR	9-Mar-46
6CU	XJ	8 DEC 1942 at Manbulloo	Anson, Dragon for supply remote bases and medevac, FEB	30-Dec-45
		NT	1943 Batchelor, Walrus ASR, to Darwin OCT 1945	
7CU	YB	10 NOV 1943 at Pearce	Dragon, Anson, Vengeance, to Guildford NOV 1944	31-May-46
8CU	ZA	4 NOV 1943 at	Formed from 1 Rescue and Comms SQN (1RCS), Walrus,	4-Mar-46
		Goodenough	Catalina for ASR, det at Momote 1944, Madang 1944	
9LASU	ТΧ	4 NOV 1943 at Port	Formed from 1RCS/Det as 9CU, Dragon and Anson, changed to	10-May-46
		Moresby	9LASU at Lae MAR 1945, to Morotai, Labuan	
10LASU	UB	11 SEP 1944 at Cairns	Formed as 10 CU moved to Bougainville DEC 1944, changed to	24-Feb-46
			10LASU MAR 1945 – Anson, Beaufort	
11CU	HM	13 MAR 1945 at Morotai	Ventura, Beaufort with det in Manila APR 1945	Mar-46
12LASU	TA	18 APR 1945 at Tadji	Anson, Beaufort, Tiger Moth, JAN 1946 to Finschhafen	11-Mar-46
13CU	-	17 JUL 1945 at Kingaroy	No aircraft issued	23-Oct-45



[colourised from asisbiz site]

1CU AX113 at Laverton in JAN 1944, and later over 1944-45 operated by 1APU

The southern capital CUs are not covered in more detail, and although they did have Ansons on strength, no squadron letter codes are known to have been marked on Ansons. (Some small trainer aircraft of 2CU – Ryan and Moth Minor – did carry JU- codes.) Together with the large Anson flying training schools, the focus here is more on the operational units which flew the Anson – the CUs and the Reserve squadrons.

4 COMMS UNIT

4 Comms FLT was formed at Archerfield on 7 SEP 1942 with an Anson, a Hudson, and two Wirraways. Other aircraft that 4CF operated were the Tiger Moth, Dolphin, Moth Minor, Dragon, Beaufort, Vengeance, Norseman, Lodestar, Gannet and Ventura. 4CF was involved in ferrying VIPs and passengers, as well as target towing, photographic sorties, cooperation with the other Services, and the occasional medical evacuation. On 2 MAR 1943, D.H.84 Dragon A34-49 on a flight from Archerfield, was clouded-in and turning back in a valley, crashed into trees near Toowoomba. 4CF was renamed 4CU on 1 NOV 1943, and on 14 MAR 1944 Anson **AX302** crashed on landing at Toowoomba when its undercarriage collapsed. Other Ansons that served on 4CU included **W2494**, **W2616**, **AW907** and **LT294**. 4CU was disbanded at Archerfield on 16 APR 1946.¹⁸⁷

5 Comms FLT was formed on 1 DEC 1942 at Garbutt (Townsville) for transport and comms duties with Dragons Tiger Moths and a Walrus in NEA. The first Walrus was X9515, with the Flight being renamed 5CU on 29 OCT 1943.¹⁸⁸ Cooperation with the other Services included towing target drogues for Army and Navy anti-aircraft gunners, simulated strikes on Army positions and Navy ships, in addition to searches, photographic and calibration duties.¹⁸⁹ Bases continually supported were at Cloncurry (30 OBU), Augustus Downs (29 OBU), Cooktown (27 OBU), Cairns (25 OBU), Mareeba (24 OBU), Bowen (22 OBU and 1FBMU), Rockhampton (21 OBU), Horn Island (28 OBU), Merauke (44 OBU), Karumba (34 OBU), Iron Range (26 OBU), Breddan/Charters Towers (13 ARD and 6 CRD) and Macrossan (8SD). Other main centres linked were Mackay, Mt Isa, Tennant Creek, Weipa, Proserpine and Mornington and Dunk Islands.

Like other RAAF comms units, 5CU flew a wide variety of aircraft: D.H.84 Dragon, Tiger Moth, Anson, Walrus, and later the Vengeance, Norseman and Beaufort. One unusual aircraft used for northern operations was the Oxford – one was originally provided for USAAF staff in Townsville (BF976 operating under its Allied Directorate of Air Transport/DAT registration VH-COA), but was taken over in OCT 1943 by 5CU and marked KF-W. Known Ansons over 1943-1946 included: **AX237, AX425, DJ447** and **EF924** – DJ447 was damaged landing at Cairns on 26 NOV 1945. Norsemen were received over 1944, and the story of 5CU's Norseman A71-1/KF-T ditching in the Torres Strait on 22 AUG 1944 is in the 2017 *Vol 7 Issue 1 Telegraph*.¹⁹⁰ 5CU's final flight was on 9 MAR 1946, and disbanded at Garbutt.

5CU Code	Serial	Details and Name	5CU Code	Serial	Details and Name
KF-A	X9515	Walrus; W2705	KF-N	A34-28	Dragon
KF-B	A71-4	Norseman	KF-O	A34-50	Dragon
KF-C		not used	KF-P	A34-78	Dragon
KF-D			KF-Q	A34-84	Dragon; Veng A27-407 poss
KF-E			KF-R	A34-80	Dragon
KF-F			KF-S	A34-83	Dragon
KF-G			KF-T	A34-92	A71-1 Norseman
KF-H	A34-82	Dragon; A71-10 Norseman	KF-U		
KF-I		not used	KF-V	A27-412	Vengeance
KF-J		Anson	KF-W	BF976	Oxford, USAAF VH-COA
KF-K			KF-X	A17-484	Tiger Moth
KF-L	DJ447	Anson, dam11/45; A9-651 Beaufort	KF-Y	A17-483	Tiger Moth
KF-M	A34-25	Dragon	KF-Z	A17-684	Tiger Moth

5CU Codes – 1943-1946

Most 5CU aircraft did received "KF-" codes, references for known codes: wartime signals, OBU A.50s, imagery, *adf-serials* database. Codes were separated by the roundel - sometimes KF would be forward, and the individual letter aft, e.g. X9515 KF*A port side, A*KF stbd side, or sometime read naturally, Anson DJ447 reading KF*L stbd side. Individual Letters "C" and "I" not used.



[colourised from adf-serials] 5CU Anson DJ447 30" fuselage 3:5 roundel – narrow KF-L code letters 30" high in 3" stroke

6 Comms FLT was formed at Manbulloo in NT on 8 DEC 1942 under FLTLT 'Doc' Fenton, receiving a mixed fleet of aircraft from 34SQN as that unit moved south to re-equip. 6CF normal transport duties involved the ferrying of passengers, freight and mail to remote units based in the Territory, in addition to conducting ASR, calibration duties, and Army and Navy cooperation flights towing target drogues for anti-aircraft gunners. The Flight also conducted medical evacuations of civilian and military personnel to main hospitals or medical centres. The locations commonly flown to were outlying units at Groote Eylandt (51 OBU), Millingimbi (59 OBU), Coomalie Creek (54 OBU), Daly Waters (56 OBU), Drysdale (58 OBU), Broome (79 OBU), Derby (80 OBU) and Gorrie (9SD and 14 ARD), with mercy flights to other isolated settlements and stations. Like other RAAF comms units, 6CF flew a wide variety of aircraft, including the D.H.84 Dragon, Tiger Moth, Anson, Walrus, and later the Vengeance, Catalina and Beaufort.¹⁹¹

On 27 FEB 1943, 6CF moved up the track from Manbulloo to Batchelor, soon receiving its first Walrus to enable ASR flights over the Timor Sea in APR 1943. On 6 JUL, X9520 rescued a downed Spitfire pilot from Peron Island, and the following day a Dragon conducted a search from Fenton to Anson Bay and located three downed Spitfire pilots, rescued over the next two days. 6CF became 6CU on 15 NOV 1943.¹⁹² Known 6CF/6CU Ansons include: **W1953 (XJ-W), W2117, W2181 (XJ-J), W2510, W2589** (nose now at Greenock), **AW484, AW796, AX236, AX442, AX630, DG842 (XJ-F), DG865, DJ173, DJ322, EF921, MG520, MG842** and **MG845.** On 7 OCT 1945, 6CU moved to Darwin civil aerodrome. With tasks reducing, as many outlying radar stations were closing down, 6CU disbanded on 30 DEC 1945.

6CU Code	Serial	Details and Name	6CU Code	Serial	Details and Name
XJ-A	A34-59	possible (VH-AQU 1980s had XJ-A code)	XJ-N		
XJ-B			XJ-O		
XJ-C		not used	XJ-P		
XJ-D			XJ-Q		
XJ-E			XJ-R		
XJ-F	DG842	Anson*	XJ-S		
XJ-G			XJ-T		
XJ-H			XJ-U		
XJ-I		not used	XJ-V		
XJ-J	W2181	Anson	XJ-W	W1953	Anson
XJ-K	n.k.	Walrus	XJ-X		
XJ-L			XJ-Y		
XJ-M			XJ-Z		

6CU Codes - 1943-1945

References for known 6CU codes: wartime signals, *adf-serials* A2 database, imagery. Codes were separated by the roundel, and the code would read logically, e.g. Anson DG842 XJ*F port side, and XJ*F starboard side. Letters "C" and "I" not used. Often marked with *Fenton's Flying Freighters* in *Yellow* on the port nose.

* In 1945, two Ansons on strength were **DG842** and **MG842**: However, MG842 left 6CU in JAN 1945, before the unit moved up to Darwin in OCT 1945, and the image below is believed to be DG842 (XJ-F).



[Pentland Vol.2, p.133]

Anson XJ-F DG842 at Darwin civil aerodrome in late 1945 appears to be overall *Foliage Green* Unit code in *Medium Sea Grey*, nose number '842' possibly marked in *White*.

7CU was formed in DEC 1943 at Pearce – when 35SQN re-equipped with Dakotas – with three Ansons (**R3474**, **W1544** and **DG751**) and five Dragons (A34-4, -17, -42, -55 and -72) which, were used for local transport and communications. Battles were also on strength for target towing. In AUG 1944, 7CU flew 1000 hours in the month, considered an achievement as with so many obsolete aircraft on strength, the unit was referred to as the "Flying Circus".¹⁹³ Other 7CU Ansons in 1944 were **R3528**, **W1964**, **MG389** and **MG447** which crash landed at North-West Cape on 26 OCT 1944. In NOV 1944 7CU moved from Pearce to Perth/Guildford. **W1530** joined in DEC 1944 and was marked with red crosses – and referred to as the 'Ambulance Plane'. Anson **AW914** crashed on landing at Wallal WA when the brakes failed on 10 JUN 1945. Other known 7CU Ansons in 1945 include: **W1938**, **W2015**, **W2043** (YB-Q), **W2051** (YB-B), W2054, W2121, W2124, W2132, W2260, W2375, W2522, MG173 and MG226.



W1530 with 7CU in early 1945 in standard for RAAF ambulance Anson scheme

W1530 in 1945 still in 'A'-pattern camouflage of *Foliage Green* and *Dark Earth*, *White* undersides, with *Red* cowls on the undersides. The Red Cross *White* disc was the same diameter as fuselage 30" roundel, 2:5 roundels. It is doubtful whether any of the ambulance aircraft went into overall *Foliage Green*, as introduced by the MAY 1944 policy.

(W1530 colours reference: '1001 Model' Kits No. PSL 72156, which appears to be based on early Pentland artwork.)

RAAF DIAGRAM No. A-5524

Diagram A-5524 of 9 MAY 1944, was issued with the major RAAF marking revision Tech Order AGI Part 3(c)1. The 36"-wide *Red* arms of the Red Cross for under the mainplanes, meant the overall dimensions of the cross were 9-ft by 9-ft, i.e. 108". The standard wing roundel diameter for the Anson appears to have been 90", so that the 108" Red Cross easily fitted inboard of the roundel.



On 4 NOV 1943, 71 Wing directed that the 1 Rescue & Communication SQN (1RCS) detachment at Goodenough Island, become 8CU.¹⁹⁴ The role was to not only to provide transport, courier runs and comms between Papua, New Guinea and the islands, but also supply a rescue service between Kiriwina (code-named *"Byproduct"*) and New Britain. With a mix of fixed-wing aircraft, 8CU also had an amphibious capability with the Walrus, and later Catalina.¹⁹⁵ At the end of 1943 Walrus HD860 was allotted to 8CU, but this was immediately changed diverting the aircraft to 9SQN for operation on HMAS Australia. In JAN 1944 X9516 was received, followed in the next months by W2705, HD864 and HD865. In JUN 1944, the undercarriage of L2213 collapsed landing at Momote (code-named *"Mercantile"*) and was replaced by X9516.

A major enhancement to ASR capability was introduction from JUL 1944 of Catalinas A24-92 and A24-98. The rescue of downed crews continued successfully, with increased responsibility as this mission was passed to the RAAF from the USN in New Guinea, and the RAAF formed the first of its dedicated ASR units, 111ASRF.¹⁹⁶ To boost the capability too in 8CU, Walrus amphibians were detached forward to Momote, and aircraft L2231, P5664, W2783, X9559 and HD874 were added on strength over the second half of 1944, and X9559 was lost in OCT 1944 with its crew on a clandestine mission in Japanese waters. 8CU moved to Madang on 4 NOV 1944, and over the first half of 1945 was operating HD874, X9510, X9515 and X9516, with major duties being target towing and anti-malarial spraying at Jacquinot Bay and Tadji. Several Anson accidents occurred with 8CU in NG in late 1945: **R3525** crashed into water on 2 AUG on approach to Lae; **MG275** crashed at Boram on 3 OCT 1945; and **AX443** crashed on take-off at Goroka on 24 DEC. Late wartime and postwar activity was with courier missions throughout New Guinea, until 8CU disbanded in MAR 1946. Other known 8CU Ansons were **R3539**, **W2023**, **AX577**, **EG127**, **MG520**, **MG868**, **MG987** and **MH224**.

8CU Code	Serial	Details and Name	8CU Code	Serial	Details and Name
ZA-A	A27-408	Vengeance	ZA-N	X9516	Walrus (probable)
ZA-B	A27-410	Vengeance	ZA-O	A46-95	Boomerang
ZA-C		not used	ZA-P		
ZA-D			ZA-Q		
ZA-E			ZA-R		
ZA-F			ZA-S		
ZA-G			ZA-T	A24-104	Catalina
ZA-H			ZA-U		
ZA-I		not used	ZA-V	P5664	Walrus 1944-45
ZA-J			ZA-W	HD874	Walrus 1944-45
ZA-K	L2213	Walrus (possible 1944)	ZA-X	X9510	Walrus; later Catalina A24-
					92
ZA-L			ZA-Y		
ZA-M			ZA-Z	A24-98	Catalina

Known 8CU Codes – 1943-1945

References for known 8CU codes: signals, *adf-serials* A24 database, imagery. Codes normally read logically with roundel separating letters, e.g. HD874 ZA*W port side, stbd side 'ZA' behind roundel to read ZA*W, but Walrus ZA-N and ZA-X as trigraphs were exceptions. Letters "C" and "I" were not used.

9 COMMS UNIT

9CU was formed on 4 NOV 1943 from the Port Moresby detachment of 1RCS. The aircraft initially operated were five Tiger Moths, five Dragons, three Wirraways and five Ansons (AW961, AW964, AW659, W2094 and W2240). Anson LT294 crashed on 30 JAN 1944 at Mt Kaneri, and the Unit suffered its first fatality when Anson AW659 crashed near Garaina (Morobe), on 12 MAR 1944. Other 1944 Anson crashes were W1664 south of Berry strip on 23 MAY, and MG900 which crashed on 8 SEP in bad weather at Psila Psila, near the Markham Valley. D.H.84 Dragons operated included A34-32, -57, -81, -90, and -94 to -98; other Ansons were AW659, EF961, EG473, EG494 and MG846. On I MAR 1945, 9CU re-equipped with Beaufreighters, and became 9 Local Air Supply Unit (9LASU). After service in Morotai and the Philippines, 9LASU returned to Canberra at the end of 1945 and disbanded in MAY 1946.¹⁹⁷

10CU was formed on 11 SEP 1944 at Cairns with its first Anson **R3535**, and by OCT was equipped with more Ansons: **W2037** (an air ambulance), **W2529**, **AW868**, **AX425**, and **DG934**. 10CU moved to Torakina on Bougainville in DEC 1944. Ansons began practice drops of storepedoes, and carried out regular courier flights with the addition of leaflet and supply dropping and reconnaissance missions. The 10CU was re-named 10LASU on 20 MAR 1945, with a strength or five Beauforts, four Beaufreighters and an Anson. On 15 AUG 1945, the aircraft dropped leaflets over enemy territory, advising of the Japanese surrender - the underside of each aircraft wing had Japanese writing in black, on white background with this advice. Northern Australia HQ advised that operations would cease on 21 JAN 1946, and personnel and aircraft were to be ferried to 12LASU at Finschhafen with 10CU disbanding on 24 FEB 1946.¹⁹⁸



W2037 with 10 Comms Unit over 1944/1945

W2037 in 'A'-pattern camouflage of *Foliage Green* and *Dark Earth, White* undersides with *Red* cowls on the undersides. These colours were the standard for RAAF ambulance Ansons. (Pentland in Vol.1 gives this serial as W2034, but that aircraft was not RAAF and went to Canada as 6445 in APR 1941.) The Red Cross *White* disc was the same diameter as fuselage 30" roundel, 2:5 roundels (colours reference: Sturtivant, p.342).



12 LASU

12 Local Air Supply Unit was formed on 18 APR 1945 at Tadji, New Guinea, with Anson **DG934**. Tiger Moths arrived in MAY, followed by Beaufreighters, one major task being DDT spraying. Two Ansons were attached from 8CU in SEP 1945, but **DG934** was the only recorded Anson on strength and at the end of the year passed to 37OBU (at Tadji) for conversion to components. Now only with Beaufreighters, 12LASU moved to Finschhafen on 10 JAN 1946, then ceasing operations ceased in FEB.¹⁹⁹ Known 12LASU codes: Beaufreighter A9-719 TA-A, and Tiger Moth A17-489 TA-L.

ANSON T.1 W2083 - 51 (R) SQN / GRS 1942

General Reconnaissance School (GRS) was formed at **Point Cook** in APR 1940, moving to Laverton in JUL 1940. GRS's role was to train pilots in general reconnaissance duties, and officers in specialist navigation duties such as nav refreshers and training the navigation instructors. During late 1940 duties included maritime searches for mines around Cape Otway and Wilson's Promontory after the sinking of the SS Cambridge on 8 NOV. This tasking was formalised in DEC 1940, when the School combined exercises with operations under the control of Area Combined HQ Melbourne, flying anti-submarine and shipping searches. An additional task was aerial photography to check camouflage of strategic facilities. In JAN 1941, GRS was divided into an Instructional Squadron and a Flying Squadron, each of four flights. GRS had 18 Ansons on strength at the end of 1941, forming 51 (Reserve) SQN in JAN 1942.²⁰⁰ In FEB 1942 Anson W2261 crash landed near Woodend Vic without injury, and over APR/MAY GRS moved to Cressy, operating from that base for the next twelve months. Now with 23 Ansons on strength, its 51(R)SQN operational commitments saw deployments such as twelve aircraft in FEB 1943 to operate from Laverton and, by APR, 51(R)SQN had apparently disbanded. Also in APR 1943, GRS moved from Cressy to Bairnsdale, vacating for Central Gunnery School's move in JUN.²⁰¹ The fatal Anson crash of W2253 on 21 MAY 1943 at Won Wron VIC cost five fatalities. Training commitments continued to increase and by the end of 1943, 50 Ansons were on GRS strength. On 30 MAY 1944, W1580 was ditched near Lakes Entrance, and on 24 FEB 1945 three aircraft (N4920, AX225, DJ213) ran out of fuel and crashed landed on return from overwater missions as severe fog blanketed Gippsland. Peace in AUG 1945 halted training, and the unit ceased to function as a School, having graduated 2753 students. In JAN 1946, GRS was notified to move to East Sale, and renamed School of Air Navigation on 31 JAN 1946.²⁰²



[colourised from AWM AC0003]

W2083 1942. Received by 1 AD in APR 1941, it was assigned as a nav trainer to 2 AOS with large training number "83". In MAY 1941, its tail struck a concrete post while taxying at Parafield. After repair W2083 served with GRS and after extended maintenance with Guinea Airways over 1942-43, W2083 returned to GRS until SOC in 1947. This image would have been with GRS/51SQN in 1942 without training number or *Yellow* training band (not carried by Reserve squadrons)²⁰³ and still in 1941 EATS delivery colours of A-pattern camouflage probably touched up with RAAF *Foliage Green/Earth Brown* and *Sky Blue* undersides. National Markings were RAF type-A1 (RAAF M.3) fuselage roundels, and standard at the time 75" type-B (RAAF M.1) roundels on the upper wings, type-A (RAAF M.2) on lower surfaces, which remained on training aircraft until *Red* was removed from all National Markings in SEP 1942.



EATS – SERVICE FLYING TRAINING SCHOOLS

SFTSs were formed in Australia from 1940 to provide the intermediate and advance phases of EATS pilot training for graduates of the Elementary course. For the RAAF, the first SFTS was achieved quickly by re-titling 1FTS at Point Cook as 1SFTS. Several of the early Schools formed were soon restructured, and even disbanded, to provide a more efficient system utilising bases away from the capital cities. Single-seat Schools used the Wirraway (which will not be detailed here), and multi-engined training units were equipped with the Anson, and to a lesser extent the Oxford.

1SFTS formed at **Point Cook** VIC on 1 MAY 1940 when 1FTS was renamed to be part of the EATS system. The School consisted initially of 1118 personnel, who were to be involved in the training of some 150 pilots, using the advanced syllabus, initially with a strength of 52 aircraft – this comprised five Ansons, 12 Wapitis, seven Demons, 27 Avro Cadets, and a Tiger Moth. By JUL 1941, there were 105 aircraft on strength with 40-50 Ansons over this period.²⁰⁴ However the Air Board in SEP 1941 rationalised that the **Oxford** and **Wirraway** would equip 1SFTS, with the Ansons being spread to other training units. By the latter part of 1943, training reached its peak, and in 1944 prior to shutting down, 1SFTS had graduated 2691 students.²⁰⁵ As part of a reorganisation of EATS schools, 1SFTS disbanded at Point Cook on 15 SEP 1944, which enabled Central Flying School (CFS) to move from Parkes to Point Cook.²⁰⁶

2SFTS formed at Forest Hill Wagga NSW on 1 JUL 1940 for EATS training - 'A' and 'B' FLTs with Wirraways, 'C' and 'D' FLTs with Ansons. The School opened with 42 ab-initio trainees on No.1 (Anson) Course, and by late AUG 2SFTS had 31 Ansons and 16 Wirraways on strength. By SEP 1940 the school was restructured into Initial and Advanced Squadrons, but training was soon marred by the crash of Anson R3540 on 6 SEP 1940, killing an instructor and two pupils. A collision between two Ansons (N4876 and L9162) on 29 SEP won wide attention as the two aircraft were firmly stuck together as a composite. When crewmembers were able to abandon, the upper trainee pilot was able to veer away from the nearby township of Brocklesby and succeeded with a wheels-up landing. In FEB 1941 a further restructure formed an Intermediate SQN - trainees who passed here received their wings before progressing to Advanced Training SQN. Between FEB and JUL 1941 the Ansons were removed from 2SFTS as single-engine and twin-engine training was separated. As the number of Wirraways peaked at 96, in JAN 1942 the instructors began working up two Reserve squadrons - 60(R) and (61(R)SQNs. No.17 Course was the last to complete training wholly at 2SFTS, as flying training moved to two other nearby schools, making Forest Hill a technical centre with the formation of 5 Aircraft Depot. During its short existence 2SFTS graduated 559 pilots and disbanded on 14 APR 1942, with training transferred to other Wirraway schools – 5SFTS Uranguinty and 7SFTS Deniliquin.²⁰⁷



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The 2SFTS crash landing 29 SEP 1940 – after collision both aircraft (N4876, 'A' was an earlier GRS marking, L9162 lower) were firmly locked together continuing to fly, and with other crew bailed out, N4876's trainee pilot LAC Fuller landed them both.

3SFTS formed at Amberley QLD on 21 OCT 1940 for EATS training, and the first course, No.8, commenced flying Wirraways from the grass airfield on 19 NOV 1940. Torrential rain soon made it apparent that 'all weather' runways were essential and construction commenced immediately. To ensure continuity of training, Wirraways often flew from Archerfield and Maryborough. The runways and overrun areas were completed by 31 AUG, and 13 Bellman hangars by 1 OCT 1941. Commencing in DEC, construction was concentrated on air defence of the base and the region. By FEB 1942 two Reserve squadrons – 66(R) and 67(R) – had been formed and worked up, which stayed at Amberley until 3SFTS Ansons disbanded. Soon the arrival of almost 1000 US Air Corps personnel changed the major task of Amberley to aircraft assembly, initially P-40E Kittyhawk and A-24 Dauntless aircraft. On 29 MAR 1942, orders were received to close 3SFTS and Nos.18 and 19 Courses, together with instructional and maintenance staff and the aircraft, were divided between 1SFTS at Point Cook and 6SFTS at Mallala. The graduation of No.17 Course was the last of ten trained at 3SFTS, which disbanded on 20 APR 1942 with Ansons and **67(R)** moving to **6SFTS**.²⁰⁸ 66(R) SQN initially transferred to 1SFTS, but was held in limbo until re-forming the following year with 8SFTS at Bundaberg.

EATS – 4SFTS

4SFTS formed at **Geraldton** WA on 10 FEB 1941 as part of "The Scheme", with the function of providing intermediate and advanced flying training for RAAF personnel who had completed their elementary training at Cunderdin. The base at Geraldton was still under construction when flying commenced at the School on 10 MAR 1941, yet aside from the lack of ground facilities, problems were encountered with the number and serviceability of aircraft. 4SFTS obtained all of their Anson aircraft from other units, who probably happily disposed of their oldest and most worn airframes. Along with these ageing machines came the need for a large number of spares, which were not to be readily available at the time, thereby limiting flying in the early days of the School. Every 28 days an intake of 60 or so pupils arrived from 9EFTS Cunderdin, spending approximately four months at the School before 50 or so would graduate. Due to the Japanese entry into the War, and subsequent enemy attacks on northwestern Australia, Reserve squadrons were formed in the advanced training units, with **68(R) and 69(R)SQNs operating within 4SFTS** as a precautionary measure, with the primary task being sea searches to sea, they were never called for active duty. On 14 OCT 1942, G/C Norman Brearley took over as CO after commanding 6SFTS at Mallala.



N4941 '27' at 4SFTS in APR 1941 – with broad rear fuselage 75" Yellow training band

A primary concern at SFTSs was the accident rate, which caused a loss of flying hours, aircraft and, at times, airmen. However, 4SFTS had an excellent flying safety record, but there were two accidents in 1942: **AX299** crash landed on 30 SEP 1942 into a marsh near Carnarvon, and on 16 NOV **AW941** landed on top of Anson **W2044** at 4SFTS's satellite field at Georgina. Both **68 and 69(R) SQNs disbanded in FEB 1943**, and by the end of 1943 the number of training sorties was greatly reduced, further decreasing in 1944. From JAN 1945, the total disbandment of the unit was commenced, and was completed by MAY 1945. With over 1000 trainees successfully passing through 4SFTS, and an enviable flying safety record, the School had fulfilled its EATS role in the training of RAAF pilots.²⁰⁹



[colourised from Pentland Vol.1 p.45]

Anson N4941 '27' at 4SFTS in APR 1941

4SFTS had this unique 75" wide Yellow training band around the fuselage – extending aft from the turret to surround the 30" type-A roundel, and the 27" x 15" Black training number aft – and probably retaining its rudder striping.

EATS – 6SFTS

6SFTS formed at **Mallala** SA on 25 AUG 1941 under CO, W/C Norman Brearley, the notable West Australian aviation pioneer. Operations were delayed due to the unserviceability of the airfield after heavy rain – throughout its period of operation, rain, fog and strong winds regularly delayed or curtailed flying operations. The first three Ansons arrived at Parafield on 10 SEP, another six on 12 SEP, which were then flown to the serviceable Mallala airfield. Flying training commenced on 23 SEP 1941, and there were the usual tragic accidents at the School. On 14 OCT 1941, there was a fatal collision between two Ansons south of the base; another Anson crashed at Hoyledon SA on 13 MAY 1942. By AUG 1942, 6SFTS could now form two Reserve squadrons – **67(R) SQN** (which had moved from 3SFTS and was supported by 6SFTS Maintenance Wing's No.1 Maintenance Sqn) and the new **70(R)SQN** (out of 2.M.S.'s 64 aircraft)²¹⁰ – 70SQN soon stood down. Reserve squadrons, while performing the normal overwater patrols, also had the more mundane tasks as Army co-operation/searchlight practice flights over Adelaide, meteorological sorties and photographic reconnaissance training.



W2255 at Mallala in 1942 at a media event, perhaps some 6SFTS landmark W2255 was received by 6SFTS in APR 1942. Still in early wartime markings of type-A1 fuselage roundels and tri-colour fin flash. Training numbers and the 36"-wide *Yellow* training bands are yet to be added.

The School had a reserve Anson pool of 50 aircraft by JAN 1945, sure signs that the SFTS role was diminishing. Training ceased in SEP 1945, and Survey Flight arrived in OCT 1945 to use Mallala as its new base. 6SFTS ceased to function on 1 JAN 1946, and became Care and Maintenance Unit Mallala, with 2178 trainees having graduated.²¹¹



[colourised from adf-serials]

adf-serials

The later 1944-1945 training colours – MG824 '19' of 6SFTS in trainer Yellow

All-over late-war trainer *Yellow*, with Pacific roundels – 30" 3:5 on fuselage and 75" 2:5 on wings. Fuselage training number '19' in stencilled 30" numbers, and '19' repeated on the nose in 8" stencil size.

A few known 6SFTS Anson codes									
5	DJ507	19	MG824	51	W2472	64	MG983	85	W1529
8	W2267	21	R3521	52	K8713	73	W2599	86	R3560
17	A4-23	40	EF954	55	R3530	79	R3378	88	DJ508
18	R9888	47	MG172	61	AX350	81	MG775	89	W2589

6SFTS - ANSON R3530 '55' 1945

R3530 '55' of 6SFTS at Mallala SA on 25 FEB 1945, when the undercarriage collapsed on landing. Accepted by 2AP in JUL 1940, R3530 was with 1SFTS Point Cook from SEP 1940, then with 2AOS Mt Gambier from OCT 1941. After overhaul by Ansett in 1943-44, it was taken on strength by 6SFTS in MAY 1943, and survived to be with CMU Mallala in 1946, sold in JUN 1946 for £500 to be registered VH-AYE in SEP 1946.

The 1944 policy had stipulated 'special markings' for trainers: *Training Aircraft* – In order to keep a check on the flying of pupils at flying training schools, COs may, if it is so desired, introduce a simple code of letters and/or numerals for marking individual aircraft. Such letters and/or numerals will be placed forward of the fuselage roundel and in the most conspicuous position possible. They must not exceed a height of 4 feet.²¹²



[colourised from adf-serials]



R3530 '55' of 6SFTS at Mallala in FEB 1945

All-over late-war trainer *Yellow*, with Pacific roundels – 3:5 on fuselage and 2:5 on wings. Fuselage training number '55' in 30" numbers, '55' repeated on the nose in standard 8" size. The *White* tail tip is probably a SQN/FLT marking.

Fuselage 3:5 roundel diameter 30" (0.76m) This aircraft had been repainted in overall training <i>Yellow</i> (K3/185) in accordance with the extant Policy (AGI 3 (c) 1, Appendix E, of 26 MAY 1944) mandated markings. 'Pacific' 3:5 roundels were applied to the fuselage, with 2:5 roundels on the wings. The AGI stated for 'Identification Markings' – the aircraft serial number and training numbers – to be in <i>Black</i> .
Wing 2:5 roundel diameter 75" (1.90m)
The training number '55' would have been applied at 6SETS, as was the White tail tin, which
prpbably denoted a particular Flight or Squadron within 6SFTS.
Fin flash: 27" high x 16" wide (8" each colour)
Serial Number: 8" x 5" in <i>Black</i> – Code numbers repeated on nose
Training Numbers: 30" high, 15" wide, 3" stroke in <i>Black</i>
Training number policy for the Anson had been introduced in 1939 due to the large numbers
of aircraft in the training airspace and so students could be readily identified. Ideally the
number would comprise two digits, and was not to be duplicated on other aircraft within the
unit (which is why this number is often not just the 'last two' of the serial number), three
numbers would be rarely used. The number was not to exceed 48" in height – with the Anson,
30" was common.

EATS – 8SFTS

8SFTS formed at **Bundaberg** QLD on 14 DEC 1941, as part of 2 Training Group and consisted of 1393 personnel at its peak, for the training of some 200 pilots at a time, on the Service Flying Training syllabus. Monthly intakes were set at 50 pupils, to be divided into two classes (intermediate and advanced), each of eight weeks duration. giving a total of 16 weeks training to each intake. By the end of 1941, unit strength was 341, and 8SFTS took over the Bundaberg aerodrome from 12 EFTS (which was transferred to Lowood) and received its first 27 Ansons. The first course graduated in MAR 1942, a month when 2607 hours were flown, and during JUL 1942 8SFTS received a further 23 Ansons, building up aircraft strength to 87.²¹³ As at the end of SEP 1942, 143 personnel had completed their flying training at 8SFTS, with the total intake for pilot training being 347. 1943 opened with a spate of aircraft accidents yet, fortunately, no aircrew were lost. Operations continued without excessive interruptions, although incidents still tended to mar each month's flying program. During 1942, approximately 300 airmen were posted to Bundaberg to supplement 8SFTS, and aircrew were allocated for duty with 8SFTS, and also operated seaward patrols from Bundaberg, Lowood and Richmond – so that on 26 JAN 1943, **71(R)SQN** formed with headquarters at Lowood, and Ansons operating from Bundaberg and Coffs Harbour. Later, on 20 MAY 1943 **66(R)SQN was reformed** (this originally formed in JAN 1942 at 3SFTS) within 8SFTS as a general reconnaissance squadron, undertaking the usual anti-submarine and convoy escort patrols, and began operations in JUL 1943.

After reorganisation, the flying training continued without incident, with courses being completed and new courses arriving monthly through 1943-1944. With the sustained flying program, the usual run of collisions of aircraft whilst taxying, forced-landings in cane fields, and overshooting the runway continued. 66SQN had disbanded in JAN 1944, with its personnel posted to 8SFTS, 1OTU and 71SQN. The reduction in RAAF flying effort at Bundaberg enabled a civilian company, Aircraft Pty Ltd, to utilise the aerodrome on its runs between Brisbane and Rockhampton commencing in OCT 1944. In NOV 1944, a detachment of six Ansons participated in Army cooperation exercises with the 1st Australian Corps at Mareeba. This attachment lasted until MAR 1945, involving an effort of 1192 flying hours. The period of reduced flying activity culminated in DEC 1944, when personnel presently under training were posted to 6SFTS at Mallala to complete their training. All flying training ceased at this time, and on 13 DEC 1944 the last graduation parade was held, for No.48(P) Course. Throughout early 1945, activity at the base continued to decrease, while tasks were initiated to prepare for the hand-over of the base to the NEI Air Force. 8SFTS disbanded on 25 JUL 1945.²¹⁴



Anson 8SFTS MG974 '97' near Bundaberg 1944-45

MG974 '97' in 1944 – 8SFTS typically had *Yellow* engine cowls and a *Red* number in the 36" wide *Yellow* training band around the fuselage, a 30" 3:5 fuselage roundel, 30" high training numbers which tended not to be repeated in smaller numbers on the nose. By this stage of training too, the AW dorsal turret had been removed, an astrodome fitted, and the original large DF loop removed and replaced by a smaller loop in a Perspex teardrop. MG974 was converted to components in late 1945.

8SFTS - ANSON MG232 '61' 1944

MG232 '61' of 8SFTS at Bundaberg QLD in 1944. Accepted by 2AP in DEC 1943, MG232 had a relatively short flying training career. Serving with 8SFTS from APR 1944 to JUN 1945, MG232 was converted to components at the end of 1945.



MG232 '61' in 1944 – 8SFTS typically had *Yellow* engine cowls and a *Red* number of the trainer band

8SFTS in 'A' scheme *Foliage Green/Earth Brown* camouflage, *Sky Blue* undersides, with standard 36-inch wide *Yellow* training band around the fuselage aft of the 30" roundel, which typically extended from the rear of the turret (if fitted) with the coloured 30"-high training number. Different colours presumably signified different Squadrons or Flights with 8SFTS. The cowls were also in training *Yellow* and roundels 3:5 in all positions.

The 1944 policy stipulated 'special markings' for trainers: *Training Aircraft* – In order to keep a check on the flying of pupils at flying training schools, Cos may, if it is so desired, introduce a simple code of letters and/or numerals for marking individual aircraft. Such letters and/or numerals will be placed forward of the fuselage roundel and in the most conspicuous position possible. They must not exceed a height of 4 feet.²¹⁵



MG232 '61' of 8SFTS at Bundaberg in 1944

MG232 '61' in 1944 – 8SFTS typically had *Yellow* engine cowls and a *Red* number on the trainer band. Standard were: 36" wide *Yellow* training band around the fuselage; 30" 3:5 fuselage roundel; 30" high training numbers which tended not to be repeated in small nose numbers; serial number *Medium Sea Grey;* wing roundels 3:5. By this stage of training too, the AW dorsal turret had been removed, an astrodome fitted, and the original large DF loop removed and replaced by a smaller loop in a Perspex teardrop. Square fin flash 24" x 24" (12" wide each colour).

EATS – AOS

1AOS – No.1 Air Observer School (AOS) – formed at **Cootamundra** NSW on 15 APR 1940, and the first course of 70 air observer trainees arrived at the end of the month. Observer training was in basic dead-reckoning (DR) nav and aerial photography. S/L A M Murdock (a future Beaufort leader and CAS) was the first CO. For initial training of air observers, the trainees started in Tiger Moths, and at one stage in AUG 1942, 1AOS had 107 Tigers on strength at Cootamundra.²¹⁶ The first Anson arrived on 25 JUN 1940; by the end of the month ten aircraft were on strength – **A4-5**, **A4-7**, **A4-18**, **A4-25**, **A4-47**, **N4920**, **N4921**, **N4926**, **R3334** and **R3339**. A fatal crash occurred on 11 NOV 1940 when D.H.84 Dragon A34-2 crashed near Cootamundra, with the loss of crew. Personnel of the unit were involved with the formation of **73(R)SQN** which was formed at Cootamundra on 1 JUL 1942. By DEC 1942, the strength of 1AOS had grown to 88 officers, 765 airmen, and 313 trainees.²¹⁷ Known 1AOS Ansons that were transferred to 73SQN on 31 DEC 1942 were: **W2638**, **W2639**, **AX305**, **AX350**, **AX355**, **AX443**, **AX576**, **AX613**, **AW799**, **AW880**, **DJ138** and **DJ141**.²¹⁸

Over 1942-1944, 1AOS had the following Anson accidents:

- 11 FEB 1942 AW677, crew were killed near Ungarie NSW.
- 13 APR 1942 **AX420**, crew were killed near Gunning NSW.
- MAY 1942 several incidents with **AX425**, 23 MAY the tailplane was damaged in a precautionary landing at Cootamundra, and 30 MAY engine failure taking-off Cootamundra.
- 12 NOV 1942 **DJ166**, crew escaped crash on take-off at Nabiac when undercarriage collapsed.
- 13 JUL 1943 DJ497, crew abandoned aircraft near Wagga.
- 7 MAR 1944 AW485, crashed near Maclean NSW when the aircraft disintegrated in mid-air.
- 22 MAY 1944 **A4-20**, crashed near Ballina.
- 11 SEP 1944 LT781, crew were killed near Glen Innes NSW.



[adf-serials]

On 9 DEC 1943, **1AOS re-formed Evans Head**, as the resident 1BAGS was disbanded. During its period at Evans Head, in addition to the Anson, 1AOS operated the Battle, Ventura, Gannet and Tiger Moth. 1AOS ceased operations in JUN 1945, and was disbanded on 15 AUG 1945.

AW865 at 1AOS Cootamundra 1943

Out of the 17 Bellman hangars that occupied the airfield during the War, one still remains at Evans Head. The Evans Head Memorial Aerodrome had been listed on the NSW Heritage Register which includes the Bellman Hangar #156 which houses the Museum's F-111C A8-147, Canberra A84-203, Kiowa A17-020, wartime Tiger Moth A17-284 (still registered as VH-EWR). In 2018, the Museum received the remains of Anson MG422, and the museum now forms part of the RAAF Aviation Heritage collection.

EATS – AOS

2AOS formed at **Mount Gambier** SA on 6 FEB 1941, and by the end of the month had four Ansons – **R3339**, **R3512**, **R3528** and **R3529**. These were followed by a D.H.84 Dragon, enabling the first intake of trainees to commence No.10(O) Course on 8 MAR 1941, graduating after 12 weeks on 28 MAY 1941. During MAY, eight Battle aircraft arrived from Laverton, and remained at Mount Gambier until the formation of 2BAGS and then moving to Port Pirie on 28 JUN 1941. From graduation, the new Observers would pass to 2BAGS for gunnery training. Near Mt Gambier on 12 JUL, a collision between **W1966** and **W2020** resulted in the death of three crew. Over 1941/42 the Observer course intake double in size to 96 new trainees each month.²¹⁹



[colourised from Anson File, p.176]

A-Scheme – R3529 '29' at Mt Gambier, serving with 2AOS MAR 1941 to APR 1943 Colour reference AHCB #68. Markings conforming to AGI C.11 (*Issue 3*) of 3 OCT 1940. *Yellow* trainer bands around the fuselage and wings, *Yellow* training number forward of the 30" fuselage roundel, 75" wing roundels, underwing serial numbers probably have been removed. In A-scheme camouflage, given this timescale, perhaps RAAF colours *Foliage Green* and *Earth Brown* have been used in repainting, with *Aluminium* undersides.²²⁰

On 30 MAR 1942, **72(R)SQN** was formed at 2AOS, reinforced by the arrival of 36 additional aircrew in APR for the routine Reserve squadron seaward patrols. In SEP 1942, a detachment of 97(R)SQN from 2ANS Nhill arrived for overwater operational training, and a detachment from 67SQN Ansons arrived for operational patrol duties in SEP 1943. Training accidents continued through 1942/1944: a fatal accident on 20 MAY 1942 with Anson **W2020** nr Ararat Vic; 11 AUG 1942 five died in **AW678** near Kingston SA; 14 OCT 1942 **AW849** crashed near Tantanoola SA; 27 MAY 1943, a fatal accident of **R9886** at Port MacDonnell SA; **AX250** had control problems on 16 AUG 1943 and forced-landed near Bendigo. By Aug 1943, aircraft shortages were causing a big lag in training, with the unit being 2800 aircraft hours behind schedule and having only 35 Ansons out of its 48 establishment. On 15 FEB 1944, a crew was posted as missing in **AW878** on an overwater training flight. Tasking over NOV/DEC 1944 included 2AOS aircraft flying bushfire patrols, but training commitments diminished over 1945 and 2AOS closed on 1 JAN 1946. CMU Mt Gambier formed to store and maintain the aircraft pending disposal, until disbanding on 29 MAY 1947.²²¹

3 AOS formed at **Port Pirie** SA later in the War, by the amalgamation of 2ANS and 2BAGS, on 9 DEC 1943.²²² 3AOS provided navigation and bombing training on Ansons and Battles, with 46 Ansons and 102 Battles on strength.²²³ As well as this basic aircrew training, Anson conversion courses were also run for navigators who had been trained on other aircraft. During 1944 a reorganisation of 3AOS saw all the Battles off strength by MAR, but an accident to Anson **MG217** near Port Pirie on 31 DEC was perhaps prophetic of the end of the Anson, as the wing sheared off with the loss of three lives. As the end of the war approached, in AUG 1945 29 Ansons were transferred to stored reserve, leaving a reduced number for training. With the announcement of the end of the war, the Unit History recorded...*"What is going to happen to us?" being on the lips of everybody…and to many, "3AOS will soon only become a well treasured memory"*. By the end of SEP 45, with 22 Ansons on strength and 52 in storage, training ceased. Disbandment of 3AOS was completed on 31 JAN 1946 as the last personnel were posted for discharge.²²⁴

2AOS – ANSON R3512 "12" 2AOS Mt Gambier 1941

R3512 was an early EATS-supplied Anson, arriving at 2 Aircraft Park in JUL 1940 and pressed immediately into service at Point Cook with 1SFTS. Passing onto 1WAGS at Ballarat in OCT 1940, and then to 2AOS at Mt Gambier in MAR 1941, R3512 saw out its RAAF service with 2AOS. After the War, it passed to the CMU at Mt Gambier on CDC Disposal List AIR 1688 and was sold in AUG 1947.



B-Scheme – Anson R3512 '12' at Mt Gambier with 2AOS over MAR 1941 to JAN 1946

Camouflage is B-scheme and by 1942, colours would have been RAAF *Foliage Green* and *Earth Brown*, with *Yellow* 36" trainer bands. The serial number R3512 was in *Black* on the fuselage, and still in the RAF style was repeated on the rudder. It may have been delivered with either *Aluminium* or trainer *Yellow* undersides, but in RAAF service maintained *Aluminium* lower surfaces, but the RAF underwing serials were probably overpainted at this stage. The training number was conveniently the 'last two' of the serial number, and in 36" *Yellow* figures forward of the roundel on the fuselage sides.



The roundels were RAF type-A on the fuselage and wings – the RAAF M.2 roundel designation introduced in 1940 had apparently been discontinued by 1941. No fin flashes were marked, but RAF serial continued to be carried on the rudder.



30" fuselage roundel 1941-42 75" upper and lower mainplanes (commonly known now as type-A) *Yellow* Training Band 36" wide IAW 1940 policy of training bands

Yellow Training Numbers: 36" high, 20" wide in 6" stroke IAW 1939 and 1940 policy, training numbers not to be taller than 48"

Serial Numbers in *Black* On rear fuselage and rudder (removed from lower mainplanes)

EATS – ANS

1ANS – No.1 Air Navigation School – was formed at **Parkes** NSW in NOV 1940, and by the end of the month, the unit had ten Ansons on strength. The ANS syllabus was for Observers to complete their advanced navigation training over a 4-week course of astro-navigation. On 21 NOV 1940 No.1(O) Course commenced, with the students graduating from their month's training on 17 DEC. Accidents did occur. On 21 DEC 1940, Anson **R9884** forced-landed after an engine failure and ran through a fence at Condobolin NSW. The aircraft was returned to Clyde Engineering Company for repairs (see below). On 28 JAN 1941, **A4-5** was undertaking a medical evacuation from Parkes to Mascot when it crashed near Glenbrook NSW, with the loss of all on board.



[adf-serials from Powerhouse Museum]

1ANS Anson R9884 after repairs by Clyde Engineering and return to 1AOS in APR 1941 These markings are interesting – an early delivered EATS Anson in 1940, the fuselage roundel is still the RAF type-A1 (RAAF M.3) with *Yellow* outer ring, and an unusual early style RAF slanted fin flash.

During DEC 1942, the strength of the unit stood at 217 members (including 59 trainees) with a strength of 18 Ansons. 1ANS was disbanded on 9 DEC 1943.²²⁵

2ANS formed at **Mount Gambier** SA on 1 JUL 1941 – only as a "temporary address" until the School moved to Nhill.²²⁶ Five of the Ansons for the School arrived on 12 JUL, and the first course of 44 aircrew trainees from 2BAGS at Port Pirie commenced training on 28 JUL. All personnel and aircraft of 2ANS had moved to Nhill by 19 SEP 1941, to enable the first course to be conducted at the new base, and 12(O) Course commenced training - this course graduated on 16 NOV, with each trainee averaging 31 hours flying time. 1 Operational Training Unit (10TU) was raised at Nhill on 8 DEC 1941, sharing the base with 2ANS until moving to Sale on 15 FEB 1942.



[colourised from Nhill Avn Heritage website]

2ANS W2575 '75' over Nhill 1942 was on 2ANS over JAN 1942-DEC 1943 – Yellow trainer markings and tricolour fin flash The School was to expand its activities when, on 8 JUN 1942, it was notified that **97 (Reserve) SQN** was to be formed from unit personnel, and have 15 Ansons on strength. Only two entries in the 2ANS Unit History relate to the activity of 97SQN: on 16 SEP 1942 six aircraft and 71 officers and men were attached to 2AOS at Mount Gambier (also in 2AOS A.50); and on 16 NOV ten aircraft were attached to Laverton and Mallacoota. After graduating 2002 trainees, 2ANS disbanded on 9 DEC 1943 and Nhill became the home of RAAF Armament School (moving from Hamilton Vic), which was then retitled Air Armament School in JAN 1944.²²⁷ At its peak, 2ANS had 35 Ansons on strength and about 800 personnel.²²⁸ The link to the Anson at Nhill continues with the **restoration of Anson W2364.**

EATS – WAGS

1WAGS, No.1 Wireless Air Gunnery School, was raised at **Ballarat** on 22 APR 1940 to train wireless operator air gunners, using the standard RAF syllabus. Operations commenced at the end of the month, but it was not until OCT that the School received its first aircraft – four Ansons from Point Cook and Cootamundra: **R3339**, **R3512**, **R3528 and R3529**. In JAN 1941, two Douglas DC-2 aircraft were added and soon joined by a third, with these aircraft being supplemented by seven Wackett trainers in OCT. The School doubled in size on over early 1942 to accomplish the increased training, with personnel increasing by the end of MAR to 1650. Aircraft on strength at this time were two DC-2s and 51 Wackett trainers, the Ansons having passed to 2AOS. By the end of OCT 1943, 3836 wireless air gunners had been trained, with aircraft strength at one Anson, 33 Wacketts, and five D.H.84 Dragons.²²⁹

Radar. In NOV 1944, 3WAGS was absorbed into 1WAGS and by the end of DEC 1944 the unit was training radar and wireless operator (air) trainees. At this stage, a total of 5025 trainees had passed through the School, and training was to change again in the new year. In JAN 1945, a **Radar Training Wing** formed, with the first training course completed in FEB. Basic training for wireless operator (air) ceased on 31 MAY 1945, and the unit was about to become the RAAF's centre for radar training. The Radar Wing absorbed the Radar School from Maryborough during SEP 1945, and separated from 1WAGS on 1 NOV 1945 as the **Air and Ground Radio School** (AGRS). At the end of NOV 1945 1WAGS had 39 Ansons and four Wackett trainers on strength,²³⁰ disbanding on 21 JAN 1946.



[[]colourised from adf-serials]

MG231 of Air and Ground Radio School (AGRS) Ballarat 1946, transferred from 1WAGS The unusual serial presentation as 231^{MG} is interesting. Late wartime configuration, DF loop in teardrop plexiglass fairing. Fuselage roundel is not the standard 30" 3:5, but larger 36" 1:2; and fin flash 24" square; serial last three digits 18" x 15".

2WAGS formed at **Parkes** on 9 JAN 1941 and by FEB, 80 trainees had arrived. By 31 DEC 1941, unit strength comprised 16 officers, 234 airmen and 416 trainees; a year later, the strength of the unit totalled 907. During JUN 1941, three Douglas DC-2 aircraft arrived, with three Tiger Moths in JUL. On 18 JAN 1943, DC-2s A30-7 and A30-8 were flown to Darwin for operations in the north, where A30-8 was lost to enemy action. Ansons were not the primary trainers, and 2WAGS training used DC-2s and Wacketts. As training reduced, in JAN 1944 aircraft were dispersed to 1WAGS at Ballarat, and 3WAGS at Maryborough, and the unit disbanded on 12 FEB 1944.²³¹



AWM F03642]

Also on 2WAGS strength at Parkes were Wackett trainers, such as A3-154

3WAGS was raised at **Maryborough** on 18 SEP 1941, with a strength of three officers and 23 airmen. The first training course (No.19) arrived in OCT and members graduated in APR 1942. By the end of 1942, total strength of the unit had risen to 888 personnel. Over 1942 and 1943, training aircraft were Wacketts and Dragons, and by the end of 1943, aircraft on strength totalled 46 – three Dragons and 43 Wacketts. With notification in late 1944, training was transferred to 1WAGS at Ballarat, and the unit was disbanded in DEC 1944.²³²

EATS – BAGS

1BAGS. No. 1 Bombing and Gunnery School (1BAGS) was formed at **Evans Head** NSW on 26 AUG 1940, for advanced training of WAGS, Observers and in some cases for pilots. The first unit aircraft were Fairey Battles, which arrived from 7 SEP, to undergo instruction arrived on 15 SEP. The School was to train wireless operator/air gunners in all aspects of gunnery, firing on airborne drogues towed by Battles. There was one instance, which indicates the dangers of live firing on 17 MAY 1942, when a trainee fired a number of rounds through the port wing and tailplane of a Battle. During MAR 1943, 1BAGS had a total of 1647 personnel, 83 Fairey Battles, four Ryan STM trainers and a Moth Minor, on strength. 1BAGS was disbanded at Evans Head on 8 DEC 1943,²³³ with the base taken over by 1AOS from Cootamundra which operated Ansons at Evans Head until MAR 1945.

2BAGS. 2BAGS was established on 15 JUN 1941 at **Port Pirie** to provide bombing and gunnery training for pilots, air observers and air gunners, in accordance with the EATS and working to the RAF standard syllabus. 2BAGS formed **55(R)SQN**. The period of training for each category was different: pilots training for two weeks, air observers for eight weeks, and air gunner for four weeks. By the end of 1943, 2BAGS had trained nearly 3500 personnel, the vast majority being wireless air gunners (WAGs). The first Fairey Battles arrived on 1 JUL 1941, and the first trainees continued instruction when transferred from 2AOS at Mount Gambier. The 2BAGS courses comprised air gunners training in Ansons, firing upon drogues dragged along by the Battles (although sometimes not far enough behind for the Battle pilots!). The Battle would fly along at 90mph, as the Anson pilot swept back and forth under the drogue to simulate the curve of attack of a fighter aircraft attacking the Anson. As live ammunition was used, accidents were bound to occur, but it was the aircraft themselves that were to cause the majority of incidents at Port Pirie, claiming some 20 lives. In one tragic accident on 27 AUG 1943, six crewmen were killed during a gunnery exercise in the collision of two Battles (K9380 and L5654) 10 miles west of Port Pirie aerodrome. At the end of 1943, 2BAGS merged into 3AOS (while 3BAGS changed into the Air Gunnery School), which continued until JAN 1946, conducting advanced courses in staff (instructor) navigation, and fighter pilot navigation.²³⁴

3BAGS. The advance party to form 3BAGS arrived at **West Sale**, five miles west of Sale, on 30 DEC 1941, and on 12 JAN 1942 the unit was formed under the command of 1 (Training) Group. 3BAGS also formed **53(R)SQN** as part of its Reserve Squadron commitment. The School was formed to carry out the completion of the training of air gunners with instruction in gunnery, and to train air observers in bombing and gunnery. The unit's first Fairey Battle arrived on 2 FEB 1942, and training commenced on 8 MAR 1942 with 43 trainees arriving from Mount Gambier. 3BAGS continued operating until disbandment on 9 DEC 1943 with a strength of 67 Fairey Battles, 24 Ansons and 33 Airspeed Oxfords.²³⁵ At this stage all the RAAF gunnery schools were combined as the **Air Gunnery School (AGS)** to train all air gunners, WAGs and other RAAF personnel in air gunnery. The Oxfords were allotted away, and the AGS strength at the end of 1943 was 79 Battles and 39 Ansons.²³⁶ AGS ceased to function on 31 DEC 1945 and its aircraft, including 41 Ansons, went to storage at the local Care and Maintenance Unit (CMU).



LV211 with AGS aircrew trainees at West Sale VIC 1944-45 with the Bristol B.1 Mk.VI hydraulically-operated turret

POSTWAR USE

Some postwar markings on aircraft retained in RAAF service have been covered in the past, an example being our *Newsletter* Vol 8 Issue 1 (Summer 2017-18 Supplement).²³⁷ DTS **Special Instruction General/96 of 14 JAN 1948** was the first postwar directive to revert to *red-white-blue* markings,²³⁸ although some RAAF Japan-deployed aircraft had re-introduced *Red* to markings under BCAIR command in 1947.



RAAF Drawing A5524 3/4 published by DTS Instruction No.11 Pt2 Sect1 of 27 JUL 1951 – following up the 1948 DTS SIG/96

Below is MG168, one of the rare RAAF Ansons to be marked in postwar type-D National Markings as prescribed by DTS SIG/96 of JAN 1948. This aircraft used as a 'hack' by 3AD at Amberley is a perfect example of postwar overall *Aluminium* K3/168 and reversion to *red-white-blue* markings.



[RAAF]

MG168 at Amberley with 3AD 1950

MG168 had been received by the RAAF in JAN 1944, serving as a trainer with Air Gunnery School and then School of Air Navigation at East Sale. Used for communications by 3AD at Amberley from NOV 1948, it was transferred to 1AD in JAN 1951, offered for disposal on List AIR 7192, and sold in JUN 1953.



[airvectors.net]

In UK, Anson C.19 WD413 in RAF postwar markings

NL513 was an **Anson Mk.XII** delivered to Canberra in FEB 1945 for RAAF use as a VIP aircraft for the Governor General's FLT. Sold in FEB 1953 it became VH-PDC (Petroleum Development Corp, of Brisbane), and then reregistered for a short period as VH-GVB. The C.19 had the similar high roof profile of the Mk.XII, and two **Anson C.19s**, VM374 and VM375, were the last Ansons delivered to the RAAF in NOV 1947. Both were used at the Woomera Range on communications duties with 34(Comms)SQN. VM374 forced landed after an engine failure with wheels up near port Lincoln in DEC 1953 (below), and VM375 was struck off charge in MAR 1957, ending the Anson's military career in Australia.²³⁹



[adf-serials]

VM374 of 34SQN with a wheels-up forced landing near Pt Lincoln SA on 15 DEC 1953

An interesting mix of markings – overall *Aluminium* with type-C fuselage roundel and type-D fin flash. Its sister ship, VM375 was similarly delivered in type-C markings, but survived to later receive full type-D markings.

DISPOSAL AND CIVIL USE

Thousands of aircraft were retained by the RAAF in "War Storage", totalling over 3,000 aircraft up to the end of 1948, which included 450 Ansons and 270 Oxfords.²⁴⁰ Being surplus to requirements, the disposal process enabled their scrapping to assist the civilian community to recover from the war years, when metal had been in short supply – any smelting to make "pots and pans" and kitchen utensils was welcomed. On the farms, products to farmers like nuts and bolts, screws and wire, were in short supply, and this was the fate of many Ansons and Oxfords.



[du Plessis colour collection]

Anson dump at 3AD SAAF Cape Town after the War

The Commonwealth Disposals Commission (CDC) was formed by the Federal Government under the Dept of Supply and Shipping in late 1944 to administer the sale of war assets, including aircraft, no longer required.²⁴¹ The emergence of a civil aviation industry – both for airlines (primarily to be supplied by surplus C-47 Dakotas converted to DC-3s) and the private flyer/aero club market with Tiger Moths – could be assisted by large numbers of surplus aircraft. Before the disposal began, the RAAF released two Ansons from GRS at Bairnsdale in MAY 1945 to be converted to survey aircraft with Adastra Airways of Sydney, to carry out a Victorian Government mapping contract – these first aircraft were MG796 (VH-AGG) and MG162 (VH-AGO).²⁴²

When disposals commenced, the best examples of Ansons up for purchase were stored in hangars at RAAF stations across the country – these were either built 1943 or later, or older Ansons which had undergone complete overhaul by civilian contractors since 1943. The CDC auction notices included the advice that DCA accepted the Anson was eligible for issue of an Australian Certificate of Airworthiness (CofA) – conversely, DCA determined that RAAF Oxfords up for disposal at the same time, were *not* suitable for civil certification due concerns over the integrity of its wooden construction, although in the UK several hundred Oxfords were civilianised as Consuls in the post-war years.²⁴³

The incredibly large numbers of surplus aircraft were stored at flying bases, and Care and Maintenance Units (CMUs) were formed throughout the country to manage the storage, maintenance and disposal of aircraft over 1945-47. For instance, CMUs were formed around the Aircraft Depots;²⁴⁴ other CMUs established mainly at the old flying training bases, and 516 Tiger Moths were disposed of by CDC in immediate sales from 1945.²⁴⁵ For longer term sales, examples of CDC Disposals Handbooks for FEB 1945 and FEB 1946 were issued,²⁴⁶ but this initial disposal of 3,000 aircraft would take time – from 1945 into the 1950s.²⁴⁷ CMUs established at the old RAAF training bases in South Australia included Mount Gambier, Mallala and Port Pirie. The Geoff Goodall Aviation site has a detailed analysis of complete Ansons and Oxfords, and "aircraft remnants", that were released from 1946. The RAAF had selected the best Ansons and Oxford to be retained for postwar use, and of the remainder those with lowest hours since major overhaul were advertised for civil disposal, with nearly 200 were sold in three years. The CDC sales brought a strong response from established aviation companies as well as many early-postwar aviation ventures wanting to start civil airlines. Bids accepted by CDC settled down to a range between £500-£250 per aircraft.²⁴⁸

At those low prices some buyers purchased additional Ansons for resale or just for engines and parts. Goodall provides some of the sales that were going to airlines – William Dwyer of Melbourne bought 13 Ansons (10 of which became civil registered); Airlines (WA) Perth bought 14 Ansons (8 civil registered); New England Airways 10 Ansons (8 became civil registered); and QLD Ambulance Transport Brigade 10 Ansons (4 civil registered). However, the largest purchases were for the Aircraft Disposal Company (ADC), Mudgee NSW, with 42 Ansons purchased from CDC sales in 1946-47 for civil conversion and resale. These Ansons were collected and ferried from the RAAF Stations where they were resold to Sydney or Mudgee, being offered with or without civil conversions. G H Thomas (chief engineer for ADC) designed and supervised the modifications which were contracted to several airlines. Later civil conversions into the 1950s were carried out at Camden NSW, and Harold Thomas later advised Goodall: "The Ansons were purchased in the name of E.H. Loneragan and Eric McIllree. They were purchased at RAAF Stations such as Mallala, Cootamundra, Evans Head, Temora and Narrandera. They were converted by New England Airways, Marshall Airways and Airflite Pty Ltd. Those not converted were reduced to parts. The civil conversions were very good. Long range tanks gave 8 hours range, smooth cowlings, rear locker, nose locker, electronic starters, spinners and other improvements. They sold complete with CofAs and radio for £3,000 each."

By 1947 the CDC was overwhelmed by the staggering enormity of military equipment in Australia that it was decided to abandon the remaining hundreds of unsold Ansons and Oxfords, now deteriorating in weather with little prospect for worthwhile prices. CDC disbanded in early 1949, with disposals passed to the Division of Aircraft Production (DAP) and then Dept of Supply Disposals Division (DSD).²⁴⁹ Although the intent had been to break up these wrecks for scrap metal, it was just not economic – so disposal was in an as-is condition, with purchasers towing them away from the base.



[Goodall Aviation site]

One of the Ansons and Oxfords on SA farms – AX350 at Owen SA in 1970s AX350 had served with 1AOS Cootamundra from 1942, and then with 6SFTS at Mallala from 1944, carrying the code '61'; it was struck off charge in MAY 1947 with 42 other Ansons at Mallala, when it passed to CDC for disposal.²⁵⁰

Low prices were necessary to attract the public, especially farmers who were short of wire, nuts and bolts. Each aircraft had wheels, hydraulic systems, electrical systems, lengths of electrical wiring and metal control cables, fuel tanks (some still containing gallons of precious fuel), tubular metal frames or wooden panelling, plus a variety of other items like hinges, pulleys, light bulbs, seats and perspex windows. Standard sale prices were agreed on: usually £5/10/- [\$11] per Anson or Oxford to ensure quick sales. To justify these low prices they were advertised as "fuselages with engine remnants" and "aircraft shells", with all equipment necessary for flight removed, but many were in reasonable condition, complete on their wheels with wings attached, and with most cockpit and interior fittings.

Recommended are the Geoff Goodall Aviation civil Anson sites: https://www.goodall.com.au/australian-aviation/anson-civil-1/civilansons-1.html https://www.goodall.com.au/australian-aviation/anson-civil-2/civilansons-2.html https://www.goodall.com.au/australian-aviation/anson-civil-3/civilansons3.html https://www.goodall.com.au/australian-aviation/anson-late/anson-late.htm https://www.goodall.com.au/australian-aviation/ansonsonfarms/ansonsonfarms.html

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CIVIL ANSONS

Nearly 200 of the best Ansons offered for civil use were sold in three years with 140 receiving civil registrations, these becoming the mainstay of many airline services in the early post-war years.²⁵¹ By JUN 1961 DCA announced a series restrictions on all Australian Anson Mk.Is, quoting single-engined performance and deterioration of the structure in the wooden mainplane and tailplane. Therefore, in JAN 1962 the type was prohibited from carrying passengers, or operating over-water flights; from JUN 1962 the CofAs were suspended for all Australian Anson Mk.Is.



[Goodall Aviation site]

VH-WAB/MG841 of Woods Airways in 1958, showing the typical civil conversion



[Goodall Aviation site]

[adf-serials]

VH-ASM/W2068 after many years with Sid Marshall, at the East-West Airways exhibition in 1987; on display Tamworth 2016



[Britmodeller site, 16 Aug 2010]

VH-BAF over Point Cook after its 1963 Brown & Brain modification

VH-BAF/MH120 – with the DCA ban on wooden-spar Ansons flying in Australia after 1962, VH-BAF underwent conversion from 1961, using a spare Avro XIX metal mainplane and tailplane purchased from RAAF stores in Adelaide (two Avro XIXs were used at Woomera, VM374 and VM375), with Avro XIX style windows and with Cheetah XV engines. The highly modified "new" VH-BAF flew at Moorabbin in MAY 1963, but plans to convert more were abandoned. VH-BAF did fly for a further ten years in Australia – and now flies again today!

THE ONLY FLYER MH120 / VH-BAF IN NZ, 'K6183 VX-B'

The world's only flying survivor is an ex-RAAF aircraft in New Zealand – MH120, VH-BAF, flying as ZK-RRA.



Anson MH120 at SAN over 1950-51 showing postwar type-D National Markings

[adf-serials]

MH120, received by the RAAF in MAR 1944, served mainly with 1AOS being retained postwar and sold by Disposal List AIR 7192 for £100 in FEB 1953. Becoming **VH-BAF**, she burst a tyre on take-off from Moorabbin in OCT 1960 when bound for King Island on a regular crayfish run, but the resultant ground-loop caused the gear to collapse.



VH-BAF with Brain & Brown in 1968

[Goodall Aviation site]

The damaged VH-BAF was stored in the Brian & Brown hangar at Moorabbin and became the prototype of a metal-wing conversion to keep Mk.I Ansons flying in Australia past the DCA grounding in JUN 1962. Work commenced in 1961, using a spare Avro XIX metal mainplane and tailplane purchased from RAAF stores in Adelaide, Avro XIX style windows and the fitting of Cheetah XV engines. Flying in 1963, no Anson further conversions were undertaken but VH-BAF did fly further ten years. Then displayed at the Wangaratta Air World museum. It was sold to NZ in 2002.



[Classic Wings website]

Restored to fly at Wakefield NZ, MG120 is now airworthy as ZK-RRA and marked as 206 SQN "K6183 VX-B" The beautiful restoration has accurately configured MG120 with an original sloping windshield, 'glasshouse' cabin, AW turret and DF loop. Markings pay tribute to K6183 VX-B of 206SQN RAF, lost on an anti-sub patrol off the Dutch coast on 5 SEP 1939.

R9883 CAMDEN MUSEUM OF AVIATION

R9883 arrived in OCT 1940, serving with the EATS units: 1ANS in 1941, 1WAGS in 1943, then 2AOS in 1944. To 11EFTS storage in AUG 1945, it was sold in AUG 1946 for £500 and registered as **VH-AVT** in JAN 1947 with Adastra Airways at Mascot. Re-registered as **VH-AGA** in APR 1957, this was cancelled in JUL 1962 at direction of DCA over the concern about deterioration of the glued joints in wooden wings. VH-AGA was donated to Harold Thomas' Camden Museum of Aviation in SEP 1963, and restored initially by 1965 in the markings 'N5151'.



R9883 VH-AGA painted as 'N5151' in JUN 1967 at Camden

By 1978 the Anson was marked with its correct serial R9883, and is currently located at the Camden Museum of Aviation at Narellan. Although the Museum is currently closed to the public, at least the unique Thomas collection is safely preserved in the hangar away from the elements.



R9883 at Narellan in 2016 https://www.camdenmuseumofaviation.com.au/

LT773 RAF MUSEUM HENDON

Ex-RAAF Anson Mk.I **LT773** was originally displayed at Hendon as 'W2068'. However, W2068 had become VH-ASM and is currently on display at the East-West museum at Tamworth Airport. The 'Faithful Annie' at the RAF Museum is in fact **ex-VH-AZU**, which was originally LT773. **LT773** was delivered to the RAAF in AUG 1943, serving with EATS units 1SFTS, 3BAGS, GRS and AGS. Sold by CDC at the CMU at West Sale in AUG 1946 for £300, it flew as VH-AZU until 1951. Stored and partially restored in the intervening years from 1951, by 2002 LT773 had moved to the RAF Museum at Hendon, and was still displayed as W2068 although its provenance was in doubt.



[adf-serials]

LT773 fuselage displayed at RAF Museum, Hendon on a RAF Queen Mary transporter, originally with serials mixed up and painted in RAF camouflage as W2068 code '68'



Another Anson displayed in UK is N4877 at the IWM Duxford airfield

It was sold by the RAF in 1950 and became G-AMDA, and is now in the codes MK-V of a RAF 20 OTU aircraft from Lossiemouth



AX305 and MG222 QUEENSLAND AIR MUSEUM

One aircraft with QLD Air Museum at Caloundra is **AX305/VH-BIF**, and there has been doubt for many years over its correct military identity. It was thought VH-BIF was ex-W2472, but is now confirmed as AX305.²⁵² AX305 was received by 2AD in FEB 1942 and served with 1AOS and 73SQN (NJ-G) over 1942-43, and was one of the few Ansons fitted with ASV-II radar in NOV 1943, before passing to 67SQN with other ASV-aircraft. Then stored from AUG 1945, AX305 was sold in MAY 1953 to become VH-BIF in JUL 1955. Crashed on take-off damaging its undercarriage at Tapini, NG, in APR 1956, it was subsequently transferred to Archerfield and eventually ferried to Dundee Station, nr Charleville, in JAN 1959. Donated by Dundee Station to QAM, it was transferred by road to Brisbane in MAY 1981, and the fuselage frame was displayed at QAM from 1991. Currently partially restored bare metal fuselage frame with nose cone attached, displayed at QAM inside Hangar 2. AX305 still bears the patches on the nose where the ASV aerials were mounted, but the intent is to restore as civilian VH-BIF.²⁵³

The separate – and more advanced – QAM restoration is **MG222**, which was delivered to the RAAF in DEC 1943 and served with 3AOS from JAN 1944, where it was in a collision with LV288 in AUG 1945. Passing to 5CRD in FEB 1946, it was sold at auction on Disposal List 1688 from Port Pirie CMU in AUG 1947, and stored on a farm at Bute SA.



MG222 on a farm at Bute SA Feb 1966

[Goodall Aviation site]

Around 1975, MG222 was trucked to Brisbane as a private restoration project, to be subsequently purchased by the QAM at Caloundra. By 2014, the fuselage frame had been sandblasted and painted, and estimated 80% of fittings and fixtures were restored and fitted, and stored in Brisbane. The front and rear wing spars had been built new in composite aluminium and wood, in three sections each, and stored in Caloundra awaiting assembly space. By then the rudder had been restored ready for fabric, and now QAM has two rebuilt tailplanes toward the projects.



MG222 at QAM Caloundra under restoration https://qam.com.au/portfolio/avro-anson-mk-i-mg222/

W2472 RAAF AMBERLEY AVIATION HERITAGE CENTRE

As related in QAM's restoration (of VH-BIF which had been thought originally to be W2472, but which turned out to be AX305), **W2472** had been flown to Kingaroy, and later stored at Miles and Roma. Acquired from a farm near Roma in 2010 by the ANZAC Day Commemorative Committee (QLD), W2472 was subsequently donated to the RAAF Amberley Aviation Heritage Centre (RAAFAAHC).²⁵⁴



W2472 on the farm at Kingaroy in overall training Yellow, JAN 1967

Delivered to Australia in AUG 1941, W2472 served with 6SFTS as number '51' from SEP 1941 until passing through several CMUs from 1947, to be sold from Tocumwal on List AIR 7192 in APR 1954. This is where its identity became confused with VH-BIF (AX305). Recovered from Miles, W2472 was quite complete for an Anson exposed for many years in the harsh weather, but is one of the most complete Anson projects available. Salvaged in its RAAF training *Yellow*, the detailed restoration could likely be in a 23SQN colour scheme for the history of that unit at Amberley.



W2472 at Amberley will be a long-term restoration for RAAFAAHC https://www.warbirdsonline.com.au/2013/07/01/avro-anson-restoration-at-amberley/

MG422 EVANS HEAD HERITAGE AVIATION MUSEUM

MG422 arrived in FEB 1944 and flew with 6SFTS in 1944 and 67SQN over JAN-SEP 1945. Stored in AUG 1945, MG422 was sold from Tocumwal on Disposals List AIR 7192 in JUL 1953. MG422 was then in storage at Winton VIC, and purchased in 2002 and moved to Forbes NSW, where it toured airshows on a trailer in skeleton form complete with engines, but no woodwork or fabric. It evidently had been intended for restoration to flying condition, but unfortunately then on the death of the owner saw the fuselage stored again in early 2007 with its future uncertain.



MG422 was moved to EVD in MAY 2018



In MAY 2018, MG422 was acquired by Evans Head Aviation Museum. Now under the umbrella of the RAAF Aviation Heritage collections, other aircraft displayed in the Evans Head hangar are: Caribou A4-299, F-111C A8-147, Canberra Mk.21 A84-203, and 206B-1 Kiowa A17-020. A large exhibit is the AP-3C Orion A9-752 which is being disassembled at Lismore for display at Evans Head.



http://ehham.org.au/

W2121 RAAF AVIATION HERITAGE MUSEUM, BULL CREEK, WA

W2121 was delivered to the RAAF in MAY 1941, and served its war in the West with 4SFTS and 7CU. Sold from the CMU Geraldton by the CDC for £250 in NOV 1946, it was registered VH-BEL in JUN 1947 with the Flying Doctor Service in Kalgoorlie WA. VH-BEL was the last Anson Mk.I to fly in Australia, with a CofA extension until SEP 1962, and was then retired in a hangar at Kalgoorlie.



W2121 Bull Creek after its impressive restoration

[Goodall Aviation site]

Upon its grounding, VH-BEL was gifted to 9 FLT Air Training Corps at Kalgoorlie and used as an instructional airframe. In APR 1970 it was donated to the RAAF Association in Perth for its planned museum. It was moved to Perth by road in JUN 1971, and then suffered many years of outdoor storage and vandalism.



[adf-serials]

W2121 (near original EATS configuration) with upright windshield, cabin 'glasshouse', 'birdcage' turret – but smooth cowls

In NOV 1979, the Aviation Heritage Museum was opened in a new building on the AFA estate at Bull Creek, and Anson VH-BEL has been beautifully restored as W2121 and currently displayed in the museum at Bull Creek in Perth.

https://aviationmuseumwa.org.au/
EF954 SOUTH AUSTRALIAN AVIATION MUSEUM, PORT ADELAIDE

SAAM's Anson is a composite of **EF954** with parts from a number of other aircraft, including **AW965** (VH-FIA) and **W2434**. EF954 was received by the RAAF DEC 1942, and delivered to Survey FLT in MAY 1943 (SU-G), damaged when the undercarriage collapsed in SEP 1943, then to Ansett at Essendon for repair. Then to 6SFTS at Mallala in APR 1944 (as '40'), until auctioned by Disposal List AIR 1688 at Mallala in MAY 1947, sold and stored on a nearby farm.



EF954 SU-G of Survey FLT, which ground looped following an undercarriage collapse on 21 SEP 1943

By 1953 the fuselage with port engine removed was standing on its gear, but fabric and panels had been weathered and rear fuselage framework exposed, but the cabin perspex windows were still in place. The two wings outboard of the engines were in a shed until 1959 when sold to the Clare Soaring Club, for timber to use in glider construction. By 1965 it was a bare frame and starboard engine had dropped. Collected in JUN 1984 by Bob Jarrett (SA Aviation Warbird Restoration Gp), stored for future restoration at BP Garage, North Salisbury, with parts of VH-FIA (AW965, purchased in 1984 from Moorabbin) and W2434. EF954 then passed to the newly formed SA Aviation Museum, and by 1987 EF954's fuselage frame had been sand-blasted, painted and new timberwork added, standing on its undercarriage with engines installed. Then moved into new SAAM building, at a different location in Port Adelaide.



Progress by 2003

[SAAM website]

By 2013 the helmeted cowls had been fitted [adf-serials]



EF954 under restoration at SA Aviation Museum, Port Adelaide in MAY 2015 [Goodall site]

By 2013, EF954 had engine cowls, elevators and ailerons, and new fabric. In 2016, restoration was continuing while on display, with installation of the .303 calibre forward firing machine gun, and new-build wooden wing in three sections, rather than the original mainplane. Currently workers are attempting to finish the fuselage suitable for public display, then the wing sections, flaps and ailerons will be doped and painted, but cockpit clear vision panels have to be made and fitted. Then the fuselage will be painted and the undercarriage fairings will be completed. Restoration has been delayed by the crew being involved in installing fabric on their Fairey Battle project.

http://www.saam.org.au/

AX350 and MG390

Military and Historical Aircraft Collection, GREENOCK, SA

Lincoln Nitschke owns the Military and Historical Aircraft Collection at Greenock, SA, with three Ansons displayed inside – **AX350** (his most complete Anson), **MG390** displayed as a restored fuselage, and nose section of **W2589** (ex 6CU Fenton's Flying Freighters). AX350 was received in FEB 1942 and served with 1AOS, then from 1944 with 6SFTS (code '61') and sold from Mallala on List 1688 in MAY 1947. Stored on a farm at Owen SA, by 1966 AX350 was still a complete fuselage frame standing on its undercarriage. In MAR 1980 AX350 was collected by Nitschke and trucked to Parafield and stored initially in Robbys Aircraft hangar, and later stored in fenced compound behind DAP hangars with other parts collected by Nitschke, who formed a small group planning to establish an aviation museum. In APR 1980 the nose section of W2589 (from Ardrossan) arrived at the compound, and joined by a Cheetah engine (from MG992, Bute) and two Cheetahs from an Oxford (HN657, Sandilands), and an unidentified gun turret from Ajax Motor Wreckers, Port Wakefield Road. By 1987 AX350 was at Nitschke's Collection at Greenock and the fuselage frame had been sand-blasted and painted. By 2016 AX350 was the most complete of his three Ansons at Greenock, with the fuselage restored and standing inside on its undercarriage, attached to a new-build centre-section.



AX350 on the farm at Owen SA C1980 [adj-serio

MG390 had served with 6SFTS at Mallala and 3AOS at Port Pirie, from where it was sold by CDC auction in 1947 for £25. Stored on a farm at Jamestown SA, in AUG 1983 MG390 was moved by Nitschke to Parafield, and then by 1987 was with his Collection at Greenock. **MG390** fuselage and Bristol turret is displayed,²⁵⁵ with the nose of **W2589.**



The most complete Greenock collection Anson is AA350



Nose section of W2589 with cockpit [adf-serials] Avv gun turret installation on AASSO [adj-serials] <u>http://www.aviationmuseum.eu/Blogvorm/greenock-aviation-museum/</u>

W2364 NHILL AVIATION HERITAGE CENTRE

W2364 at the Nhill Aviation Heritage Centre is a really magnificent restoration. W2364 had been received in JUL 1941, passing to 6SFTS Mallala in DEC. In SEP 1942 it was taken on strength of 67(R)SQN until APR 1945, then passing back to 6SFTS. In DEC 1946 to AGRS at Ballarat for storage, W2364 was offered for disposal in SEP 1952 on List AIR 7192 and auctioned. After being transported to a farm near Warracknabeal VIC, W2364 lay dormant until located circa 2007 by the foundation members of the Nhill Aviation Heritage Centre, and moved to Nhill for restoration.

Meanwhile during the 1980s, an Anson restoration group was formed at Mount Gambier SA to rebuild an Anson for display at the airport and recognise its role as a RAAF Station during WWII. Parts were collected from the remains of Ansons on farms in the district and **MG122's** fuselage frame was moved to a building at the airport to be the basis of the rebuild. The project proved beyond the group's means and the fuselage frame and parts were left under cover at the airport for many years. In 2009, most of the remaining sections of MG122 were collected by volunteers from the Nhill Aviation Heritage Centre for the restoration of Anson W2364. One Cheetah engine from MG122 is displayed in the foyer of the Mount Gambier Airport passenger terminal, while the other engine is now displayed at Nhill. By 2015, one Cheetah IX engine was in working order as the second neared completion



[Nhill Aviation Heritage] W2364 as found in 2007, and in this superb rebuild at Nhill in MAY 2014

By 2018 restoration was at an advanced stage.Work on the Anson's Cheetah engines will enable the Centre's planto have W2364 in taxying condition.https://www.nhillaviationheritagecentre.com.au/nhill-anson-newsletter

A4-37 LEWISTON, SA

A4-37 at Lewiston SA will be the only original A4- Anson on display. Delivered to the RAAF in NOV 1937, A4-37 flew with 23SQN from DEC 1937, then 2SQN from FEB 1938. After overhaul by 1AD in 1941, A4-37 saw most of its war service with 6SFTS Mallala (coded '37'). Stored from JUN 1945, it was sold through Disposals on List 1688 in 1947 at Port Pirie and towed to a farm in Clare. By 1966, it was still standing on its undercarriage but the fuselage frame was in poor condition. Moved to Adelaide in OCT 1980, restoration of the nose and cockpit of A4-37 started in a home in Salisbury North. However, the fuselage frame was then used to build up a complete fuselage based on A4-37, with a section of fin from W1538 and some rear fuselage tubing from A4-26. By 2015 the restoration of the complete fuselage, tailplane and cockpit interior was almost completed at a property at Lewiston SA. It is painted in RAAF pre-war *Aluminium* finish as A4-37, but construction of new-built wings is evidently not being considered.



Goodall Aviation site]

W2486 AUSTRALIAN WAR MEMORIAL

W2486 was received in Australia from UK in AUG 1941, and served with several EATS units - 1ANS in 1941, and 1WAGS and then 2AOS in 1943, until placed in storage with 11EFTS at Benalla in AUG 1945. Sold through Disposals in JUL 1946 for £500, and registered VH-BLG in OCT 1949 until 1959 when it was badly damaged in a forced landing near Mudgee. Withdrawn from use, with its registration cancelled in JUN 1961 it became derelict. The nose section was obtained by the Australian War Memorial in Canberra, and displayed in the Pacific at War Exhibition.



AWM REL/20185.002 The AWM has the nose section of Anson W2486 Ginger Meggs W2486 forward fuselage display at the AWM in 2010

AX282 **RAAF MUSEUM, POINT COOK**

AX282 was received in FEB 1942 and served with GRS and damaged when undercarriage collapsed at Bairnsdale in AUG 1943. For storage at 1 Central Recovery Depot at Werribee in SEP 1945, where it was passed to DAP in JUL 1947 on Disposal List AIR 1688, being sold off at Werribee by FEB 1949. Stored on a farm near Bacchus Marsh VIC, the fuselage section of AX282 was acquired by the RAAF Museum Point Cook, and displayed as a wreck at the Avalon Airshow in 2005. RAAFM also has the fuselage frame of LT710 and components of LT737 (VH-AZX) recovered from Fairfield Motor Wreckers in Sydney, which had been scrapped in 1967. It is not known whether there are plans to ever display a complete Anson at Point Cook – possibly not, with RAAF Heritage Collection Anson restorations already at Amberley, Evans Head and Bull Creek.



AX282 of the RAAFM recovered from Bacchus Marsh, VIC

[adf-serials]

MG872 GIPPSLAND ARMED FORCES MUSEUM, WEST SALE AIRPORT, VIC

MG872 was received in Australia in APR 1944, and flown by GRS at Bairnsdale until entering storage at East Sale in FEB 1946. SOC OCT 1947 – the cockpit displayed at the Gippsland Armed Forces Museum at Sale, from APR 2007.



Nose section and restored cockpit of MG872 at the West Sale, Gippsland Armed Forces Museum in 2009 www.gippslandarmedforcesmuseum.com/

LV284 FRIENDS OF THE ANSON MUSEUM, BALLARAT AIRPORT, VIC

The **Anson being restored at Ballarat is made up of a number of former RAAF Ansons** – predominately **LV284**, but also MG436 and MH127, with 80% of the **airframe being from LV284**.²⁵⁶ There is also the nose section of AX483.



[adf-serials]

[via GippIsand Museum website]

Restoration LV284 in 2004, and the more complete fuselage on centresection wheels and engine

LV284 was operated by 1WAGS at Ballarat from SEP 1944, then stored from NOV 1945 and passed to DAP FEB 1947 at Ballarat and sold in MAY – 53 Ansons used for training at Ballarat were sold off in 1947.²⁵⁷ Under restoration at Ballarat since 2004, 80% of the fuselage is from **LV284**, with parts of **MG436** and **MH127** – all were 1WAGS/AGRS Ansons over 1944-45 and were sold off at same in MAY 1947 by DAP at Ballarat on List AIR 1688. In addition, since 2007 the cockpit of **AW483** (ex-VH-AVP) is under restoration by Friends of the Anson at Ballarat.



LV284 progress by 2018 in an unusual camouflage, and Yellow cockpit section of AW483 https://acesflyinghigh.wordpress.com/2018/09/22/friends-of-the-avro-anson-air-museum-2018-restoration-update/



[Etienne du Plessis colour collection]

"All those who piloted Ansons during the war fondly agreed that they loved their time on 'Gentle Annie'." ²⁵⁸



[Etienne du Plessis colour collection]

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Australians Killed in USAAF Service; all in a day's service F/O Edward T Mobsby Serv#407799, F/Sgt Clive H Hawter Serv#406129 and Sgt Ian C Hamilton Serv#405278 by Gordon R Birkett



Background

On the 14th September 1942, the Senior Administrative Staff Officer, Wg Cdr A G Grant and the Staff Officer Personnel, AHQ Northern Area went to Charter's Towers to discuss, review and interview, Col J Davies, the Group Commander of the 3rd Bombardment Group on the attached RAAF Personnel within his Group.

These RAAF assignments from May 1942 were required to be temporary "loaned" until additional USAAF aircrew personnel could be obtained from the United States for the Group, due to manning issues of taking over Dutch B-25Cs delivered and re-possessed from March 1942. By September 1942, these replacements had not arrived, and a request to have these RAAF assignments be extended for another six months.

With the exception of two or three NCOs that were airborne in aircraft, they managed to interview individually all of those personnel assigned. Details of casualties were checked and records updated. Those personnel assigned were divided into Wireless Air Gunners (WAG), Pilots (as Co-pilots only), and Observers; including a total of eighteen assigned RAAF Non-Commissioned Officers (NCOs) in these categories.

One major pilot complaint, despite the loud praise of the Group and two Squadron Commander's of their skills, was that the experienced B-25C RAAF Co-pilots were ready to do conversion as Aircraft Captains, but they had no authority to allow US Aircraft to be captained by RAAF Personnel in action. On average all had flown near fifty hours each since arrival.

The Observers were given all sorts of jobs, but little flying as the Co-pilots in the US aircraft did most of the navigation. Their time was not wasted as these RAAF Observers, whilst doing other duties on the ground, familiarised themselves on the Norden Bomb Sight. Overall the hours flown by all were between nil and fifteen hours in total. Wireless Air Gunners were held in high praise and were more efficient than their USAAF counterparts, and that on average have flown in excess of sixty hours each since their arrival in May 1942.

A significant complaint of the Americans, were the RAAF standard air crew issued side arm, the Smith and Wesson 0.38cal revolver, which contravened in their opinion, the Geneva Convention and would render the holder a instant execution on capture. Arrangements were made to have all RAAF crews to be issued with American M1911 Colts with nickel plated ammunition.

Back a day before this sad story happened.

On the 24th July 1942, the crew of B-25C 41-12792 "Auror"²⁵⁹ captained by Capt Frank Bender O-392735 had performed two earlier missions (0915Hrs and 1700hrs), first in company with seven other B-25Cs and then another with five others, bombing and re-bombing the airfield at Buna, New Guinea on the same day.

During the first mission, they claimed two Japanese fighters being shot down by the gunners during the successful bombing. The second mission that day was deemed a success with a high percentage of their bombs falling exactly where they aimed them.

Two days later, on the 26th July 1942, five B-25C aircraft of the 90th Bombardment Squadron (Medium), 3rd Bomb Group took off from 17 Mile Drome, APO929 Port Moresby at 0730hrs to attack flying boats at Gasmata, New Britain. No attack was made and their bombs were jettisoned when intercepted by fifteen Zeke type fighters in the vicinity of Gona Mission.²⁶⁰

Two B-25Cs(90th BS), 41-12470 "Der Schpy" captained by 1st Lt Ralph L Schmidt O-403818, and 41-12792 " Auror" captained by Capt Frank Bender O-392735, were lost out of the five aircraft of this mission.

The last time "Der Schpy" was seen on this day, it was ablaze before crashing nearby about forty miles northwest of West Buna. Later in May 1943, this wreck was discovered and the remains of P/O Edward Mobsby identified and buried at Soputa Cemetery. Later exhumed in 1946, he was finally interned at Bomana War Cemetery, Port Moresby.

Word to his widow in 1943 was that Mobsby was to be awarded the Silver Star (US), the RAAF did not know of this award and /or not awarded.

This was finally rectified in May 2000 when General Herbert "Hawk" Carlisle of the United States Air Force, during a ceremony at the Australian War Memorial, awarded the Silver Star to the descendants of Edward Mobsby.



His Twin daughters, Rae and Jennifer, who were three at the time of their father's death, and P/O Edward Mobsby himself when a Sgt Pilot late 1941. Commissioned 21st February 1942 as a Pilot Officer, and then later promoted as a Flying Officer 21st August 1942.

Of the remaining aircraft crew oddly considering that the body of Mobsby was found with four others; 1st Lt Ralph Schmidt, T/Sgt Robert Barlow, Cpl Walter Cook and Cpl Richard Wallace, they are deemed MIA and are memorialized at Manila American Cemetery on the tablets of the missing. All were awarded some metal; DFC/Silver Star/Silver Star and DFC and Silver Star and DFC respectively. It seems odd that the Award, as in past cases of deceased RAAF Air Crew on loan to USAAF and killed as part of a crew didn't get one, *odd indeed*.

Capt Bender, with his aircraft now mortally damaged by cannon fire, sounded the alarm to clear the aircraft by bailing out. Since it was near impossible for both the pilot and Co-pilot to escape from their hatch, Bender told

Hawter to get out via the Navigator's bottom hatch, which Hawter then left his seat, to escape. Bender was unable to maintain level flight, and the aircraft went into a spin, when it exploded, throwing Bender out.

T/Sgt Arnold M Thompson, the upper gunner, RAAF Sgt Ian Hamilton, the lower Gunner and Capt Bender, were the only ones to do so successfully. I should point out that only two chutes were ever seen from this aircraft.

The aircraft itself crashed quarter of a mile north of Usogi Village, which was twelve miles southeast of Buna, New Guinea. On reaching the crash site, Bender witnessed that RAAF F/Sgt Clive Hawter (Co-pilot), Sgt Middleton (Bombardier) and Sgt Vernon McBroom (Gunner) were found in the wreckage of B-25C 41-12792 "Auror".

ANGAU organised Bender and Thompson's long passage over the Owen Stanley Range to the southern coast of New Guinea whereupon reaching the coast, were taken by boat to Abau Island and then transported by sea back to Port Moresby after three weeks of travel. No further trace of RAAF Sgt Ian Hamilton (Radio/Gunner) after he bailed out was found. It was assumed that he was captured.

In April 1945, the wreckage was relocated and remains found, interestingly, it was noted that the identification discs of RAAF Sgt Ian Hamilton were within the rear fuselage, as was a pair of RAAF Flying boots, along with three other sets of intermingled bones.



Two unidentified RAAF Crew members 1st (WAG) and 3rd (Co-pilot) are from left



1st Lt Schmidt's aircraft, B-25C 41-12470 pictured above, with picture dated the 25thg July 1942. Originally she was a NEIAF B-25Cs, marked as N5-127, but held back at the Sacramento Air Depot and only arrived in Australia on the 18th April 1942.²⁶¹ Damien Parer Credit Edward Rodgers: 1st Lt Ralph L Schmidt O-403818 Credit Edward Rodgers

On the 30th September 1942, Capt Frank Bender O-392735 was awarded the Distinguish Service Cross (USAAF) for his action on these three missions. RAAF Sgt Ian C Hamilton Serv#405278 was also awarded the Distinguish Service Cross (USAAF) for his service over those two days.

Identified remains from the aircraft of RAAF F/Sgt Clive Hawter with M/Sgt Middleton and Sgt McBroom were interned after the war at Soputa as unidentified US Airmen per Plot T, Row A and Grave 1, before being shifted to the United States Cemetery at Finschhafen. RAAF enquiries to re-intern this RAAF Member were not followed up.

Do you know this, below is a memorial Tomb Stone F/Sgt Edgar Horace Hawter (5 Jun 1904–26 Jul 1942), Sgt Robert Middleton and Vernon McBroom, (those that were part of the set of three intermingled bones mentioned) but where?



None other than Grave Memorial no. 14156096, located at Vicksburg National Cemetery, Vicksburg, Warren County, Mississippi, USA where all three remains of these B-25C 41-12792 crew members are still buried together as of this day. Pictured right is their Captain, Captain Frank Bender, who had flown on the Royce Raid April 1942 in the PIs.

As for Sergeant Ian Hamilton, he is at rest at the Bomana Cemetery Port Moresby, PNG.

Sources: Personal Files Pacific Wrecks AHQ Northern Area RAAF www.3rdattackgroup.org : Work by Edward Rogers per B-25s

How to Read RAAF Historical Records

Don't Believe Everything You See (or Read)

Garry Shepherdson

For those of us with an interest in historic aircraft, or in researching aspects of Australia's aviation history – or any history for that matter – it is natural, having found some likely looking item of information relative to our topic of interest, to then take it at face value and believe it without question; especially if it is from an official source or is of a contemporaneous nature; so much the better if it happens to be both. For most of us, that one example of something becomes evidence.

Ladies and gentlemen good evening You've seen that seeing is believing Your ears and your eyes will be bleeding Please check to see if you're still breathing [Lyrics] Saliva, Ladies and Gentlemen (2006)

Most of us will also, in good faith, accept the speculation or opinion of others without attempting to verify the accuracy of, or to corroborate, the information. However, even seemingly reliable sources such as unit histories or photograph captions can be misleading.

The trouble is, they aren't usually obviously misleading. With photographs especially, may I suggest that when you read a caption and then look at a photograph that you actually *look* at it. Do the visual version of "reading for comprehension".

Don't just glance at the main focus of the image (in these cases, aeroplanes) but, examine the image. Take in the surroundings. Satisfy yourself that the information supplied in the caption matches what you can see in the associated image.

Identity – Code Letter and Serial Number Association



Number 31 Squadron Beaufighter, EH-Q. [AWM image P01273.008].

The official caption for this image, taken from the Australian War Memorial's page is:

Darwin, NT. 1944-10-06. Informal portrait of Squadron Leader J.A.P. Boyd DFC and Bar, pilot (left), and Flying Officer F.B. Anderson, navigator, of No. 31 Squadron RAAF beside their Bristol Beaufighter aircraft (EH-Q, A19-181). (Donor F. Anderson).

Seems fair enough, doesn't it? I don't know what Mr. Boyd or Mr. Anderson look(ed) like so, I'm happy to accept that they are in the image as captioned – no offence intended but, who is in the image isn't important to me at the moment.

I want to know what the image is actually showing me so I can compare that with the caption. If I was to examine this image, what does it *actually* show me? Well, I can see that the image is of an aeroplane and that it is an RAAF Beaufighter.

I'd suggest that it's a Bristol Beaufighter (rather than an Australian made Beaufighter) because of the fact that the RAAF roundel has been applied on the top of British factory camouflage and national marking (the diameter of the roundel is different from that originally applied – note the discolouration around the outside) as well as the discolouration along the vertical join where the empennage attaches to the fuselage (cuts through the centre of the "H"); these aircraft were dismantled after completion and delivered to Australia in boxes.

It is also a 31SQN machine ("EH" squadron code letters) and it has the individual identification letter, "Q" (clearly visible). Because it's a Bristol Beaufighter the serial prefix will be "A19" (not visible, but an established fact). The aircraft is not brand-new, it shows a reasonable amount of use and exposure, with streaks, smears and splatters on it. Was the image taken at Darwin?

It might have been, there isn't enough background to tell one way or the other; it's probably more likely to have been taken at Coomalie Creek, but Darwin is certainly not out of the question. Was it taken on 10th June, 1944?

I can't tell for certain but, looking at the attire of the two gentlemen in the photo, I think that a dry season (May to August-ish) time period is quite probable and given the 12° dihedral of the horizontal stabiliser and the fact that (aside from as described below) the only other "EH-Q"s were flat-tailed machines, that puts the year as 1944 and not 1943. So far, the image has supported the caption.

However, the caption is also telling me that the aircraft is "-181" and that crucial piece of intelligence is not supported by the image. Nor is it supported by other contemporaneous evidence (which I'd be happy to share but, it'll have to wait until I can either get published or afford to self-publish ...).

A19-181 was taken on charge by 31SQN on March 16th, 1944²⁶² and spent its entire 31SQN service as "EH-L" and not "EH-Q". So, the identification information in the caption cannot be correct and, without questioning the offered information, the viewer would be none the wiser.

Interestingly however, Boyd and Anderson DID fly A19-181 on operations 8 times out of the 15 or 16 ops that that machine flew between March and June, 1944. Another point of interest is that the aircraft either side of it (so to speak) – A19-180 and A19-182 were *BOTH* coded "EH-Q".

The first possibility is A19-182²⁶³ which was received by 31SQN only a few days after -181 but didn't survive its first operation – failing to return from Coomalie 32 of 28^{th} March – so, is unlikely to be the aircraft in the image.

The next is A19-180 which joined 31SQN on 3rd April²⁶⁴ and served through until September; this is the machine most likely to be in the image. Boyd and Anderson were not recorded as having flown either of these machines (operationally).

Identity - Code Letter and Serial Number Association (again, but for a different reason)

People, with an interest in aircraft identities, look at this image and see a very good and, not too common example, of an easily identified aircraft. Many times in war-time photos, the serial number is visible, but the individual

identification letter isn't, or you can make out the identification letter but the serial is illegible or obscured. Not in this case. The serial number is clearly visible and the individual identification letter is plain to see.



The caption for this image on adf-serials says (well, *used* to say): "B-25D Mitchell A47-21/KO-L 2 Squadron Hughes, c.1944 ..." [*via adf-gallery.com.au*].

It is most definitely a B-25D Mitchell and it is, clearly, "A47-21". It is also "KO-L" – even though you can't actually see the 2SQN identification letters "KO" – the top right-hand portion of the "O" is visible and the knowledge that the only RAAF B-25's to carry operational identification markings were 2SQN's because they were the only RAAF squadron to operate the type (units such as 3AD or CFS didn't carry operational markings and 18(NEI)SQN aircraft carried Dutch national insignia and Dutch serial numbers) means that this is a 2SQN machine.

The heading says that identification is one of the issues with this image and that is because just about everyone who sees this image will conclude, as we have in the previous paragraph, that this B-25 was A47-21 and that it was coded "KO-L". And it was – when the picture was taken.

But many also assume that if it appears as something in one photograph, that it was always like that. And that's the main point of this example. The photograph has only captured a fraction of a second in time. When this photo was taken, A47-21 *was* coded KO-L.

BUT, it was KO-L for only a few weeks; it spent just about all of its operational RAAF life as KO-I. In fact, if you look a little closer at the image, you can see where the lower serif of the letter "I" – both of them, nose and fuselage – has been extended to form an "L". This aircraft was KO-I through until at least early April, 1945, and probably until early July.

The "real" KO-L, A47-16, left the squadron in mid-February, 1945, for scheduled maintenance and was expected to return. Unfortunately, during the course of that maintenance, corrosion was found and it took until June 30th, 1945, before the squadron was formally advised that A47-16 would not be returning. So, the letter "L" was allocated, and remained allocated, to A47-16 until it was eventually confirmed that it wasn't coming back to 2SQN.

The other issue with the image is that, despite the caption, the picture was NOT taken at Hughes, nor was it taken in or about 1944 but, I'll deal with that next.

Location

This is a very similar image to the one above. Like it, it shows a 2SQN B-25D. This time it's A47-34/KO-E "*My Favourite*". Throughout its service with 2SQN, A47-34 was coded "KO-E"; its identity isn't the problem with this picture. It's the caption which claims that the aircraft has been snapped at Batchelor in (circa) 1944.



The caption for this image says, "B-25D Mitchell A47-34/KO-E 'My Favourite' 2 Squadron, Batchelor, c.1944..." [via adf-gallery.com.au].

This and, the previous image which claimed to have been Hughes, were taken at the same location and it wasn't Hughes or Batchelor, it wasn't in the Northern Territory nor was it even in Australia. The location is Sepinggang Airfield just around the corner from Balikpapan, Borneo.

It isn't necessary to have physically been to every location that you might one day want to look at an historic photo of; I've never been to Borneo, for example. But it does help if you try and apply a bit of a gross-error check to the image you're looking at and caption that goes with it.

Neither Hughes or Batchelor are walking distance from the beach. A quick look at a map/chart/atlas/globule earth or something similar will very swiftly show you that.

And yet, these two images show 2SQN B-25's so close to the beach that someone could've thrown their beach ball from the flight line into the water (at high tide, anyway).

Another trigger is the great big picket fence that goes along the beach and the shallows – it was actually a large obstacle that the Japanese had constructed to help protect the beach from amphibious landing; and it's usually visible in pictures of that location.

The point is, that you don't have to know that its Sepinggang, but you should be able to very quickly doubt that it could possibly be Hughes or Batchelor by looking at the background and applying a gross-error check.



The caption for this image says it's a USAAF B-25 at the Victory Air Pageant, Melbourne, 1st September, 1945 [AWM image 114122].

The Victory Air Pageant at Melbourne?

It may or may not be at that event, I don't know. People are wearing cool weather gear, so the timing seems about right and there seems to be a lot of civilians having a butcher's hook, so it seems plausible that it's a public event. So, let's suppose it is what the caption says, because where it is doesn't really matter in this case. What matters is the assertion that it's a USAAF machine.

Have you ever seen a USAAF B-25 with numbers on the nose like that? No, but if you know a bit about RAAF aircraft during that period, you probably would have seen images of Dutch B-25J's with serial numbers right where that one is – and in the same format. So, yes, it is actually a former Number 18 (Netherlands East Indies) Squadron B-25J-15-NC, N5-233/GM-W.

The image, believe it or not, is actually interesting for more reasons than just because some clot erroneously called it a USAAF machine. According to its E/E.88, N5-233, ex 44-29022, was received by 18SQN on September 25th, 1944.

Damaged in action on January 6th, 1945, one of its longeron on the starboard lower fuselage (at station 316) received a bullet hole, and the ricochet caused further damage to fuselage stringers and a bomb door.

Whilst the damage was seemingly minor, the damage to the structure was beyond unit capacity and the aircraft was to be sent south.

Accordingly, on February 2nd, 1945, it was recorded as being formally received by the NEI Pool, Canberra, its operational days with the RAAF over. The card actually says "2-2-44" for the received by NEI Pool date – clearly an error intended to read "2-2-45".²⁶⁵

But what of the date given for the damage?

A quick check of the Squadron's A51 for January, 1945, reveals N5-233 only being recorded once during the month. But the entry doesn't have a date (typical !).²⁶⁶ What then? Well, the mission it is recorded against, NEI16, has a report number recorded – No. 317. The first place to look for these reports is in NAA series A9652 – RAAF Squadron Narrative Reports.

Flicking through BOX15 in that series you'd eventually get to Report No.317, dated 4 January, 1945 (page 344 of 383 in the online .pdf version) and that will tell you that it's a report on Operation NEI 16 of 1 January, 1945 – not the 6th. Looking at page two of that report (which is actually page 339 of 383 – they're not always in order) and there is a brief description of the damage caused to N5-233. The fact that it doesn't mention damage to any of the structure suggests that the extent of the damage wasn't fully understood when the narrative report was written (two days before the E/E.88 date).²⁶⁷

What about N5-233's bomb log? 42 operations, 2 Japanese vessels sunk and 2 Japanese aircraft destroyed?

Weeeell, maybe they're personal tallies accumulated in a variety of individual aircraft by a variety of individuals. They certainly do not represent N5-233's operational history of 17 or 18 operations, no hits on any vessels (although it did record near misses on two occasions) and no encounters with Japanese aircraft.

So, at just about every turn, nothing was entirely as it first seemed.

The points that you might like to take away from all of this: don't believe everything that you see or read. Look at photographs for comprehension – look *into* the picture, look at the aircraft markings, look at the aircrafts appearance, look at the background, at shadows and at what people are wearing and, try then to apply a gross-error check to compare what you see with what a caption is trying to tell you. Simple images and captions from authoritative and trustworthy sources are not always what they seem.

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Curtiss Corner: P-40N-40-CU, A29-1111



A29-1111 CW Line#5037 MSN#33777 RAAF MAC(Air) #A29-1435 Type:P-40N-40 USAAF Serial:44-47785 SV-A Motif Four Aces/JRM Initials on shield. Finish of aircraft was factory applied Olive Drab and Neutral Grey Scheme.

Ordered on USAAF Contract W535-AC34423 Project#41444; RAAF Kittyhawk Indent 2270, vis RAF RFDA-322A, Diversion 1158-A, as RAAF Aircraft: Aus 62#12,Shipped ex San Francisco CV #445A, as MAC-Air A29-1435, and arrived at Townsville by sea. Rec 13ARD Detachment Garbutt, Townsville on the 22/12/44. Renumbered A29-1111 on 16/12/44. Assembled and test flown, it was ready to be collected up at Higgins Strip after it was ferried up by a 13ARD Pool Pilot..

There, a recently returned No 76 Squadron Flight Lieutenant, from leave, arrived there as a passenger in Beaufighter A8-32 ex Garbutt, to ferry the aircraft to Noemfoor from Higgins

Rec 76Sqn RAAF ex 13ARD 17/02/45. Now coded SV-A, it was to carry a motif of Four Aces with JRM Initials.



Available records have A29-1111 mostly flown by F/Lt Robert "Bob" McDougall Muirhead DFC 407127 when it was serving in No 76 F Squadron RAAF.

Bob's affinity with the Kittyhawk

The first Kittyhawk he "unofficially soloed" in was A29-117, 3rd April 1943 whilst with 5SFTS on a single flight.



Now with 2OTU He converted to type on A29-102 on the 17th April 1944, with circuits on A29-151 the following day. He almost came to grief on the 28th April 1944 when flying P-40E A29-34 (Ex 76Sqn's Tojo Jinx) whilst in a dive. His Elevators were blanketed, with the use of the stick being useless. He had to use the trimming tab to get out of the dive. The a/c crashed 7 months later due to the same unexplained reason.

H29-34. WHINST HIGH DIVE BOMBING IN H29-34 ON PINE RECOVERY THE ELEVATORS WERE ENDENTLY COMPLETELY BRANKETED AS STICK (CONTROL POLUMN) WAS USELESS . I USED THE TRIMMING THE TO WIND THE AIRCAFT OUT OF THE DIVE. ON RETHEN TO BASE & MADE "AIRCAR IT UN SERVICENBLE SHYING SOMEONE WOULD KILL THEMSELVES UNLESS THE FAULT COULD BE FOUND. TESTS COULD NOT FAULT THE HINCH HET BUT IT CHASHED WHILST HIGH DIVE BENBING 7 MONTHS LATER. A 29-34 CARSING NEAR KHARAWINNA NORTH. 11/44 (VICIONIA) WHIAST HIGH DIVE BEMBING.

Amazingly, this aircraft is apparently being rebuilt from its wreckage (Below) now and back in 1942 with No 76Sqn RAAF.



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Bob joined No 82 Squadron RAAF in May 1944. By August 1944 he was flying A29-690 coded FA-Z till he was transferred to No 76 Squadron RAAF as Officer in Charge of "A" Flight as of the 4th December 1944. He mainly flew A29-323 SV-A/SV-F (Pictured April 44 below) and A29-387 SV-A initially before they converted to P-40Ns.



Following leave, he ferried up A29-1111 SV-A on the 17th February 1945 from Higgins Strip to Noemfoor. Apart from a flight in A29-387 and A29-1107, he mainly used A29-1111 thereon.



The Initials stand for what? Well, JRM stands for his wife's name, Joyce Ruth Muirhead

His last sortie was in A29-1176 SV-J on the 12th August 1945. On the 20th August 1945, he boarded a C-47 bound for Adelaide. In 1946 he was awarded a Distinguish Flying Cross as follows:

407127 Flt-Lt. Robert McDougall Muirhead, of North Adelaide: — He showed ability of the highest order and aggressiveness that was an inspiration to his flight.

Bob passed away in 2013 aged 94.

At the end of the war, A29-1111 was allotted No 4 Sqn RAAF ex 76 Sqn RAAF on the 16/09/45. This was cancelled on the 04/10/45.

Received at 1RSU ex 76 Sqn RAAF 10/10/45 at Higgins Strip, and later ferried to 6AD Storage at Oakey ex 1RSU Store on the 17/01/46. Stored Cat D 22/03/46. Cat E Storage 08/10/46. Authorised for write off 19/11/46 and struck off charge 15/11/48 CMU Oakey. V1710-99 Eng#33777.

44-47774	P.10N-40-11	A29-1100-	57-3-
47776		. 1102-	S7-D-
477:5	"	1111-	37-A -

Above; 6AD Oakey Entry shows it was still carrying her 76 Sqn RAAF's Codes, of SV-A.

Below are samples of Bob's Log during 1945:

YE	YEAR AIBCRAFT		PT	Pilot. or	2nd Pilot, Pupil	Dury	BISOLE-E	
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	12	1 3	e . e			MORESSY - FINSCHAVEN		1-15
	17					FINSCHAVEN - HOLLANDIA		2.50
	11			10.0	10 - No. 1	HOLLANDIA - NOEMFOOR.		1.50
	19	- 177	- 387			PATROL 1000 RES		1.40
	12	· N40	- 1107	**		NOETH FOOR - BIAK		.40
				*		BIAK - NOETOFOOR		-35
	23		- 1111			SECTOR RECCE		1.25
	24	2	5.5			FORMINTION		1.15
	25	A. 8	10.14			LINE ASTERN CHASE		.50
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_194	<u>s</u>	Type	No	lst Pilot	or Passenger	(Including Results and Remarks)		David I	ANY
210050	Date							(1)	(2)
APRIL	-	-	-	-	-	Totals Brought Forward		81-15.	1728
	3.	KITTYHAWA	(1729-111)	SELF		HAMBY RECCE. NITENAS, UTERAM,		-	2.3
	5		1111			RECCE			-3
	9		1111			TEST.			-2
	10		* 1111			NDEMFOOR - MORATAI	1		2.5
	20	1	1111		la sa la com	ARMET RECEL			1.3
	22		" ////		1	FLIGHT TRAINING			1.2
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	29		- 1111			CONVOY PATROL	12		4.0
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End Notes:

Former RAAF Aerodromes along or near the Stuart Highway; Part 2, Batchelor / Adelaide River Region' Garry Shepherdson ¹ RAAF Directorate of Works and Buildings, Engineer Intelligence Section; Airfield Data. NAA: A9716, 7. ² RAAF and Civil Official Lists of Aerodromes, Emergency Landing Grounds and Flying Boat Bases Australia and Territories. NAA: A9716, 1555. ³ RAAF Directorate of Works and Buildings, Engineer Intelligence Section; Airfield Data. NAA: A9716, 7. ⁴ RAAF Directorate of Works and Buildings, Engineer Intelligence Section; Airfield Data. NAA: A9716, 7. ⁵ RAAF Directorate of Works and Buildings, Engineer Intelligence Section; Airfield Data. NAA: A9716, 7. ⁶ RAAF and Civil Official Lists of Aerodromes, Emergency Landing Grounds and Flying Boat Bases Australia and Territories. NAA: A9716, 1555. ⁷ RAAF Directorate of Works and Buildings, Engineer Intelligence Section; Airfield Data. NAA: A9716, 7. ⁸ RAAF Directorate of Works and Buildings, Engineer Intelligence Section; Airfield Data. NAA: A9716, 7. ⁹ RAAF Directorate of Works and Buildings, Engineer Intelligence Section; Airfield Data. NAA: A9716, 7. ¹⁰ RAAF Directorate of Works and Buildings, Engineer Intelligence Section; Airfield Data. NAA: A9716, 7. ¹¹ RAAF Directorate of Works and Buildings, Engineer Intelligence Section; Airfield Data. NAA: A9716, 7. ¹² 414244 Sgt Gould Walter Herbert Casualty Repatriation. NAA: A705, 163/118/426. ¹³ RAAF and Civil Official Lists of Aerodromes, Emergency Landing Grounds and Flying Boat Bases Australia and Territories. NAA: A9716, 1555. ¹⁴ RAAF Directorate of Works and Buildings, Engineer Intelligence Section; Airfield Data. NAA: A9716, 7. ¹⁵ RAAF Directorate of Works and Buildings, Engineer Intelligence Section; Airfield Data. NAA: A9716, 7. ¹⁶ Foreign Airport Description, Supplementary, Section (L) in RAAF Directorate of Works and Buildings, Engineer Intelligence Section at Pell (65Mile) NT. NAA: A9716, 1070. ¹⁷ North Western Area Aerodromes and Landing Strips (Existing and Projected) Named After RAAF and USAAC Pilots Killed or Missing During This War. NAA: A9695, 18. ¹⁸ RAAF and Civil Official Lists of Aerodromes, Emergency Landing Grounds and Flying Boat Bases Australia and Territories. NAA: A9716, 1555. ¹⁹ Airfield Data Sheet No. 291C in RAAF Directorate of Works and Buildings, Engineer Intelligence Section at Pell (65Mile) NT. NAA: A9716. 1070. ²⁰ Airfield Data Sheet No. 291C in RAAF Directorate of Works and Buildings, Engineer Intelligence Section at Pell (65Mile) NT. NAA: A9716, 1070. ²¹ War Department AAF Form No. 63, Foreign Airport Description, in RAAF Directorate of Works and Buildings, Engineer Intelligence Section at Pell (65Mile) NT. NAA: A9716, 1070. ²² North Western Area Aerodromes and Landing Strips (Existing and Projected) Named After RAAF and USAAC Pilots Killed or Missing During This War. NAA: A9695, 18. ²³ RAAF Form A51 Operations Record Book Detail of the Work Carried Out by Two Squadron entry for Dar 3/22 (May 1942) in RAAF Unit History Sheets Number 2 Squadron May 37 – May 46; NAA: A9186, 5. ²⁴ RAAF and Civil Official Lists of Aerodromes, Emergency Landing Grounds and Flying Boat Bases Australia and Territories. NAA: A9716, 1555. ²⁵ Air Field Data Sheet No. 311C in RAAF Directorate of Works and Buildings, Engineer Intelligence Section at Brooks (Adelaide Riv. No.3) NT. NAA: A9716, 180. ²⁶ North Western Area Aerodromes and Landing Strips (Existing and Projected) Named After RAAF and USAAC Pilots Killed or Missing During This War. NAA: A9695, 18. ²⁷ RAAF and Civil Official Lists of Aerodromes, Emergency Landing Grounds and Flying Boat Bases Australia and Territories. NAA: A9716, 1555. ²⁸ RAAF and Civil Official Lists of Aerodromes, Emergency Landing Grounds and Flying Boat Bases Australia and Territories. NAA: A9716, 1555. ²⁹ North Western Area Aerodromes and Landing Strips (Existing and Projected) Named After RAAF and USAAC Pilots Killed or Missing During This War. NAA: A9695, 18. ³⁰ RAAF and Civil Official Lists of Aerodromes, Emergency Landing Grounds and Flying Boat Bases Australia and Territories. NAA: A9716. 1555.

³¹ North Western Area Aerodromes and Landing Strips (Existing and Projected) Named After RAAF and USAAC Pilots Killed or Missing During This War. NAA: A9695, 18.

³² RAAF Form A51 Operations Record Book Detail of the Work Carried Out by Two Squadron entry for Dar 3/22 (May 1942) in RAAF Unit History Sheets Number 2 Squadron May 37 – May 46; NAA: A9186, 5.

³³ Landing Strips – North Western Area – Named After RAAF Aircrew Lost; NAA A9695, 14.

³⁴ RAAF & US Landing Grounds, 1st Issue, corrected to 5.7.43, RAAF Selections and Landing Grounds, Northern Territory in RAAF and Civil Official Lists of Aerodromes Emergency Landing Grounds and Flying Boat Bases Australia and Territories; NAA: A9716, 1555.

³⁵ North Western Area Aerodromes Finished, Started and Proposed. NAA: A9695, 17.

³⁶ RAAF and Civil Official Lists of Aerodromes, Emergency Landing Grounds and Flying Boat Bases Australia and Territories. NAA: A9716, 1555.

³⁷ Air Field Data Sheet No. 803C in Assets Register, RAAF Directorate of Works and Buildings, Engineer Intelligence Section, Long NT. NAA: A9716, 1770.

³⁸ RAAF and Civil Official Lists of Aerodromes, Emergency Landing Grounds and Flying Boat Bases Australia and Territories. NAA: A9716, 1555.

³⁹ North Western Area Aerodromes Finished, Started and Proposed. NAA: A9695, 17.

⁴⁰ RAAF and Civil Official Lists of Aerodromes, Emergency Landing Grounds and Flying Boat Bases Australia and Territories. NAA: A9716, 1555.

⁴¹ Many thanks to Mrs Melissa Walsh and the RAAF Museum.

⁴² RAAF Directorate of Works and Buildings, Engineer Intelligence Section; Airfield Data. NAA: A9716, 7.

⁴³ NT Place Names Register, Extract, Fenton Airfield. http://ntlis.nt.gov.au/placenames/view.jsp?id=12790 at 08MAY2020.

⁴⁴ RAAF and Civil Official Lists of Aerodromes, Emergency Landing Grounds and Flying Boat Bases Australia and Territories. NAA: A9716, 1555.

⁴⁵ RAAF Directorate of Works and Buildings, Engineer Intelligence Section; Airfield Data. NAA: A9716, 7.

⁴⁶ RAAF Directorate of Works and Buildings, Engineer Intelligence Section; Airfield Data. NAA: A9716, 7.

⁴⁷ Accommodation Data Sheet No.262G in Assets Register, RAAF Directorate of Works and Buildings, Engineer Intelligence Section, Fenton NT. NAA: A9716, 1740.

RAAF WWII IN COLOUR: A series of RAAF aircraft in WWII – No.5 – RAAF Ansons by John Bennett

⁴⁸ A W Hall, *Avro Anson*, Warpaint Series No.53, Warpaint/Guideline Publications, Dunstable Beds, 2000, pp.1-2.

⁴⁹ A J Jackson, *Avro Aircraft since 1908,* Putnam, London, 1990, p.333.

⁵⁰ R Sturtivant, *The Anson File*, Air Britain, Tonbridge, 1988, p.153.

⁵¹ Jackson, p.333.

⁵² C D Coulthard-Clark, The Third Brother, Allen & Unwin, Sydney, 1991, p.453. At this stage in mid-1938, the RAAF's position for equipment was parlous. The order for Bristol Blenheim/Bolingbokes had been cancelled, and an order for 50 Beauforts could not be met until 1940. The only immediate aircraft deliveries the RAAF could obtain were a further 50 Ansons – with ten purchased (A4-39 to A4-48) and 40 on an interim charter basis from Britain as a stop-gap, which could later be returned. This was followed by the RAAF's first order for 50 Hudsons from the US in JAN 1939; D Vincent, The RAAF Hudson Story, Book One, self-published, Adelaide, 1999, p.14.

⁵³ Jackson, p.333.

⁵⁴ R J Francillon, The RAAF & RNZAF in the Pacific, Aero Pictorials 3, Aero Publishers, Fallbrook CA, 1970, p.4, gives Anson EATS numbers as 934. The later Anson File gives 937, for a grand total of 1028 Ansons delivered to Australia; Sturtivant, p.153.

⁵⁵ From *adf-serials* list and E/E.88 Aircraft Status Cards. Also in 1944, as part of EATS receipts, was a one-off serial NK153 delivered in MAY 1944 with the final MH- deliveries – not to be confused with NL153, a Mk.XII delivered in JAN 1945.

⁵⁶ Sturtivant, p.153. ⁵⁷ Coulthard-Clark, p.183.

⁵⁸ D Gillison, *RAAF 1939-1942*, AWM, Canberra, 1962, pp.56-57.

⁵⁹ Coulthard-Clark, pp.184.

⁶⁰ N Ashworth, How Not to Run an Air Force! Vol.1, RAAF APSC, Canberra, 2000, p.13: The significance of the Air Expeditionary Force for the higher command of the RAAF during the Second World War lay in its potential to have enabled a number of senior Permanent Air Force officers to gain operational command experience at an early stage in the War. As matters transpired this and other avenues to gain operational command experience were denied to all but a few - with significant adverse consequences for the RAAF during the later Pacific War stage.

⁶¹ I K Baker, Aviation History Colouring Book 3, Hawker Demon, Melbourne Vic, 1995, pp.3-4. Baker discusses this light shade of roundel Blue, and at the time the possibility of there being two shades. To my eye, the lighter shade was probably WWI's 'VB2', and in the existing colour image of A4-21 appears to be close to what became BS381C-175 Light French Blue.

⁶² Hall, p.2.

63 Jackson, p.324.

⁶⁴ These modifications have led to the specific trainer variant being referred to as "Mk.I (Late)". 'Role letter' prefixes were introduced to the RAF in 1941, and the trainer became the "T.I" - a designator often used to differentiate these changes. Aircraft marks were Roman numerals, changing in the later war years, until the exclusive use of Arabic marks in JUN 1948; Sturtivant, p.8.

⁶⁵ J Kightly, 'Avro Anson Database', in *Aeroplane*, Key Publications, Stamford Lincs, JAN 2019, p.64.

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⁶⁶ Jackson, pp.322-325.

⁶⁷ Sturtivant, p.7.

⁶⁸ RAAF HQ Minute from CAS to AMOE 1/501/329(36A) of 29 MAR 1940. In this Minute from CAS (Burnett) to AMOE (Williams), CAS observes that for the roundel "a white circle is required" as the RAF has just done, and directs the RAAF "should conform with what has been decided in United Kingdom".

⁶⁹ RAAFHQ AGI C.11 of 22 SEP 1939, para 1(c), RAAF file 9/1/396 and based on RAF AMO A.154/39 of 27 APR 1939.

⁷⁰ I K Baker, Aviation Colouring Book 67, RAAF Colour Schemes Pt.3, Queenscliff Vic, 2009, pp.16-17.

⁷¹ RAAFHQ S.A.S.9984 1/501/329(53A), DTS 368/41, of 23 DEC 1941.

⁷² NAA A11083 21/4/AIR, NEA HQ Camouflage of Aircraft, pp.88-89.

⁷³ Williams' views were generally against those of the CAS, the RAF ring-in ACM Sir Charles Burnett – as although he had been promoted to Air Marshal, he had been demoted from CAS to Air Member for Organisation and Equipment (AMOE). Williams' bitter views generally of his treatment by the politicians of the time, and of Burnett's poor performance as CAS, can to some extent be justified. Burnett approved the delegation of Australian aircrew to be lost within the RAF organisation, while the Canadians held firm for a national identity and commands – strangely the reverse of what had happened in WWI, with Australia's AFC units, and Canadians scattered into the RFC. AM Sir Richard Williams, *These Are Facts*, AWM, Canberra, 1977, pp.264-268.

⁷⁴ Ashworth, p.21.

⁷⁵ RAAF HQ Minute from AMOE to CAS 1/501/329(35A) of 27 MAR 1940.

⁷⁶ Ashworth, p.36.

⁷⁷ RAAF HQ Minute from CAS to AMOE 1/501/329(36A) of 29 MAR 1940.

⁷⁸ Gillison, p.77.

⁷⁹ RAAFHQ AGI C.11 (Issue 4) of 31 AUG 1942, para 1(a), RAAF file 1/501/329 and based on RAF AMO A.513/41 of 10 JUL 1941.

⁸⁰ RAAFHQ AGI C No.11 of 22 SEP 1939, filed as 9/1/396(13), and which referred to the RAF AMO A.154.

⁸¹ P Lucas, *Camouflage & Markings No.2*, Scale Aircraft Monographs, Guideline, Luton, Beds, 2000, p.79. The MAP 33B stores reference series are stock numbers with the last three digits identifying the size of the paint can – so on the RAF Directorate of Technical Development (DTD) 314 scale, Dark Green 33B/201 was for a half-gallon can of varnish, 33B/202 a one-gallon can, and 33B/203 a five-gallon container. Similarly, the various size cans for *Dark Earth* were 33B/198 to 33B/200. The DTD specifications for compliance were DTD 314 (matt pigmented oil varnishes), DTD 308 (matt cellulose finish), or DTD 83A (aeroplane doping schemes); *Aircraft Design Memorandum No.332 (Issue 3)*, CD44/41, para.4, of 15 NOV 1940, filed on RAAFHQ 150/4/852(12).

⁸² 11SQN signal of 11 JUL 1940, probably RAAFHQ file 9/1/396(20), referring to RAAFHQ query T225 of 10 JUL 1940.

⁸³ RAAF Darwin signal AB23 of 11 JUL 1940, probably RAAFHQ file 9/1/396(20), referring to RAAFHQ query T225 of 10 JUL.

⁸⁴ RAAFHQ DTS directive 368/41, file 150/4/852(53A) of 23 DEC 1941, letter S.A.S.9984, paras.2 and 4.

⁸⁵ RAAFHQ S.A.S. 2699 1/501/329(55A), undated but c JUL 1940.

⁸⁶ Sturtivant, p.7.

⁸⁷ DTS Minute to AMOE 62/3/431(31A) of 26 MAR 1940.

⁸⁸ Williams, p.269-270.

⁸⁹ Ashworth, p.29.

⁹⁰ Australian-produced Wacketts, Wirraways and Tiger Moths also served on EATS and SFTS units.

⁹¹ N M Parnell & C A Lynch, Australian Air Force since 1911, Reed, Sydney, 1976, p.54. From initial training, Australia would hand over 194 trainees per month for further training in Canada.

⁹² J Forsyth, *The D.H.82A Tiger Moth in Australia*, Skyline, Melbourne, 1995, p.xxiii.

⁹³ Sturtivant, p.49.

⁹⁴ Ashworth, p.88.

⁹⁵ Gillison, p.108.

⁹⁶ Gillison, p.486.

⁹⁷ Parnell & Lynch, p.207.

98 Gillison, p.238.

⁹⁹ J Herington, *Air War Against Germany & Italy 1939-1943*, AWM, Canberra, 1962, pp.530-1; Williams, pp.300-1. This Ottawa Conference also recast the original EATS, greatly empowering Canada's size and influence within the scheme, which probably accounts why they prefer reference to 'The Plan', and not to EATS.

¹⁰⁰ Gillison, p.108.

¹⁰¹ Gillison, p.83.

¹⁰² 2AOS A.50 Unit History, JUL 1942.

¹⁰³ 2AOS A.50 Unit History, FEB/MAR 1943.

¹⁰⁴ US National Advisory Committee, Aircraft Circular No.201 Fig.11, Washington DC, of MAR 1936, with the turret details repeated from Flight, of 23 JAN 1936.

¹⁰⁵ 60SQN A.50 Unit History, JAN-APR 1942.

¹⁰⁶ NAA A12626 4/8/AIR Pt.2(9A) of 20 JAN 1943.

¹⁰⁷ For example, official references for roundels were Type I, Type II, Type III, etc (which related to the postwar invented 'nonofficial' references B, C, C1 respectively).

¹⁰⁸ Lucas, p.13.

¹⁰⁹ The *Yellow* was introduced to the RAF roundel on 1 MAY 1940; P Lucas, *Camouflage & Markings No.2*, Scale Aircraft Monographs, Guideline Pubs, Luton, 2000, p.45.The RAAF policy AGI C.11 of SEP 1939 used AMO A.154 as a main reference, which introduces the Type-B roundel to fuselages (which would become the RAAF "M.1" roundel) in 1939; AMO A.154/39 of 27 APR 1939, cited in J Tanner, *British Aviation Colours of World War Two*, Arms and Armour Press, London, 1986, p.1. The RAAF revised AGI C.11 policy of OCT 1940 introduced the outer *Yellow* ring to the "M.2" as the "M.3" roundel, and the tri-colour fin flash as the "M.4" marking. *Yellow* shows as a light colour on panchromatic film, but as a dark colour on orthochromatic. ¹¹⁰ RAAFHQ DTS 9/1/442 of 12 SEP 1939.

¹¹¹ RAF 2:5 type-B wing roundels varied in size with aircraft type, and with some as 25":63", 22":56", 20":50", or 16":40"; Goulding & Jones, Camouflage & Markings 1936-1945, Doubleday, New York, 1971. For the Walrus, this was typically 24":60"

¹¹² The 1940 policy changed the M.1 roundels, in general, back to the M.2 – the only exception was for the Wirraway which retained the M.1 on upper wings. This was mandated by AGI C.11 *Issue 3* (note that *Issue 2* earlier in 1940 has been unavailable); RAAFHQ AGI C.11 *Issue 3*, of 3 OCT 1940, filed on 1/501/329.

¹¹³ I K Baker, Aviation History Colouring Book 67, RAAF Colour Schemes & Markings Part 3, Queenscliff Vic, 2009, p.17.

¹¹⁴ Cited in J Tanner, *British Aviation Colours of WWII*, RAF Museum, Arms & Armour Press, London, 1986, p.1.

¹¹⁵ RAAF London advised that Admiralty Air Diagram 1174 applied to the Seagull/Walrus, London AB.2426, 1/501/281(25A) of 4 DEC 1939; AD.1174 was distributed in the RAAF as A.1813, 1/501/281(29A) of 27 FEB 1940.

¹¹⁶ Cited in Tanner, p.9.

¹¹⁷ P Malone & G Byk, *Understanding RAAF Aircraft Colours*, Red Roo, Melbourne, 1996, p. 27.

¹¹⁸ R D Archer, *The Official USAAS & USAAC Aircraft Colour Guide Vol 1 1908-41*, Monogram, Sturbridge MA, 1995, p.42.

¹¹⁹ Cited in Tanner, p.21.

¹²⁰ Cited in Archer, p.70.

¹²¹ RAAFHQ AMEM D/DTS 1/501/329 SAS 13552 of 8 JUL 1943, specified 32" *Blue* roundel, 12" *White*, i.e. 3:8 (approx 2:5); fin flash 24" (high), 16" wide (8" each colour). If hurriedly repainted, the type-C flash would be asymmetric with 13" *White*, 11" *Blue*.

¹²² Cited Tanner, pp.32-56.

¹²³ RAAFHQ AGI No. C.11, para. 1(a), of 22 SEP 1939.

¹²⁴ DTS Minute to AMOE 62/3/431(31A) of 26 MAR 1940.

¹²⁵ Letter HQ Southern Area to RAAFHQ 1/501/269(9A) of 27 JUN 1940.

¹²⁶ RAAFHQ AGI No. C.11, Issue 3, para. 1(a) Training Aircraft, of 3 OCT 1940.

¹²⁷ RAAFHQ AGI No. C.11, Issue 3, para. 4(b) Training Aircraft, of 3 OCT 1940. This Instruction also left to the discretion of the Station CO to allot different coloured numbers for identification to different units operating at the base.

¹²⁸ RAAFHQ AMOE Letter S.A.S.9984, DTS 368/41, of 23/12/41 filed as 1/501/329(53A). This directive referred to the troop carrier D.C.2 to comply with A.D.1157, the Anson to A.D.1159, and Wirraways and Battles to A.D.1160.

¹²⁹ RAAFHQ Letter 36/501/244 to CO 51(R)SQN, cDEC 1941, files as 1/501/329(56A).

¹³⁰ RAAFHQ file 1/501/329 Minute Sheet, M.2 DTS to DCAS of 6 JAN 1942; M.3 DCAS agreement same date.

¹³¹ RAAFHQ Letter S.A.S.7396 DTS.280/42, filed as 1/501/329(63A), from DTS for AMEM to all Area HQs, of 18 JUN 1942.

¹³² RAAFHQ AGI No. C.11, Issue 4, of 31 AUG 1942, files as 150/4/852(1A). This AGI lists all the A.D. numbers (in Appendix I) for the various types.

¹³³ RAAFHQ T.O. AGI Pt 3(c), Instruction 1, file 150/4/5056 (1A), of 26 MAY 1944.

¹³⁴ These training numbers of 30" x 15" in 3" stroke determined by mensuration. <u>Mensuration</u>: The sizes of some aircraft markings are often provided here from mensuration, checked against surviving policy documents. Digital imagery, with large monitors, now makes it easier to accurately measure markings. For calibration, known dimensions are used and extrapolated – for instance, aircraft serial numbers are generally 8" high and 5" wide (Imperial measures used, as that was the standard of the day), and some Tech Orders provide roundel and fin flash dimensions. Generally, squadron code letters vary, and no laid down standards survive. Such mensuration is accurate if the camera lens is directly perpendicular and horizontal to a flat subject. But perspective is further affected by fuselage curvature, or other shaped panels, and there can be camera lens imperfections. So while an imperfect art, in general, sizes of aircraft markings can be provided inside a 2" (50mm) margin of error. ¹³⁵ Units of the RAAF, Vol.3, Bomber Units, p.3.

¹³⁶ J W Bennett, *Highest Traditions, History of 2SQN AFC/RAAF*, AGPS, Canberra, 1995, p.377. In addition, 2SQN RAF-serialled leased Ansons over 1939-1940 were: N1332, N1333, N4883, N4926, N4936, N4946, N4955 and N4960.

¹³⁷ Units of the RAAF, Vol.3, Bomber Units, p.7.

¹³⁸ S Eather, *Blue Lightning*, Australian Military History Pubs, Loftus Vic, 2007, p.16.

¹³⁹ Units of the RAAF, A Concise History, Vol.2 Fighter Units, AGPS, Canberra, 1995, p.10.

¹⁴⁰ Units of the RAAF, A Concise History, Vol.3 Bomber Units, AGPS, Canberra, 1995, p.14.

¹⁴¹ R J Cluley, *Unit Badges of the RAAF*, RAAF Association, Melbourne, undated c1990, p.20.

- ¹⁴² Units of the RAAF, Vol.3 Bomber Units, pp.33-34.
- ¹⁴³ S Grantham, *The 13 Squadron Story*, self-published, Sydney, 1991, p.16.
- ¹⁴⁴ 101FLT/5SQN A.50 Unit History, APR 1936-JAN 1939.
- ¹⁴⁵ Grantham, pp.17-18.
- ¹⁴⁶ Units of the RAAF, Vol.3, Bomber Units, p.43.
- ¹⁴⁷ Units of the RAAF, Vol.3, Bomber Units, p.56.
- ¹⁴⁸ Units of the RAAF, Vol.3, Bomber Units, p.63.
- ¹⁴⁹ RAAF HQ Air Board Minute 121/24/118 of 17 MAR 1937 for insertion as AFO 10/A/2, and repeated at Weekly Order No.415 of 19 APR 1937.
- ¹⁵⁰ Units of the RAAF, Vol.3, Bomber Units, p.70.
- ¹⁵¹ Units of the RAAF, Vol.3, Bomber Units, p.82.
- ¹⁵² Units of the RAAF, Vol.4, Transport Units, pp.192-194.
- ¹⁵³ Units of the RAAF, Vol.4, Transport Units, pp.35-37.
- ¹⁵⁴ Units of the RAAF, Vol.4 Transport Units, pp.41-42.
- ¹⁵⁵ 34SQN A.50 Unit History, 13 DEC 1942.
- ¹⁵⁶ 35SQN A.50 Unit History.
- ¹⁵⁷ <u>http://adf-serials.com.au/newsletter/ADF%20Telegraph%20Vol%2010%20Issue%201%20Autumn%202020%20Final.pdf</u>
- ¹⁵⁸ RAAF ACD 2005(2), Manual of ASV Mk.II (Aust), Directorate of Radio Services (DRS), RAAFHQ Melbourne, SEP 1944, p.7.
- ¹⁵⁹ RAAF ACD 2005(2), Chap.2, p.1.
- ¹⁶⁰ E G Bowen, *Radar Days*, CRC Press, Miami FL, 1998, p.209.
- ¹⁶¹ *RAAF ACD 2005(2),* Chap.6, p.12.

¹⁶² ASB-equipped PBY-5As were delivered to the RAAF through 1943 and 1944, and the later variant, ASB-7, equipped the last RAAF PBY-5A deliveries. NAA A1695 270/209/EQ Pt.2 (196A), 21 JUN 1944.

- ¹⁶³ RAE report of flight test Anson EG313, Anson Handling with Yagi Aerials, File 4529 SR.8512/1 of 6 FEB 1943.
- ¹⁶⁴ RAAF ACD 2005(2), Chap.7, p.5.
- ¹⁶⁵ *RAAF ACD 2005(2),* Chap.5, p.5.
- ¹⁶⁶ 5AD Unit History, NOV 1943-APR 1944.

¹⁶⁷ Sturtivant, p.189. The E/E.88s of two 3CU Ansons are marked for "radar calibration". These aircraft AX237 and EF417 did not undergo the 5AD ASV modifications, so radar trials work may be of a different nature in radar development.

- ¹⁶⁸ RAAF list "Distribution of Anson Aeroplanes fitted with ASV Mk.II (Aust) as at 14 APR 1945" gives the serials of 25 Ansons, but an earlier 71SQN aircraft AX619 had its ASV swapped over to DJ330 in NOV 1943.
- ¹⁶⁹ 6SFTS A.50 Unit History, for 31 AUG 1942, HQ Mallala 4/AIR/2 of 2 SEP 1942.
- ¹⁷⁰ 3SFTS A.50 Unit History, APR/MAY 1942.
- ¹⁷¹ Units of the RAAF, Vol.4 Maritime & Transport Units, Units, pp.83-84.
- ¹⁷² 3SFTS A.50 Unit History, APR/MAY 1942.
- ¹⁷³ 67SQN A.50 Unit History, JAN 1943.
- ¹⁷⁴ Units of the RAAF, Vol.4 Maritime & Transport Units, pp.85-87.

¹⁷⁵ The 67SQN A.51 Record of Operations is complete from 1 JUN 1943 providing Anson mission details, with aircraft serial numbers and squadron code letters.

¹⁷⁶ Units of the RAAF, Vol.4 Maritime & Transport Units, pp.88-89.

¹⁷⁷ Summaries from file 62/4/84 (51A and 51B) of the tests carried out at Lowood on 15 OCT 1943, files on RAAFHQ 1/501/329(121A).

- ¹⁷⁸ RAAFHQ 1/501/329(M.124) of 24 NOV 1943.
- ¹⁷⁹ G Pentland, RAAF Camouflage & Markings 1939-45 Vol 1, Kookaburra, Melbourne, 1980, p.91.

¹⁸⁰ Sturtivant, p.342.

- ¹⁸¹ I K Baker, Aviation History Colouring Book 75, RAAF Colour Schemes & Markings Part 8, Queenscliff Vic, 2012, p.7.
- ¹⁸² RAAFHQ 150/4/852 Minute (M.66) from TS.1(F) of 21 AUG 1942.
- ¹⁸³ Red Roo Models, decals RRD7273 for 1/72 model Anson of 71SQN and 1AOS.
- ¹⁸⁴ Units of the RAAF, Vol.4 Maritime & Transport Units, pp.90-91.

¹⁸⁵ This is from a typed list with no reference, titled "*Distribution of Anson Aeroplanes fitted with ASV Mk.II (Aust) as at 14.4.45*". Corrections have been made from Anson E/E.88 Aircraft Status Cards.

¹⁸⁶ Parnell & Lynch, p.206; J Forsyth, *The DH82A Tiger Moth in Australia*, Skyline, Melbourne, 1995, pp.254-256; *Units of the RAAF, Vol.4*; Sturtivant, pp.163-164.

- ¹⁸⁷ Units of the RAAF, Vol.4 Maritime & Transport Units, pp.123-124; 5CU A.50 Unit History.
- ¹⁸⁸ 5CU A.50 Unit History, although renamed on 29 OCT 1943, this is not recorded until 30 NOV 1943.
- ¹⁸⁹ Units of the RAAF, Vol.4 Maritime & Transport Units, pp.125-127.
- ¹⁹⁰ <u>http://www.adf-gallery.com.au/newsletter/ADF%20Telegraph%202017%20Summer.pdf</u>
- ¹⁹¹ Units of the RAAF, Vol.4 Maritime & Transport Units, pp.129-132.

¹⁹² 6CU A.50 Unit History 1943.

- ¹⁹³ 7CU A.50 Unit History, 31 AUG 1944.
- ¹⁹⁴ 8CU A.50 Unit History, 4 NOV 1943.
- ¹⁹⁵ Units of the RAAF, Vol.4 Maritime & Transport Units, pp.137-140.
- ¹⁹⁶ Formation of the RAAF ASR units is covered in No.3 in this series, the Catalina:

http://adf-serials.com.au/newsletter/ADF%20Telegraph%20Vol%2010%20Issue%201%20Autumn%202020%20Final.pdf

- ¹⁹⁷ Units of the RAAF, Vol.4 Maritime & Transport Units, pp.141-143.
- ¹⁹⁸ Units of the RAAF, Vol.4 Maritime & Transport Units, pp.145-147.
- ¹⁹⁹ 12LASU A.50 Unit History, 1945-1946.
- ²⁰⁰ GRS A.50 Unit History, 31 JAN 1940.
- ²⁰¹ No.1 Training Group HQ, A.50 Unit History, 28 JUN 1943.
- ²⁰² Units of the RAAF, A Concise History, Vol.8 Training Units, AGPS, Canberra, 1995, p.150.

²⁰³ HQ Southern Area letter 36/501/244 undated, cDEC 1941, to CO 51(R)SQN states "the painting of yellow bands are not applicable to those aircraft of No. 51 Reserve Squadron"; filed on RAAFHQ DTS file 1/501/329(56A). This response was referencing DTS S.A.S.9984 letter of 23 DEC 1941, which had stated "all second line aircraft, when employed for training purposes, are to have yellow bands painted around the wings and fuselage as outlined in AGI C.11, Scheme E.2" – this would refer to *Issue 3* to AGI C.11, issued on 3 OCT 1940. Later in JAN 1943, the AFCO A.3/43 introduced two-letter squadron codes, and letters "BS" were allotted to 51(R)SQN, but no evidence remains of whether these codes were ever worn by Ansons.

- ²⁰⁴ RAAF file 9/2/212/E.1 for Anson strength on 1 JUL 1940 and 3 AUG 1940.
- ²⁰⁵ Units of the RAAF, Vol.8 Training Units, p.100.
- ²⁰⁶ No.1 Training Group HQ, A.50 Unit History, SEP 1944.
- ²⁰⁷ Units of the RAAF, Vol.8 Training Units, pp.102-103.
- ²⁰⁸ Units of the RAAF, Vol.8 Training Units, pp.104.
- ²⁰⁹ Units of the RAAF, Vol.8 Training Units, pp.105-106.
- ²¹⁰ 6SFTS A.50 Unit History, for 31 AUG 1942, HQ Mallala 4/AIR/2 of 2 SEP 1942.
- ²¹¹ Units of the RAAF, Vol.8 Training Units, p.109.
- ²¹² AGI Pt 3(c), Instruction 1, Appendix E (v) (a), of 26 MAY 1944.
- ²¹³ Units of the RAAF, Vol.8 Training Units, pp.112-113.
- ²¹⁴ Units of the RAAF, Vol.8 Training Units, pp.112-113.
- ²¹⁵ AGI Pt 3(c), Instruction 1, Appendix E (v) (a), of 26 MAY 1944.
- ²¹⁶ Forsyth, p.207.
- ²¹⁷ Units of the RAAF, Vol.8 Training Units, p.4.
- ²¹⁸ 1AOS A.50 Unit History DEC 1942.
- ²¹⁹ 2AOS A.50 Unit History 1941.
- ²²⁰ I K Baker, Aviation History Colouring Book 68, RAAF Colour Schemes & Markings Part 4a, Queenscliff Vic, 2009, p.15.
- ²²¹ Units of the RAAF, Vol.8 Training Units, pp.6-7.
- ²²² No.1 Training Group HQ, A.50 Unit History, 9 DEC 1943.
- ²²³ 3AOS A.50 Unit History, 31 DEC 1943.
- ²²⁴ Units of the RAAF, Vol.8 Training Units, p.8.
- ²²⁵ Units of the RAAF, Vol.8 Training Units, p.1.
- ²²⁶ Southern Area HQ (1 Training Gp) A.50 Unit History, 1 JUL 1941.
- ²²⁷ Units of the RAAF, Vol.8 Training Units, pp.2-3.
- 228 https://www.nhillaviationheritagecentre.com.au/nhill-anson-newsletter
- ²²⁹ Units of the RAAF, Vol.8 Training Units, pp.121-122.
- ²³⁰ 1WAGS A.50 Unit History, NOV 1945.
- ²³¹ Units of the RAAF, Vol.8 Training Units, p.123.
- ²³² 3WAGS A.50 Unit History.
- ²³³ Units of the RAAF, Vol.8 Training Units, pp.9-10.
- ²³⁴ Units of the RAAF, Vol.8 Training Units, pp.11-12.
- ²³⁵ Units of the RAAF, Vol.8 Training Units, pp.13-14.
- ²³⁶ AGS A.50 Unit History, 31 DEC 1943.
- ²³⁷ http://www.adf-serials.com.au/newsletter/ADF%20Telegraph%202017-18%20Summer.pdf
- ²³⁸ RAAFHQ DTS SIG/96, file 9/1/1595 TS.1840 PGM, of 14 JAN 1948.
- ²³⁹ Sturtivant, p.162.

²⁴⁰ W Green & J Fricker, *The Air Forces of the World*, Macdonald, London, 1958, p.22. This 1948 total of 3000 comprised 76 Boomerangs, 307 Kittyhawks, 164 Mosquitoes, 199 Mustangs, 399 Spitfires, 300 Beaufighters, 329 Beauforts, 27 Hudsons, 207 Liberators, 32 Mitchells, 228 Vengeances, 52 Venturas, 52 Catalinas, 12 Kingfishers, 12 Mariners, 450 Ansons, 270 Oxfords, 195 Tiger Moths, and 380 Wirraways. E/E.88 cards provided different classes of storage at the CMUs and ADs.

²⁴¹ NAA CRS A705 73/21/1050 (M.1), 9/50/26 of 30 AUG 1944. CDC was "to dispose of or arrange for the disposal of all property of the Commonwealth acquired or used in connection with the defence of the Commonwealth which is no longer required."

²⁴³ https://www.goodall.com.au/australian-aviation/anson-civil-1/civilansons-1.html

²⁴⁴ <u>5AD</u>. Most of the 300 RAF Beaufighters in storage in 1948 were at 5AD/CMU Wagga and 1AD Laverton. <u>6AD</u>. NAA A705 231/9/2028, Establishment Table M.204, of 14 FEB 1946. For Oakey CMU formed in FEB 1946 from 6AD had 622 aircraft stored. <u>7AD</u>. NAA A705 231/9/2029, Establishment Table M.308, of 27 MAR 1946, listed 437 aircraft.

²⁴⁵ J Forsyth, *The D.H.82A Tiger Moth in Australia*, Skyline, Melbourne, 1995, p.216.

²⁴⁶ CDC Aircraft Disposal Handbook for FEB 1945 Tender, NAA CRS A705 73/21/1050; NAA P2571 12F (1945); NAA P2571 15 (1946). ²⁴⁷ By **MAR 1948**, the status was: 500 aircraft disposed by DAP, another 154 in the following month; 553 had been stripped by

²⁴⁷ By **MAR 1948**, the status was: 500 aircraft disposed by DAP, another 154 in the following month; 553 had been stripped by DAP awaiting sale by CDC; at least 1000 more awaiting initial action by RAAF. Air Board Agendum 8628 23 MAR 1948, 9/86/197 (47A).

By **SEP 1949**: 2499 aircraft had been handed over to DAP. Dept of Air letter to Director Supply 9/1/1866 of 27 SEP 1949, A705 9/86/197 (68A).

²⁴⁸ <u>https://www.goodall.com.au/australian-aviation/ansonsonfarms/ansonsonfarms.html</u>

²⁴⁹ As noted in earlier Dakota and Beaufighter articles, the <u>Dept</u> of Aircraft Production (Beaufort Division), produced the DAP Beaufighter Mk.21, and in NOV 1946 became Government Aircraft Factories (GAF). Then the previous DAP (Maintenance Division) became <u>Division</u> of Aircraft Production (the 'new' DAP) within Dept of Supply. This 'DAP' had worked with CDC on aircraft storage and disposals, but by 1948 ceded this role to the Disposals Division (DSD); DAP then concentrated on aircraft maintenance, with a main facility at Parafield (which in turn in 1960 became Airframe Repair Workshops and conduct much Dakota maintenance).

²⁵⁰ Sturtivant, p.195.

²⁵¹ https://www.goodall.com.au/australian-aviation/ansonsonfarms/ansonsonfarms.html

²⁵² QAM have reported via *adf-serials* that Anson VH-BIF, which was thought to be W2472, is believed to be AX305 (fuselage number R3/LW/107500, found affixed to the fuselage of VH-BIF at the time of its recovery from Charleville). W2472 – now at Amberley – is understood to have a fuselage number in the range R3/LW/88521 (W2434) to R3/LW/88569 (W2486). These numbers were not allocated in strict sequence, so it is not possible to extrapolate corresponding military serial numbers or vice versa. Goodall states that DCA records incorrectly quote VH-BIF with identity W2472 (but this was stored by Carswell in a hangar at Archerfield for future civil conversion, which never eventuated), and circa 1959 he donated W2472 to a friend on a farm near Kingaroy QLD, flying it to Kingaroy still in RAAF *Yellow* paint scheme – it was subsequently moved to Miles and then Roma. VH-BIF had similarly been ferried to a property near Charleville in 1959.

²⁵³ E-mail from Ron Cuskelly QAM, 25 MAY 2020.

²⁵⁴ www.warbirdsonline.com.au 1 JUL 2013.

²⁵⁵ Telcon with Lincoln Nitschke, Greenock Aviation Museum, 27 MAY 2020.

²⁵⁶ Primarily **LV284**, but also components from **MG436** and **MH127**. Parts have been reported in this restoration from **LV238** (which was not an Anson) and **LV298** (which never came to Australia);

https://acesflyinghigh.wordpress.com/2018/09/22/friends-of-the-avro-anson-air-museum

²⁵⁷ Sturtivant, p.195.

²⁵⁸ Kightly, p.73.

Australians Killed in USAAF Service; all in a day's service : F/O Edward T Mobsby Serv#407799, F/Sgt Clive H Hawter Serv#406129 and Sgt Ian C Hamilton Serv#405278 by Gordon R Birkett

²⁵⁹ Named per evidence on wreck

S/Sgt. Halpin & Seaton R.A.A.F. Discs enclosed, probably crew of B25 at USOGI. Information on plane U.S.ARMY, B25. Serial AO or AC 41-12792 AUROR, painted in yellow on each side of the nose.

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It should be noted that the dates don't line up: Mission PM72 was 24th July 1942 and 26th July 1942 PM9 per Northern East Area A50

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PORT MORESBY	JUL,24	PM72 - 6 E25'S 10 & 13 SQUE. DESTROY BARGES DUNA AND ATTACK ENERY TRANSPONTS IF PRESENT. PHOTOGRAPHS TAK N BOMBS CONSIDERED TO MAYE FALLEN IN TARGET AREA.
HORN ISLAND	JUL. 26	HOR. 57 - ONE HUDSON FROM 52 SQN. SEARCH AREA "." WEST OF HORN ISLAND. A16-195 LANDED HORN ISLAND 04542/26. NIL SIGNTINGS.
HORN ISLAND	JUL.26	HOR38 - ONE HUDSON FROM 32 SQUADRON CARAY OUT OUTER ANTI SUBMARINE PATROL FOR FORCE "O".
PORT MORESBY	JUL.26	PM5 - CNE HUDSCN FROM 32 SQN. CARRY OUT CLEARING PATROL OF THE FOLLOWING AREA. 08045 151212 08168 155032 10455 152212 10348 15040E SECURITY OF FAIL RIVER. MIL INIMY SIGHTINGS.
PORT MORESBY	JUL.26	PM6 - ONE HUDSON 32 SQN. CARRY OUT INNER A/S PATROL FOR FORCE "O" A15-218 LANDED MORESEY
PORT MORESEY	JUL.26	PM9 - ALL AVAILELE B25'S TO ATTACK AND DESTROY PLYING BOARS EXPECTED TO LAND GASHATA, 21802/25. SECOND TARGET GOMA. FIVE B25'S 13 AND 50 SONS. LEFT ON MISSION, INTERGETED BY FIFTEEN LERGS VICINITY GOMA. HUN ING FIGHT BACK TO MORESBY. TWO 525'S SHOT DOWN. NELR MEANSI RIVER. THREE MAN SEEN TO PARACHUTE FROM BURGING CRAFT. NO FURMIER MENS OF CREWS OF MISSING ATRCAIT. CHE SEEN TO PARACHUTE FROM BURGING CRAFT. NO FURMIER MENS OF CREWS TURNED WERE DALAGED BY MACHINE GUN FIRE.

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Personnel of 3rd BG arrived at Archerfield on 25 March (nine pilots) and 27 March 1942 (another nine pilots) and took over seven (of the twelve) B-25C's originally transferred to the USAAF. The latter were 41-12472/N5-129, 41-12481/N5-138, 41-12483/N5-152, 41-12498/N5-156(Pictured after remarking, below) and 41-12514/N5-163.

Aircraft 41-12462/N5-126 was also turned over to the USAAF and, together with B-25 41-12476/N5-130, went to the USAAF Air Depot at Archerfield on 30th March 1942 for major repairs. Of these, two aircraft (41-12481 and 41-12514) crashed on landing at Charters Towers on 30th March 1942 and 6th April 1942 respectively and were a total loss.

The 3rd Bombardment Group (Light) reported B-25 strength of eight aircraft in commission and six aircraft under repair on 4th April 1942. Six aircraft remained in the hands of the ML and five of these formed the initial equipment of No 18 Squadron NEI. These were B-25's 41-12439/N5-132, 41-12464/N5-134, 41-12437/N5-136, 41-12482/N5-151 and 41-12502/N5-161.

The aircraft were renumbered N5-122 to N5-126 in the same order circa 21st June 1942, when aircraft 41-12476, becoming N5-127, arrived from Archerfield after repairs: Source Peter Boer.



Below, NEIAF B-25C N5-149/41-12499 before being handed over to the 3rd BG

How to Read RAAF Historical Records: Don't Believe Everything You See (or Read) Garry Shepherdson

²⁶² RAAF Form E/E.88 Record Card – Airframes, Aero Engine, Mechanical Transport and Marine Craft for A19-181 in Aircraft Status Cards Beaufighter A19-1 to A19-218; NAA: A10297, BLOCK 106.

²⁶³ RAAF Form E/E.88 for A19-182, ibid.

²⁶⁴ RAAF Form E/E.88 for A19-180, ibid.

²⁶⁵ RAAF Form E/E.88 Record Card – Airframes, Aero Engine, Mechanical Transport and Marine Craft for N5-233 in Aircraft Status Cards Mitchell N5-200 to N5-266; NAA: A10297, BLOCK 347. ²⁶⁶ RAAF Form A51 Unit History Sheet, Detail of Operations by No. 18 (N.E.I.) Squadron in RAAF Unit History Sheets Number 18

NEI Squadron; NAA: A9186, 40.

²⁶⁷ Report on Operation NEI. 16 – 18 Squadron – 1 January 1945 Report No. 317 dated 4 January 1945 in RAAF Squadron Narrative Reports 18 Squadron; NAA: A9652, BOX 15.