



# ADF Serials Telegraph News

News for those interested in Australian Military Aircraft History and Serials

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## Message Starts:

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  - **Message Traffic Selections:** Sadly this function ceased to operate last month due to technical issues. It will be replaced soon with a new system. Please address any questions to: [question@adf-serials.com.au](mailto:question@adf-serials.com.au) in the meantime
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## Message Board – Current hot topics

These boards can be accessed at: [www.adf-messageboard.com.au/invboard/](http://www.adf-messageboard.com.au/invboard/)

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### News Briefs

- An Army CH-47D+ experienced a hard landing in Kandahar province on the 22nd June 2012. According to coalition forces officials, a NATO-led, Australian Army operated helicopter made an emergency landing in southern Afghanistan on Friday 22 June 2012 while providing combat support operations, injuring an Australian service member. The damage done may keep that Chinook out of service through the end of July 2012, when the RAAF's CH-47Ds are due to complete operations, and the government is considering shipping it back to Australia for repairs. Other news, on 25<sup>th</sup> April 2012 Boeing in Ridley Park, PA receives an Aus \$9.6 million cost-plus-fixed-fee contract, to add a rotor brake system on Australian Defence Force CH-47D+s. Reduces dust and stops Naval ratings from being blown over on LPDs
- Defence Minister Stephen Smith announced in May 2012 the government would axe a \$225 million contract to buy 18 South Korean-made self-propelled K-9 howitzers, part of a savings drive to help the budget into surplus. The decision caught Seoul off-guard, souring defence ties between the two allies. With the cancellation, the Government is exercising options (18 M777A2s) under the terms of the original FMS request of 57 Guns. Originally they took up only 35 Guns out of 57 options. The new total will be 53 Guns for three Regular Army Artillery Regiments and the Land Warfare School; with perhaps one Battery Army Reserve to equip.
- Australian government announced the proposed acquisition of another 214 Bushmasters 2nd July 2012. As they're bought, they'll slot into 2 roles. One is

as protected command and control vehicles for Australian artillery, which may also be able to tow the country's new M777 ultra-lightweight 155mm howitzers. *The other role is as replacements for the oldest Bushmasters in the current fleet.* Production will begin in October 2012, and orders will be placed as successive tranches of 50 vehicles. If all orders are placed, it would drive total Australian Army/RAAF orders to 1052.

- The first of the new Air Warfare Destroyers for the RAN, HMAS Hobart, was to be delivered in late 2014, but late 2015 or even some time in 2016 now looks very likely. The second AWD, HMAS Brisbane, was supposed to enter service in early 2016, but it will face indeterminate delays. HMAS Sydney was planned for delivery in mid-2017, but 2018 is now the earliest likely date. Navantia's modified F100 Alvaro de Bazan Class AEGIS frigate won the competition, beating Blohm + Voss' F124 frigate, and an "Evolved Design" based on the larger American DDG-51 Arleigh Burke Class destroyer. The Australian Government announced the winner of the AWD design competition on the 22<sup>nd</sup> of June 2007, that now being some five years ago.
- The RAN has acquired the 6500ton MV Skandi Bergen to provide additional sealift for the RAN Amphibious Force of HMAS Tobruk and HMAS Choules. It will be not commissioned and will carry a civilian crew. HMAS Choules has undergone emergency repairs to equipment faults and is unavailable near term. The MV Skandi Bergen was purchased for \$130 Million, and is the sister ship of MV Ocean Protector, currently operated by Customs and Border Protection. After the LHDs are received, it will be transferred to Customs and Border Protection.



Ex-MV Skandi Bergen now re-named Australian Defence Vessel (ADV) Ocean Shield

- The Royal Australian Air Force (RAAF) will still receive its first pair of F-35 Joint Strike Fighters (JSF) in 2014 but will wait two years longer for the next 12 jets to be delivered, following this year's Federal Budget. The 12 additional F-35s were planned for delivery by 2017 but will now be received by 2019. Defence Minister Stephen Smith indicated that the timeline aligned Australia's JSF acquisition with the United States (US) Air Force, which earlier this year deferred 179 of its own aircraft from earlier "Low Rate Initial Production" batches. Given the date, IOC for all three Squadrons is pushed back until 2022. Whether the F/A-18A/B+ Fleets can fly that long with enough Hours left for contingencies remains an issue as they will be by then on average 35 years old (Del 1984-1991) with up to 7000-8000hrs on the clock.



*F/A-18A+ 77Sqn's A21-9 on finals at Garbutt 2011. Note Asymmetric Fuel Tank load. **She'll be 27.5 years old in 2012.** Source DOD*

- The first 35Sqn RAAF C-27J Spartans are expected to arrive by early 2015, with initial operating capability scheduled for the end of 2016. Wallaby Airlines is back!
- Preliminary discussions have taken place on the possible acquisition by the RAAF of an undisclosed number of Goodrich DB-110 airborne reconnaissance systems for its F/A-18F Super Hornet fleet. Goodrich's DB-110 digital, real-time, tactical reconnaissance system captures images day and night using electro-optical/infrared sensor technology. Images can then be transmitted in real-time to analysts on the ground as well as viewed on the cockpit video display, enabling the pilot to verify targets and re-task based on opportunities revealed during the mission.

- The Royal Australian Air Force's (RAAF) has debuted its latest Airbus KC-30A multi-role tanker transport (MRTT) aircraft during the multinational air defence exercise, code named Pitch Black 2012 (PB12), which is currently underway in Northern Australia. Exercise Pitch Black, which commenced on 27 July 2012, is attended by Australia, Singapore, Indonesia, New Zealand, Thailand and the US, and features mock offensive counter air and offensive air support operations in Australian airspace. More than 2,200 personnel are participating along with a total of 85 aircraft, including Australian Super Hornets and Classic Hornets, E-7A Wedgetail (Note new USAF **E-7A** designation), C17 and C130s. The exercise is scheduled to conclude on 17th August 2012.



## **Curtiss Corner, P-40E/E-1 USAAF and RAAF Shuffle**

We had a earlier question on the message board during June 2012 regarding what was Lend Lease, what was paid or manufactured in Australia etc, and I promised that I would explain, by example, the first P-40E/E-1 Kittyhawks contracts and loans. At our darkest hour in March 1942, we obtained approximately 75 P-40E/E-1s from USAFIA (US Army Forces in Australia) Stocks held at Amberley, Mascot, Archerfield and what was landed at Fremantle to equip three operational Squadrons. (75/76/77 F Sqns RAAF)

It was agreed locally with the USAFIA that we would payback these totals from our future BSC 322 Diversion Contract P-40E-1 Aircraft from RAF Defence Aid #3 (DA3) during the March 42 conversations.

Britain had agreed to transfer these at no cost as part of their agreed diversion of 125 Aircraft in February 1942. The balance of that agreement was initially for the US of A to provide a balance of 125 (later 126) also, however this was modified to a loan of 75 only in March 42 as circumstances (loss of Java etc) negated the original promise of matching the RAF's allocation.

The first reconciliation of the RAAF P-40E supplies happened on the 12<sup>th</sup> May 1942, where records show that a total of 80 were on loan to the RAAF from the USAAF and that shipments on account of the RAAF had arrived, was numbered 62. By this time, some 31 P-40E/E-1s had been written off, some 27 RAAF BSC-322 P-40E-1s had been transferred to the USAAF, leaving just 83 on hand in the RAAF and one was unaccounted for (A29-81 41-5508). *(Both reconciliations totalled 142, though the actual number should have been 143 as Kittyhawk A29-73; 41-24817 lost on pre-delivery, was not included).*

The surviving 83 P-40E/E-1s were: No75 Sqn (6), No76 Sqn (21), No77 Sqn (17) Pearce (2 for repairs), 5AD Wagga (7), 1AD Laverton (4), Geelong Assembly (17) and 2AD Richmond (9), and totalling 83 airframes. Over the years the common theme has been that the RAF did not meet its requirements and the US supplied all 163 Kittyhawks to the RAAF, even though some of them were decidedly second hand.

What the USAFIA (5thAAF USAAF) eventually passed on loan to the RAAF from their own P-40E/E-1 aircraft stock in theatre became a researched total of 119 aircraft by August 1942.

Out of BSC322 DA3 125 P-40E-1s against our own RAF orders received, a total of 86 P-40E-1 aircraft were returned to the USAAF in re-payment. This left the RAAF in debt to the USAAF of 33 aircraft as of March 1943. Eventually by July 1942 some 86 P-40E-1s of the DA3 order would be handed back to the USAAF in Australia for use by the 49<sup>th</sup> Fighter Group and by also the 68<sup>th</sup> Fighter Sqn in Fiji.

By the end of September 1942, in their summary, some 119 USAAF P-40E/E-1s were charged to the RAAF, with a further two aircraft crashing before delivery to the RAAF, along with 42 DA3 P-40E-1s, making 163 in total, exclusive of another 14 P-40E-1s sent that were sunk on consignment to the RAAF ex RAF in July 1942.

A further three P-40E-1s were administratively lost to and used by the USAAF, but the RAF was, in 1945, finally credited for the cost of those three.

In their USAFIA summary, there was 119 P-40E/E-1s plus the 33 not repaid, equalling 152 aircraft, plus another 10 Charters Towers Pool aircraft taken on strength post August 1942, free of charge. Missing are three P-40E-1s that the USAAF had taken over without paper work in May 1942; these being P-40E-1s 41-36090(ET736), 41-36171(ET817) and 41-36235 (ET881).



***The first actually accepted RAAF BSC322 Diversion DA3 RAF P-40E-1 Kittyhawk was A29-82.AWM***

### **What the British Chaps say**

What you may not have come across is that the RAF did meet its requirements, per Order BSC-322 in sending a total 143 aircraft to the RAAF, most of these directly from their contracts and shipped direct from the US of A.

We did not receive all of these, with 14 aircraft being sunk en-route on the SS Port Montreal as stated above, so in total of these we received (126) of which we (the RAAF) only kept 57 of the new aircraft. Add this total to the new aircraft repaid to the USAAF, 86, you have 143. As per BPC RAF Contract allocation to the RAAF, that's correct per totals

Out of 126 arrived P-40E-1 against our own orders received, a total of 86 P-40E-1 aircraft were returned to the USAAF in part re-payment. This left the RAAF in debt to the USAAF of 30 (some records say 33 but refer to \*) aircraft as of March 1943.

### **But as the Yanks say in reply.....**

By the USAAF 5<sup>th</sup> AAF (post USAFIA) second reconciliation showed, they passed on loan to the RAAF ex their Project X/Sumac P-40E/E-1 orders a total of 119 aircraft. This includes two lots; one lost before delivery, 41-24817 (A29-73 designated) and the 18 Ex NEIAF P-40E-1s (In FY 41-25163 to 41-25185 band), that they received.



*A Batch of Repaid pristine ex RAAF P-40E-1s (including ET881 that was one of the three missing in Recos for three years, in foreground) in transit to Darwin, staging through Cloncurry May 1942. GRb Collection*



However, the RAAF actually handed 14 of the NEI Contracted P-40E-1s back over to the 49thFG in April 42, some even after being allocated an A29 serial (hence why there are twin A29 allotments (IE A29-100 & A29-101 etc) when those numbers were re-allotted in the same month to other P-40E-1s received ex RAF)

**What the RAAF confirms as the final numbers..... And the final records show.....**

So in summary with 86 repays agreed on, that leaves 33 outstanding owed to the USAAF that was not paid, so that balances.

We then add together what the RAAF agreed and issued per E/E-88 Cards of received ex RAF BPC P-40E-1s. That total is 68 (A29-82 to A29-150) \*\*, including only 4 ex- NEI Contract P-40E-1s assigned to the RAAF (A29-92/93/94/95). Adding the original A29-1 to A29-81 USAFIA P-40E/E-1 Loans, that makes 150.

Add to this total, a separate agreement per June 42 whereupon it was agreed to establish a P-40E replacement pool, we received actually 13 well worn Pool attrition aircraft (A29-151 to 163), not 10, that were taken on strength August/September 1942 as Milne Bay replacements ex 49thFG.

However, all is not quite correct as one P-40E-1 in the attrition batch was an ex-allotted RAAF BPC322 Contracted P-40E-1; 41-36162 (A29-161). One other issue is A29-145 (41-36240) being a used 49thFG aircraft, thus our real total of "new" P-40E-1s is 67, not 68, with our attrition Pool Aircraft numbering, as often quoted, at 14. Thus we derive 163 P-40E/E-1s supplied that were given to us as by the USAFIA and RAF, confirmed by my reconciliations. 81 Repays, 68 BSC322 new (Including returned A29-101#1), 12 Attrition and 2 Ex RAAF BSC322 Attrition returned (A29-145/161)



*A P-40E-1 freshly assembled by IAD April 1942. Note gun cine camera housing per RAF requirements. GRB Collection*

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**But that's not all.....the Kiwi link, getting free, ex RAAF P-40E-1s**

What was not worked into these numbers was the fact that some of the 25 RAAF transferred 20 ex-68<sup>th</sup> Fighter Squadron P-40E-1s on Fiji in April 1942 ended up in the RNZAF, thus should have been charged\*\*\*\*.

But since they were time combat weary and replaced by later models or types, and so the RAF was not charged. But it did not end there; a few were bailed back by the USAAF 13<sup>th</sup> AAF for a few months before returning to RNZAF books.



*Ex RAAF P-40E-1 BSC322 Diversion, ex 68<sup>th</sup> PS ET454 #23 ala 41-25130, received RNZAF Nov 1942, later bailed back to USAAF Fighter Pool 1943(Hence Oct 1943 Star and blue Bar), then redelivered RNZAF 1944. GRB Collection*





*One of the missing Reco three was P-40E-1; 41-36090 (ET736) was #83 "Mauree II" of Lt John Landers of the 9thFS/49thFG. Later Lt Col Landers flew P-51Ds in Europe: Buz Collection*

#### **Notes:**

*\*The missing three P-40E-1s that the USAAF took over without paper work were 41-36090 (ET736), 41-36171 (ET817) and 41-36235 (ET881). This "end" ownership issue was resolved in 1945*

*\*\* In fact, we received more with at least 10-12 Double RAAF A29-\* allocations within the 68 were issued to, with one returned ex USAAF per A29-101#1). Examples:*

*A29-92 41-25164 returned USAAF 28/4/42 41-25166 becomes A29-82 13/5/42*

*A29-93 41-25180 returned USAAF 28/4/42 41-25168 (Ex A29-101#1ex NEI Contract) becomes A29-93 13/05/42*

*A29-94 41-25163 returned USAAF 28/4/42 41-25176 becomes then A29-94 13/5/42*

*A29-95 41-25185 returned USAAF 28/4/42 41-25177 becomes then A29-95 13/5/42*

*A29-96 41-25181 returned USAAF 28/4/42 41-35966 ET612 becomes then A29-96 13/5/42*

*A29-97 41-25174 returned USAAF 28/4/42 41-35970 ET616 becomes then A29-97 13/5/42*

*A29-98 41-25167 returned USAAF 28/4/42 41-35973 ET619 becomes then A29-98 13/5/42*

*A29-99 41-25177 returned USAAF 28/4/42 41-35974 ET620 becomes then A29-99 13/5/42*

*Others duplicated include A29-100/A29-101/A29-102/A29-125 etc*

*\*\*\* P-40E-1s 41-36175,41-36177,41-36179,41-36181,41-36182,41-36183,41-36184,41-36188,41-36189,41-36190,41-36192,41-36193, 41-36195 and 41-36197*

*\*\*\*\* 68<sup>th</sup> FS P-40E-1s transferred to RNZAF 1942: 41-25100, 41-25101, 41-25102, 41-25103, 41-25106, 41-25108, 41-25109, 41-25117,41-25120, 41-25125, 41-25126, 41-25128, 41-25130, 41-25131, 41-25132, 41-25133, 41-25135, 41-25136, 41-25137, 41-25139, but 41-25146 not accepted. All of these were Repaid RAAF contracted BSC322 Diversions, ex RAF DA3 allotments to the USAFIA*



# Corner: P-2E Neptune

## A89-309

Ordered on RAAF Overseas Indent #2726, and manufactured as a P2V-5 (Lockheed No 426-5110) with allotted US Navy Bu No 133648. Original RAAF Serial allocation was A89-694 on 06/04/51. A/c re-numbered A89-309 15/08/51 following receipt. Noted during a maintenance check with an excessive aircrew shaft movement on starboard engine, on 13/01/53 at Lockheed. Rec 11Sqn RAAF 06/02/53 ex USA at Richmond 06/02/53. Aircraft assigned to ARDU ex 11Sqn RAAF 30/04/53. Issued to 11Sqn RAAF 22/12/53 and was to be flown to Richmond, NSW. Accident 23/12/53 when aircraft suffered oil loss and made a emergency single engine asymmetric landing at Nhill, NSW.



*A89-309 at Nhill in December 1953 after forced landing due to engine failure: Note forward Turret: Ex-Kevin O'Reilly*

A/c arrived at 11Sqn RAAF Richmond NSW on the 04/01/54. Rec 2AD ex 11Sqn RAAF 18/05/54. Issued 11Sqn RAAF ex 2AD 29/11/54. Allotted as CO's Aircraft. To Malaysia in 1955 for exercises.

Damaged during storm at Richmond 22/03/56 and repaired in Unit.

Accident 25/07/56 Richmond prior to engine start, the port undercarriage retracted, damaging wing, nacelles' and wing tip. Rec 2AD ex 11Sqn RAAF for service and painting on 08/04/57. Sent to Lockheed USA 24/08/59 for Jet Pods to be installed. Held 11Sqn RAAF ex USA 12/01/60.



*Port undercarriage retracted prior to engine start on 25th July 1956: Aardvark*



*Rare colour shot of A89-309: Unknown*

To CAC Avalon ex 11Sqn RAAF for Modification 29/02/60. Rec 2AD ex CAC 02/12/60 and serviced, receiving white sun shade paint on top of fuselage. Rec 11Sqn RAAF ex 2AD 26/06/61. Rec CAC Avalon ex 11Sqn RAAF 14/07/61, with further modifications. Repaired and in service with 11Sqn RAAF 11/10/56.



RAAF Official Image 000-151-829



*Intermediate scheme to reduce cabin temperatures: RAAF Official*

Rec 11Sqn RAAF ex CAC 16/08/61. Rec 2AD ex 11Sqn RAAF 27/11/62. Rec 11Sqn RAAF ex 2AD 22/01/63. Rec 2AD for E Service 08/09/64 and resprayed in White and Gull Grey scheme. Rec 11Sqn RAAF 04/12/64. To HDH Australia at Bankstown after being flown ex 11Sqn RAAF, for storage and pending disposal, 13/12/67. Advised that aircraft to be reduced to components on 19/04/68. Completed by 12/02/69.

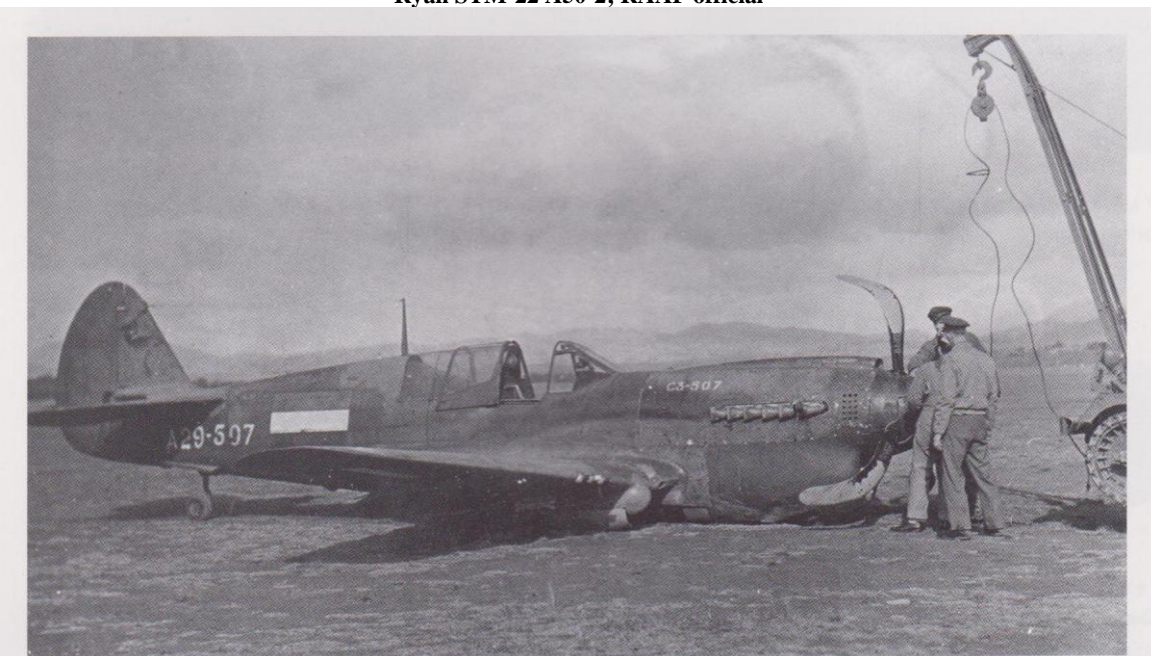


*With CO's Pennant at Richmond mid sixties: Named 'Pussy Galore' below pennant at this time, following CO seeing "Gold Finger Movie" released in 1964. Allan Yee Collection*

## Odd Shots



Ryan STM-22 A50-2; RAAF official



Though painted A29-507, it's C3-507 with the NEIAF Pool in Canberra. The real A29-507 was P-40N-5 42-105355, whereas C3-507 was P-40N-20 43-22980 and would become J-307 in 1946. Error on allocation of NEIAF Serials by RAAF when painting, not a swap A29: Credit Max Schep

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Next Issue, the Summer 2012 edition, will be out circa November 2012.

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