



## ADF Serials Newsletter

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and Serials  
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February 2006

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### Editor's Blurb:

Welcome everyone to this month's newsletter. My apologies for the delay in getting the newsletter out but as usual it's chaos central at my place. This month Gordon B and Gordon C look at P40-N Operations in Australia, we have details of a couple of new books that are on the market and also our "Can you help" column which continues to grow in size every month. Thank you to all those who provide information to assist others. There are also details of the 60<sup>th</sup> reunion of 450 Squadron which will be held in Newcastle in early April.

Till next month  
Jan

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## P-40N Tac/R Operations in Australia

### P-40 Supplementary #5A – Gordon Birkett/Gordon Clarke

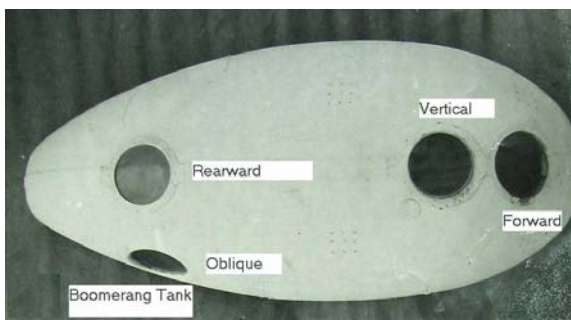
Early in 1943, there were moves to have 4 Sqn equipped with surplus P-40Es, but that was eventually cancelled. Following the tactical reconnaissance (Tac/R) use of Wirraways and Boomerangs by that squadron for nearly 18 months from this initial consideration, it was felt that there was still a need for a faster Tac/R aircraft. It was felt, given the greater numbers of P-40s available, that some could be modified to that role.

As early as November 1943 4 Sqn personnel had made modifications to a belly tank for the installation of a K.17 and a F.24 camera and flown on A46-121 QE\*D. This was successfully tested on other Boomerangs over the next 6 month period including A46-118 as well as further modifications to the belly tank to take 4 cameras (see illustration below). Reports back from the CO of 4 Sqn, Sqn Ldr C W Munro were encouraging about this modification and recommendations were made for a permanent arrangement. By July 1944 the proposal resulted in two aircraft being modified to accept this belly tank installation and one further 4 Sqn Boomerang, **A46-183**, was modified for Tac/R trials.

The eventual trials resulted in the project being cancelled and the aircraft belly tank modification being disapproved. **However CAC modified Boomerang A46-211 and subsequent CA-19s to take a single vertical F.24 camera and prism aperture in the rear port fuselage.** The performance results of this modification were encouraging, however space limitations in the fuselage would eventually cause the demise of the project.



***Boomerang A46-118 depicted, code unknown, with the converted fuel tank camera installation. GRB***



***The Boomerang tank after it was modified for the Tac/R proposal. NAA***

Towards the end of 1944, several alternative proposals were put forward that eventually gave rise to yet another modification. Given that there were Tac/R Tomahawks for nearly two years and more recently P-40N-6's (converted P-40N-5s with oblique cameras) used by the USAAF, consideration was given to modify the P-40N for our own RAAF Tac/R requirements.

**Kittyhawk Order #50 - Modifications for a Tac/R P-40N**

The supply of suitable Kittyhawk aircraft was dependent on the re-equipment of current Kittyhawk squadrons with Lend-lease Mustangs being supplied from the USA, thereby releasing surplus P-40N airframes for the program. The airframe that was designated for the modifications was the P-40N-40-CU which was the last production batch of P-40Ns that Curtiss Wright produced. There were some 220 aircraft manufactured in that batch. The P-40N-40 was powered by the V-1710-115 engine of 1360 hp and also featured metal-covered ailerons. The model included improved non-metallic self-sealing fuel tanks, new radio and oxygen equipment, and flame-damping exhausts.

Following in a similar vein to the Boomerang Tac/R development and probably motivated by it, 78 Sqn personnel modified a belly by installing a K.21 camera in the forward portion in late August or early September 1944.

A first for 78 Fighter Wing and possibly the Kittyhawk squadrons. (Certainly 75 Sqn had more than dabbled in Tac/R prior to this but it was with the F-4-1s, modified P-38s, but that is outside the scope of this article.) This new device was tried on several 78 Sqn Kittyhawks during the first 2-3 weeks of September 1944 before settling as an essentially permanent installation on A29-628 (ex 43-22852) HU\*- at the end of that month. A29-628 served as a wing Tac/R aircraft until the end of hostilities.

Finally, authority was given on the 2<sup>nd</sup> March 1945 to install a single F-24 Camera under Kittyhawk Order #50. A total of sixty were to be modified, enough for equipping two squadrons (No 4 and 5 TR Sqns) with enough reserves to cover attrition and maintenance etc. An initial six aircraft were to be modified, with three aircraft a month to be converted thereafter. A recently erected P-40N-40 aircraft was chosen to be the prototype aircraft for the installation of one F.24 camera between station nine and ten in the fuselage. This location would allow for easier access to the camera for film retrieval through the existing portside fuselage radio hatch. **A29-1150 (ex 44-47900)** was allocated to 1 AD for the trial installation of the camera on 15<sup>th</sup> March 1945.

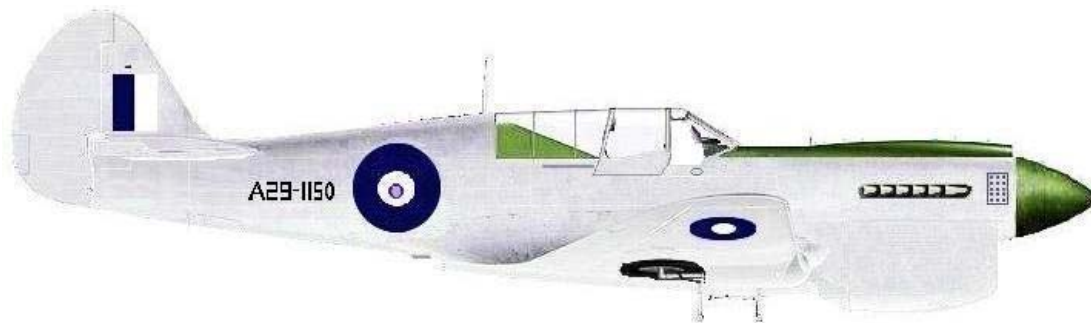
From 15<sup>th</sup> March to 14<sup>th</sup> June 1945 the installation was carried out. However changes in requirements saw the target completion date of June 1945 becoming an unrealistic expectation. These changes included adding, from an order on the 6<sup>th</sup> April 1945, an additional oblique F.24 camera at a 30 degrees setting on advice from 4 Sqn, then on the 22<sup>nd</sup> May 1945, to change the camera installation to one K.17 and one oblique F.24 camera. Consequently there were delays.



***The P-40N-40 Tac/R Prototype when completed in 1945. Notice the wider entry door on the fuselage roundel. GRB***

They would have the apertures fitted to the underneath and starboard sides of the aircraft respectively. The starboard position aperture would be positioned nearly in the middle of the

fuselage roundel. Black visual sighting markings were also painted in the starboard wing and canopy to aim this camera.



***The above shows the fuselage aperture for the oblique F.24 camera on A29-1150. I may be incorrect per the oblique with the actual camera being offset at the base of the fuselage. For highlighting purposes, the colour & size are approximated. Comments welcomed. GRB***

During May 1945 because of space considerations with the extra size of the K.17 camera, it was necessary to remove the T5043 radio and replace this with a smaller SCR-274N Radio at 1 AD. Then on 25<sup>th</sup> June 1945 it was found that the cutout panel for the oblique camera was not large enough. It was enlarged with a reinforcement plate being added, as well as three extra stringers. Concurrently, an additional eight airframes were being modified at the same time and before the prototype was completed.

At this stage a total of 77 aircraft were to be modified. These orders were broken down as 1 prototype kit, 8 initial installations kits, and then finally, a further 68 series installations kits. Models acceptable for modification would be P-40N-20/30/35/40s. However, a further memorandum has the original 8 installations, followed by only a further 60 installations, then a monthly production of 6 installations in the following year to give a total of 140 installations.

Those initial eight P-40N-40 airframes were communicated as being **A29-1115, A29-1116, A29-1119, A29-1151, A29-1154, A29-1160, A29-1162 and A29-1164**. However, some of those aircraft (eg. A29-1115 and -1119) were never acted upon or were never effectively communicated to the unit involved in the conversion. Additionally, another six P-40N-35 airframes were also included into the program on the 11<sup>th</sup> June 1945. These were communicated as **A29-1043, A29-1053, A29-1068, A29-1069, A29-1073, and A29-1074**.

Other P-40N-40 airframes dovetailed to follow from the 12<sup>th</sup> June 1945 were **A29-1155, A29-1156, A29-1159, A29-1166, A29-1168, A29-1169, A29-1170, A29-1174, A29-1175, A29-1176, A29-1191 and A29-1197**. Unfortunately the pace of the modification at 1 AD during June 1945 seemed to have slowed due to the prototype problems of incorporating all of these changes as mentioned above.

**A29-1150** finally made its first test flight on the 20<sup>th</sup> July 1945 over Laverton, trying out the camera installation by taking photos of the airbase. A second set of tests was completed on the 26<sup>th</sup> July 1945, with the test flights ranging from Laverton to Point Cook. The results were satisfactory enough to continue the program of installations.

Very little correspondence between this date and September 1945 suggests that the prototype modification problems were still being overcome. Thus, as of the 11<sup>th</sup> September 1945, some seven Tac/R aircraft were completed, with another thirteen aircraft still under modification.

As it happened not all airframes were immediately converted new without having had some squadron service. As an example, **A29-1116** was received by 76 Sqn on the 15<sup>th</sup> March 1945, staying with the squadron till it was allocated to 4 Sqn on the 16<sup>th</sup> September 1945, but this allocation was cancelled nearly a fortnight later on the 27<sup>th</sup> September 1945. Instead it was allocated to 13 ARD for modification into a Tac/R Kittyhawk. It arrived on the 15<sup>th</sup> October 1945 for modification. No records exist as to whether it was indeed modified at any stage, but its E/E88 card then has it to be destroyed by burning some four months later, after the removal of salvageable equipment.

Yet other airframes mentioned in the initial eight to be converted (see list above) have no mention of the modification at all.

For instance **A29-1119** joined 76 Sqn in March 1945 ending the war on Labuan Island before being ferried back to Morotai Island. It was at this latter place that it ended its days without being anywhere near 13 ARD for Tac/R modifications. Similarly **A29-1115** from the initial eight was nowhere near 13 ARD for the modification. Obviously the issues with the prototype installation and the end of the war much less emphasis was put on the conversion.

The actual designated Tac/R P-40N-35/40s as per the E/E88 cards that did get modified or allocated for modification were as follows, in serial sequence:

- **A29-1027** (Service 75F/77F Sqn, allocated 29/09/45 to modify, modification cancelled? into Storage 20/11/45)
- **A29-1028** (Service 75F/77F Sqn, allocated 29/09/45 to modify, modification cancelled, into Storage 25/11/45)
- **A29-1030** (Service 77F Sqn, allocated 29/09/45 to modify, modification cancelled, into Storage 30/05/46)
- **A29-1036** (Service 77F Sqn, allocated 25/09/45 to modify, into Storage 17/01/46)
- **A29-1043** (allocated 11/06/45, modified, into Storage 23/01/46)
- **A29-1044** (Service 77F Sqn, allocated 25/09/45 to modify, modification cancelled, crashed 29/09/45 on take-off Cooktown Civil)
- **A29-1046** (Service 77F Sqn, allocated 25/09/45 to modify, modification cancelled, Storage 23/01/46)
- **A29-1053** (allocated 11/06/45, modified, into Storage 23/01/46)
- **A29-1055** (Service 80Sqn/77Sqn, allocated 25/09/45, modified? Off 19/11/48)
- **A29-1058** (Service 77FSqn, allocated 25/09/45, modified? burned post 18/02/46)
- **A29-1068** (allocated 11/06/45, modified, into Storage 23/01/46)
- **A29-1069** (allocated 11/06/45, modified, into Storage 23/01/46)
- **A29-1073** (allocated 11/06/45, modified, into Storage 23/01/46)
- **A29-1078** (allocated 11/06/45, modified, into Storage 17/01/46)
- **A29-1120** (allocated 21/07/45, modified, into Storage 17/01/46)
- **A29-1121** (allocated 21/07/45, modified, into Storage 17/01/46)
- **A29-1122** (Service 76F Sqn, allocated 27/09/45 to modify, but cancelled, Storage 17/01/46)
- **A29-1127** (allocated 21/07/45, modified, into Storage 15/11/45)
- **A29-1133** (allocated 03/07/45, modified, into Storage 19/11/45)
- **A29-1136** (allocated 20/07/45, modified, into Storage 15/11/45)
- **A29-1151** (allocated 07/07/45, modified, into Storage: 26/11/45)
- **A29-1154** (allocated 12/06/45, modified to S.A.C. 29/07/45) School of Army Co-operation.
- **A29-1155** (allocated 12/06/45, modified to S.A.C. 29/07/45) School of Army Co-operation.
- **A29-1156** (allocated 12/06/45, modified? 29/07/45)

- **A29-1159** (allocated 07/07/45, modified, into Storage 15/11/45)
- **A29-1160** (allocated 07/07/45, modified, into Storage 15/11/45)



***P-40N-40 Tac/R. A29-1160 (ex-44-47911) delivered in olive drab finish. This may contradict the natural finish serial statement by Joe Baugher at the end of this story, but an actual photograph has it so. Perhaps the aircraft was actually forest green, but the tone of the picture doesn't lend it so. The Spinner colour is unknown. Notice the front cockpit panel glass compared to the usual metal panel. GRB***

- **A29-1162** (allocated 07/07/45, modified, into Storage 15/11/45)
- **A29-1164** (allocated 07/07/45, modified, into Storage 15/11/45)
- **A29-1166** (allocated 21/07/45, modified, into Storage 15/11/45)
- **A29-1168** (allocated 21/07/45, modified, into Storage 15/11/45)
- **A29-1169** (allocated 21/07/45, modified, into Storage 15/11/45)
- **A29-1170** (Service 84F Sqn, damaged, allocated 07/08/45 to 15 ARD for Tac/R to modify, Storage 22/03/46)
- **A29-1174** (allocated 21/07/45, modified, into Storage 15/11/45)
- **A29-1175** (allocated 20/07/45, cancelled, re-allocated 22/08/45 modified, Storage 26/01/46)
- **A29-1176** (Service 84F Sqn/76F Sqn, allocated 27/09/45 to modify, Storage 17/01/46)
- **A29-1191** (Service 84F Sqn, allocated 22/08/45 to modify, into Storage 14/01/46)
- **A29-1197** (Service 84F Sqn/76F Sqn, allocated 27/09/45 to modify, Storage 17/01/46)
- **A29-1198** (Service 84F Sqn, allocated 29/09/45 to modify, Storage 13/11/45)
- **A29-1206** (allocated 23/08/45, modified, into Storage 14/01/46)
- **A29-1208** (allocated 23/08/45, modified, into Storage 17/01/46) (Natural Metal)
- **A29-1209** (allocated 23/08/45, modified, into Storage 17/01/46)
- **A29-1212** (allocated 23/08/45, modified, into Storage 14/01/46)
- **A29-1215** (allocated 22/08/45, modified, into Storage 14/01/46)
- **A29-1217** (allocated 23/08/45, modified, into Storage 17/01/46)
- **A29-1219** (allocated 20/07/45, modified, into Storage 14/01/46)

In the end it seems that a round 28 airframes are identified as being modified, out of a total of 45 airframes selected but excluding the prototype.

Colours of the later P-40N-40s appear to be olive drab in most cases, such as A29-1160, as with the earlier P-40N-35s, but inclusive of a few natural metal examples as camouflage finish was being dispensed with at Curtiss Wright Factory from serial **44-47860** (quoted from Joe Baugher). Given the photos viewed, most, if not all didn't have the white theatre recognition tails in Australia. (For additional reading refer RAAF Technical order - Aircraft general instruction part 3, section C -Instruction No 17 "Removal of paint from aircraft and polishing of metal surfaces")

As for the P-40N-40 Tac/R prototype, **A29-1150 (ex-44-47900, ex MacAir A29-1526)**, it was placed into storage on the 15<sup>th</sup> November 1945 at 1 AD following the completion of its tests.

### Issues to the Army Co-op Squadrons

As per a memorandum of the 8<sup>th</sup> June 1945, it was decided that an initial allocation of four unmodified aircraft be made each to 4 and 5 Sqns. If there were no pilots on strength who had been converted to the P-40, then two ex 2 OTU pilots would be assigned to each squadron for conversion purposes.

Due to the delays, this order was rescinded, though P-40N-35/40 E/E88 cards do show some allocations, which were cancelled, to 4 Sqn.

As it turned out 4 Sqn (AC) did receive some P-40N-30s in August 1945 while in Pacific theatre. One of these, **A29-607** flown by F/Lt K H Stanfield, crash-landed at Labuan strip on the 24<sup>th</sup> August 1945. This aircraft was previously **BU-G** of 80F Sqn, the personal aircraft of S/Ldr John Waddy.

For 5 Sqn (AC), the first four Kittyhawks to be used for training and conversion were all P-40N-1s, arriving at Bougainville on the 9<sup>th</sup> September 1945. They were **A29-403, A29-412, A29-480 and A29-495 and were despatched** from 13 ARD.

For the next few months the unit would operate three types Wirraway, Boomerang and Kittyhawk aircraft, pending arrival of their new P-40N-35/40 Tac/Rs. Unfortunately all of the P-40N-1s would be disposed of and burned in accordance with the Lend-lease agreement in February 1946, never returning to Australia.

At the beginning of September 1945 the full re-equipment of P-40N Tac/Rs for each squadron was held in abeyance till their return to Australia. Numerous airframes were placed in flyable storage pending the outcome of the post war structure that would be finalised in 1946.



***A29-1036 GA-R depicted as flown on ops 09/08/45 from Tarakan. It was earmarked to be converted at war's end. GRB***

After returning to Australia in November 1945 4 Sqn was based at Fairbairn ACT and during the next year reduced to cadre status. Ironically the only aircraft on strength then were two Kittyhawks. Given the role of tactical reconnaissance the unit would be re-equipped, not with Kittyhawks, but with CAC Tac/R Mustangs and Austers. In March 1948 it was renamed 3 Sqn. 5 Sqn was relocated to Pearce WA in February 1946 and began to re-equip with Kittyhawks but this was only partially effected before they were disbanded in October of that year.

As for all of the remaining P-40N-35/40 Tac/Rs conversions they would be held initially in storage pending the result of post war requirements. Eventually they would all be scrapped.

*The research would not have been possible without the RAAF Museum E/E88 Cards, the National Archives of Australia records and to those people who added "important" bits, to make this story possible. Special thanks to Buz Busby for his help and support as always. Thanks to Joe Baugher, Gordon Clarke, concerning the type's details and finish.*

***Please note: My aircraft profiles that are depicted in any story are representations only, though every effort is made to be accurate given the information available. This is my first venture into natural metal profiles as well!***

***Gordon R Birkett and Gordon Clarke compiled 2006***

## **New Books**

### **Surplus WWII US Aircraft, by William T. Larkins**

Details of this title were sent in by Jos Heymans and I have included his comments on the book below

I recently acquired this book and would like to draw you attention to it. At the end of the Second World War US military forces had to dispose of 200,000 aircraft they no longer needed, either by destroying the aircraft and melting them into metal ingots, or by selling the aircraft on the private market at very cheap prices.

To process all these aircraft, large facilities were assembled at a number of airfields in the United States, like at Kingman, Arizona, and at, what is now Chino Airport in southern California, then known as Cal-aero field in Ontario.

At that time Bill Larkins, already an accomplished photographer of aircraft, decided to visit some of the disposal sites and photograph the aircraft there. Now, after all these years, Bill has put the best of these photos in a single book along with other photos from his collection.

These photos are accompanied by a description of the various disposal sites whilst the book also gives an excellent description of process for air worthiness certification and registration of the aircraft that were sold.

Along the way, Bill brings us some interesting anecdotes. For instance, how some gliders, still packed in crates, were eagerly purchased, not for the gliders but for the crates as the crating timber was significantly cheaper than commercial timber then on the market. And then there is the story of the Curtiss Commando which was acquired by a school for \$ 200 and subsequently used as a classroom because it was a cheaper option than buying a new building.

Bill also gives a most interesting insight in the way he acquired his photos. For instance, at Kingman he had to pay the wages of a guard to accompany him for a day whilst he took the photos. At that time there was no 35 mm film and instead he used 44 rolls of film with 8 exposures each.

The book also includes some valuable tables containing data that would be impossible to obtain these days.

Bill Larkins is a leading aviation historian and photographer with many years experience in this business. He is the ultimate proof that you do not have to be a pilot to be interested in aviation.

I would highly recommend the book because it touches on a topic that to date, has not received any attention and is most likely not to receive any more attention as time passes on.



The book is published by Bledsoe's Aviation Art ([www.bledsoeavart.com](http://www.bledsoeavart.com)) for US\$ 29.95 + \$ 3 postage and handling within the US. For postage outside the US it is suggested that you contact the publisher at [bledsoe@bac-publishers.com](mailto:bledsoe@bac-publishers.com).

### **Strike Back – Bob Livingston**



Australian aircrew were intimately associated with the B-24 during the later war years, probably in their largest numbers as members of RAF Bomber and Coastal Commands, as indeed was my father, but they also operated the type within USAAF units in the Pacific before the RAAF fielded its own Liberator force in the Pacific.

The RAAF did not receive its first B-24s until February 1944 and these were theatre-transferred ex-combat aircraft from the 90th and 380th Heavy Bombardment Groups of the USAAF, fit only for training. It was not until 6 July 1944 that the first operational flight of a RAAF Liberator was made, meaning that the type had an operational history in the RAAF of just 13 months.

The RAAF was well aware of its unbalanced force without a four-engine bomber and had tried unsuccessfully for almost two years prior to this to obtain Liberators both direct from the USA and from RAF Lend-Lease stocks. At the same time the government was making every effort to get an equivalent RAF bomber design built in Australia.

Apart from the 13 camouflaged theatre transfers, the remaining 275 Liberators were brand new and all operated in natural metal finish (NMF), known within the modelling fraternity as "boring old silver". This book examines the RAAF's Liberators from the modeller's perspective.

Full attention is paid to the myriad of differences between models, field conversions and production blocks. Numerous photographs and manual drawings guide the modeller through every stage of their Liberator project.

Noted aviation author Bob Livingstone created this book exclusively for Red Roo Models and it is sure to become a 'must have' for any serious RAAF fan!

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### **450 Squadron Reunion**

Served with honour and distinction 1939 - 1945  
"The Desert Harassers"



450 Squadron (R.A.A.F.) Association 60th Annual General Meeting Saturday 8 April 2006  
450 Squadron RAAF 65th Anniversary of Departure Sunday 9 April 2006  
Members of the 450 Squadron Royal Australian Air Force, known as 'The Desert Harassers', served with honour and distinction during 1939-1945. On 9 April 1941 the 450 Squadron (R.A.A.F) left Williamtown RAAF Base, NSW to board a train at Civic Railway Station, Hunter Street Newcastle, bound for Sydney. They boarded the Queen Elizabeth, anchored in Sydney Harbour and within 2 days sailed to the Middle East on 11 April 1941. Their tour of duty (unknown to all personnel) was to last 5 years.

Although officially disbanded on 20 August 1945, the members of the 450 Squadron have continued their alliance and friendship to this day, in the form of an association known as the 450 Squadron (R.A.A.F) Association. On Saturday 8 April 2006, association members will gather for its official closure, making way for a new association formed by the Children of the 450, who vow to keep the name & memories of the 450 Squadron alive.

If you are a surviving member of the 450 Squadron R.A.A.F (Desert Harassers) or a direct descendant of a member and wish to attend either or both of the above functions please contact us as soon as possible, for further information. Or, if you would like to know more

about joining our new association, to be formed by the Children of the 450 Squadron RAAF, we would be delighted to provide you with further information.

**Contact NSW** Sandi Nipperess or Rod Brooker 02 4959 9979  
**Contact QLD** - Sharyn Giles (nee Nipperess) 07 5429 5775

To assist with catering, if you are interested in attending our celebrations on 8 & 9 April please download the Questionnaire on this site, complete it and forward it to the address noted, prior to 15 March 2006.

### Can You Help?

GAF Nomad

Hi there guys I am just beginning to plan my most ambitious model building project to date in the form of a 1/3 rd scale flying model of a GAF Nomad minus the in-flight removable tail and am looking for any information and as many photos of the Nomad as possible to assist me in my build. At present I have decided to build the aircraft in full military camouflage, but this is the least of my worries at the moment.

Any help with my new pet project would be greatly appreciated.

### B-24D Liberator "Miss Deed" Serial Number 42-72814

Tracy is looking for details of his uncle Earl G Sherman who was listed as Missing in Action on 6 November 1943. Tracy sent the following:

The whereabouts of my uncle Earl G. Sherman (and grandmother's brother) are unknown. She's 85, and I've been searching for 10 years for some help to give us all some closure as to the whereabouts of this plane. The last time anyone in the family saw Earl, was the pic in the link, in front of the MISS DEED. He was NOT on that plane, as I have received an email from the man who signed the M.A.C. He also informed me that our military waited 6 (or 8) hours before they searched for the downed plane. Since they were on weather recon, I imagine the weather was terrible that day, and I can understand the delay, not wanting to put other soldiers at risk. I just need some closure.

If you can assist these people, please use the contact link:

<http://www.adf-serials.com/contact>

### On this Day

**2 Feb 1942** First Japanese air attack on Port Moresby.

**6 Feb 1933** Wapiti aircraft A5-6 (pilot AirCdt J. McDonnell) and A5-8 ( pilot AirCdt K. Crispe from 1FTS collided in mid-air and caught fire after crashing into the ground at Point Cook, Vic.

**10 Feb 1960** Sabre Mk 31 A94-924 from 75SQN. Pilot FLTLT R. A. Allen O5890 attempted to eject after an engine failure shortly after an overshoot. FLTLT Allen then became incapacitated after jettisoning the canopy and crashed onto Stockton Beach at Newcastle, NSW.

**13 Feb 1952** Vampire Mk30 A79-754. Dived into the ground and was destroyed during a formation Mach run near Booral, NSW. Pilot: SGT T. Moore.

**19 Feb 1926** SE-5A A2-28 from 1FTS. The CAF pilot cadet, Alfred J.F Greenwood, attempted to overshoot on approach to land at Point Cook but stalled the aircraft and crashed wrecking the aircraft and killing the pilot.

**19 Feb 1942** First Japanese air raid on Darwin.

**24 Feb 1988** Winjeel A85-458 from 77SQN Crashed in valley near Wauchope, NSW. Crew: FLGOFF M. Greentree (Pilot), LAC I. Ross

**Thank you to Dean and his aircrew losses research, the Australian War Memorial's "This Month" and the RSL Diary for dates for this month's On this Day segment- Jan**

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**If you have something for the newsletter or would like to submit an article, query or image, please use the following links:**

<http://www.adf-serials.com/contact>