



ADF Serials Newsletter

For those interested in Australian Military Aircraft History
and Serials
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Editor's Note:

Hi everyone

My apologies for the erratic nature of the newsletter this year! I have had a lot of work, study and home commitments that have taken any spare time in the first half of the year. Hopefully, we are back on track now and the newsletter will again be released on a regular basis.

Would you like to submit some images or an article for the newsletter? We welcome contributions to the newsletter. You can contact us via the contact link at the end of the newsletter.

Till next time

Jan

Message Board – Current topics

The ADF Serials website hosts a number of message boards including:

- General discussion – HMAS Sydney found, update on UK serials site
- Airshows – A20-624 Boeing at Avalon, next Nowra air show
- Aircrew – Death of Air Commodore Stanley Clark,
- Army aircraft – Nomad aircraft, Iroquois replacement
- RAAF aircraft – Vampire A79-660 pod, Supermarine Swifts in RAAF service?
- Navy aircraft – Sea Otter VH-AJN , A109 helicopters for Navy
- NZ Military Aircraft and aircrew –
- Feedback – provides a place for feedback, questions etc
- ADF Serials website updates – provides information on latest updates.

These boards can be accessed at <http://www.adf-serials.com/invboard/>

2007 Airshows

Defence Airshow 27-28 Oct 2007 - RAAF Edinburgh SA

The Defence Air Show is rotated around our major bases so that everyone in Australia gets a chance to see Navy, Army and Air Force aircraft in action periodically. The 2007 Defence Air Show will be held at RAAF Base Edinburgh, 20 minutes north of Adelaide in South Australia.

Flying In to RAAF Base Edinburgh The 2007 Defence Air Show welcomes general aviation enthusiasts flying in to RAAF Base Edinburgh, Adelaide, SA, for the show. Further details and an application form will be published on the defence website at a later date. For more information : <http://www.defence.gov.au/raaf/airshow/index.htm>

Temora Aviation Museum Flying Days

September 15-16

November 17-18

Check out their website for further information:

<http://www.aviationmuseum.com.au/news/FlyingDates.cfm>

Unsung Heroes – Temora Aviation Museum

The Temora Aviation Museum has compiled Unsung Heroes – an alphabetical listing of Australian who has greatly contributed to Aviation. They are always looking for additional people to add to this growing database so please check out the site: <http://www.aviationmuseum.com.au/unsung/alpha.cfm>

ADF-Serials Webpage Administrators

The ADF-Serials team are always looking for people who would like to become a webpage administrator on our site. My involvement in the group began with family history research about my great uncle Geoff, an observer with 100 Sqn. As I delved more deeply into his service history and death, I used a lot of information from the ADF-Serials Beaufort pages and had contact with Darren and some of the other members who were always willing to assist me. I began compiling my own information about Beaufort (particularly 100 Sqn) activities and submitted my additional information to the website which led to me being asked to be the webpage administrator for the A9 Beauforts – all 746 of them. I subsequently took on the role of newsletter editor and I still undertake research when I can. If you would like to know more about what is involved in being a page administrator, send an email via the contact link.

New additions to the team include:

Rod Farquhar – Lincolns

Col Tigwell - Liberators

I know both Col and Rod you have been active on the message boards and have provided a lot of information and assistance to other researchers. Welcome aboard guys – (Ed – now if I could just get another female to join the group, I would be very happy ☺)

Updates on ADF Serials

Joe Barr has just finished a complete update of the Anson page which has almost doubled in size. Well done Joe!

P-40M Supplementary: P-40M Kittyhawk A29-305

Ordered as part of Twenty-five P-40M-1s per the November 1942 allocation within Mac Air Case 126, Indent 2212A: Contract 30491, Requisition 322; per Diversion 151 Aus 2, FY Serial 43-5426 was shipped ex-New York per Ship CV#59 on Blading #107. It sailed on the 16th December 1942 to Australia. Arriving several weeks later in Melbourne, the aircraft was unloaded and shipped to Laverton RAAF Base for assembly by 1 Aircraft Depot on the 9th February 1943.

After assembly and air testing it became **A29-305** in the RAAF and was then delivered by P/O Baxter in lead, together with A29-303, A29-306 and A29-308 (escorted by Hudson A16-84) from Laverton, Victoria on the 15th March 1943 via Nhill, to 86 F Squadron then based at Mallala in South Australia.

86 Squadron at this time during May to July 1943, flew with unique numerical squadron markings, rather than Alphabetic Squadron Codes. Each aircraft was marked , forward of the fuselage roundel in light grey, with the last two of their A29 Serial number. In A29-305's case, it was marked as "**05**".

Flown up to Merauke from Horn Island on the 1st July 1943 with another 11 aircraft by F/Lt Schaeffer (as Yellow 1), it then flew its first practice scramble on the 28th July 1943 with F/Lt Davidson.

On the 29th July 1943, flew its first operational mission to Okaba on a reconnaissance mission with F/Lt Schaeffer in company with Sgt Johns in A29-335.

It was during this period that the Squadron was issued orders from Northern Eastern Command to re-mark their aircraft with Alphabetic Codes of "MP", which resulted in "05" becoming "MP-F". All of this re-coding was completed by the 27th August 1943.



On the 21st December 1943, 09-15 am, F/Lt R J C Whittle flew A29-305 on a strike on enemy installations at Japero, DNG. After diving from 8000 feet, he made three low level attacks dropping 6 x 40pound bombs on the target.

On the 23rd of January 1944, at 10.40am, A29-305 again flown by F/Lt R J C Whittle (**as Black 3**), observed some 20 miles south of Cape Valsch, a flight consisting of one Betty Bomber flying at 2000 feet that was being escorted by two Zeros flying above at 7000 feet. F/Lt Whittle and F/Sgt Kerrison (**as Black 4 in A29-330 MP-V**) engaged the two Zeros from behind unseen. Whittle opened fire with a five second burst from 300 yards, closing within 50 yards of the aircraft. Whittle observed strikes along the fuselage and wing root. The Zero caught fire below the cockpit and dived on fire into the sea.

Kerrison meanwhile had followed the other jinking Zero without inflicting any damage. With one gun stopping, he placed his aircraft in a vertical climb while the Zero dived away to the sea.

Both Whittle and Kerrison joined up at 7000 feet. They observed the Betty 100 feet above the sea, with the Zero leading some 100 yards ahead, but at 2000 feet.

Whittle ordered Kerrison to stay with the Zero whilst he attacked the Betty. He made a 30 degree above and astern port attack on the Betty firing a 7 second burst. Five of his 0.50cal guns stopped after seeing repeated strikes, which resulted in the 20mm tail gunner and port blister gunner ceasing to fire. Smoke erupted from all of the port side windows of the Betty.



Moments later, Kerrison attacked the Betty after the Zero he was engaging broke away. He made two attacks on the Betty, observing strikes on the port engine and cabin. By then Kerrison was down to one firing 0.50cal gun. Advised to break off by Whittle, they soon joined up and searched for the crashed Zero, which they found. They landed back at Merauke at 1.35pm where they would be credited with the Betty soon afterwards.

After this operational sortie, the aircraft was issued to 1 Recovery and Service Unit for an engine change on the 27th January 1944. It was returned to 86 F Squadron on the 6th February 1944.

In April 1944, A29-305 was issued to 77 F Squadron who received the aircraft on the 19th April 1944. This was a necessary transfer with other P-40Ms to offset losses of that squadron pending its re-equipment with P-40N-25s. *See Note 1*

A29-305's 77 Squadron service was completed on the 30th June 1944 when it was received at 11 Repair and Service Unit. It was then handed over to 15 Aircraft Repair Depot for fitment of IFF and VHF Radio equipment on the 14th July 1944. It would be held in the replacement pool for the next few months.

On the 10th October 1944, the aircraft was received by 6 Aircraft Depot for an engine change and overhaul. Following this, on the 8th April 1945, the aircraft was received at 2 Operational Training Unit at Mildura, Victoria. It is unknown at this time whether it was stripped of paint or re-painted in Foliage Green, or at the least, left in her worn 1942 temperate colour scheme of Earth/Green and sky.

On 28th May 1945, an incorrectly fitted oil cap caused an oil leakage partially blinding Sgt Y T Hodson who failed to lock down the undercarriage properly, causing it to collapse during the emergency landing at Mildura strip. Sgt Y T Hodson Ser#438808 escaped injury. This was the end of A29-305's flying days.

On 8/10/45, the remaining airframe was received by 6AD at Oakey for storage and was eventually authorised for write off on 19/11/46, passing to DAP on the 26th September 1947.

Note 1: This was a seemingly odd occurrence since 77 F Squadron was primarily equipped with P-40N-20s at that time (A29's-612/614/618/620/622/624/627etc) after trading in their P-40Ks earlier in February 1944. By June 1944, the Squadron would be equipped with P-40N-25s (IE A29s- 801/804/811etc).

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Profiles are guides only.

Sources:

- 86F Squadron A50 History Sheets
- 86F Operational Reports
- EE88 Aircraft Card
- Accident Report per A29-305.
- Personal BuzB and GordyB P-40 Photographic Vault Archives

P-40N Supplementary: P-40N-20 Kittyhawk A29-651

Kittyhawk A29-651 was ordered under Indent#2270A Requisition#BSC332 from an allocation of twenty P-40N-20s from the USAAF Contract 535-AC34423 P-40N-20s (USAAF FY Serials **43-22985 to 43-23005** with aircraft marked individually in sequence per MacAir Serials **A29-1233 to A29-1252**).

This build block of the Curtiss Wright Model H-87W, known as the P-40N-20-CU, was the first production P-40N to be fitted to carry 500Lb bombs or long-range tanks on all three pylons.

P-40N-20-CU FY43-22992 original Mac Air A29 Serial was applied in Black as **A29-1240** at the Curtiss Wright Factory in Buffalo, New York, prior to being crated and railed south to Galveston Texas. The aircraft departed early in October 1943 by ship to Sydney Australia under Case 200 Shipment number, Aus 24. The aircraft was then delivered by road to 2 Aircraft Depot for assembly on the 1st December 1943.



Kittyhawk A29-1240 as delivered ex USA 1st December 1943. RAAF Blue/White Roundels may not have been applied in the USA.

After being brought up to date with technical orders, re-serialised as **A29-651** and test flown, the aircraft was delivered to 15 Aircraft Repair Depot on the 26th March 1944. The aircraft was held in reserve until it was issued to 80 F Squadron RAAF on the 25th June 1944.

On delivery, the aircraft became the regular aircraft for Flight Lieutenant J. N. Ollivier Serv# 402390.

Wearing the codes "BU-S", the aircraft within a period was painted with the "Thumper" Cartoon Character, which had been one of the supporting stars in the Walt Disney Movie "Bambi" (1939)



Kittyhawk A29-651 "Thumper" when in service with 80 F Squadron RAAF in late 1944.

The aircraft suffered its first accident on the 3rd December 1944 when aircraft was being taxied from 15Ard Area to 80Sqn Dispersal, the starboard undercarriage leg collapsed damaging starboard main plane. The accident was caused by mechanical failure of retracting arm of the starboard oleo. Pilot on this occasion was F/Sgt D C Dengate Serv#424388 who was not injured.

The aircraft was issued to 11 Repair and Salvage Unit for repair and was back on strength with 80 F Squadron on Christmas Day 1944.

78 F Squadron received the aircraft on the 23rd August 1945.

With an application of an "H" over the sprayed out "B" 80 F Squadron Code letter the aircraft was accepted into 78 F Squadron service.

The radiator intake and lower cowl was also believed to have also received attention with white paint as had its spinner painted White / Black striped scheme.

Flown by Warrant Officer Eagle, this aircraft would perform the last operational mission for 78 F Squadron.

This operational mission was on the 16th September 1945 with this aircraft, along with two other Kittyhawks (A29-546 and A29-575) of 78 F Squadron, performed a reconnaissance mission between Tarakan and Tawao, Borneo checking on the Japanese Garrisons performing instructional duties outlined by the Allied Parties in accordance with the recent cessation of hostilities.



Kittyhawk A29-651 "Thumper" when in service with 78 F Squadron RAAF in September 1945.

With the war over, the aircraft was ferried to 6 Aircraft Depot at Oakey, Queensland in November 1945 and stored with another 239 P-40s at the Care and Maintain Unit based there. There it languished until being struck off charge on the 15th November 1948 whereupon it was sold and subsequently scrapped.

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NB: Though every effort is made for authenticity, Profiles are guides only.

Sources:

- 78 F and 80F Squadron A50 History Sheets
- 78F and 80F Operational Reports
- EE88 Aircraft Card
- Accident Report per A29-651.
- NAA File: Acquisition of Aircraft for RAAF (1944)
- AWM Photograph Neg# OG1545
- Personal BuzB and GordyB P-40 Photographic Vault Archives

HMAS Sydney found?

Recently it was announced that a wreck found off the WA coastline near Dirk Hartog Island may be the missing HMAS Sydney which was sunk during a battle with the German raider "Kormoran" on 19 June 1941. All 645 personnel serving on HMAS Sydney including six members of the RAAF were killed. The RAAF members were:

Flying Officer Raymond Barker Barrey, RAAF, 407000
Sgt Sidney Marley, RAAF, 3967
LAC Keith Homard, RAAF, 35338
Cpl Arthur John Clarke, RAAF, 7143
Leading Aircraftman Richard Dodds, 15452.
Sgt Roy Ebenezer Foster, 9347

If the wreck is the HMAS Sydney, this will provide closure to the families who have waited almost 66 years for news of the ship's final resting place. The NAA site provides details of the RAAF files that relate to the aircrew of the HMAS Sydney.

Feedback:

Recently submitted by David Best:

First off, great site. My self and my father spend a lot of time reading about the Aircraft. Myself it's the Lancaster page and my Father the Canberra page as he was an instrument fitter in the RAAF for 28/29 years many of those spent with 2 Sqn with the Canberra's. The reason I'm sending this is I'm researching at the moment 463Sqn for my own benefit mainly. While using your list of Lancaster serial numbers for 463Sqn I have been adding information from the ORBS for the Lancaster's for that Sqn. The information is the for the first and last mission for all the Lancs.

Pilot's name the target for both the first & last mission. If there was anything extra that sounds interesting I'm also including that. It all comes from the ORBS which I have been privileged enough to have been given a copy for both 463/467 Sqdn by I of the son's of 1 of the Pilots that flew R5868. Included with the ORBS I was also given a complete copy of every crew and every mission for that ! crew plus replacements when they were needed. My Grandfather flew OPS in ND733 before it was badly damaged on a raid to Pilsen on 16/17 April 1944, and also in RF152 JO-A by my Grandfathers log book. I'm interested to know if anybody there would be interested in the data I'm putting together, will be doing the same for 467's Lancs when finished with 463's Lancs, so far I have input information for 35 of the 463 Sqn Lancs. If so please let know and know where I can email it to. Or on the other hand let me know if you aren't interested.

Ed – we're always interested in additional information and each page contains a list of people who have assisted us with further details!

On This Day (June/July):

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|----------|--|
| 1 Jul 43 | Beaufighter A19-77 5OTU Crew: FLTLT J. Edquist (Pilot), SGT N.J. Moyle (Nav) crashed near Forest Hills, NSW. |
| 3 Jul 50 | Pilots of No. 77 Squadron involved in friendly fire incident. Pilots of 77 Squadron accidentally destroy a train carrying American and Republic of Korea soldiers having been assured by the United States 5th Air Force Tactical Control Centre that the area under attack was in North Korean hands. |
| 7 Jul 42 | Demon A1-27 3BAGS Crew:SGT K.A. Bates, LAC A.F. Hehir crashed at Dutson, near Sale, Victoria. |

- 8 Jul 42 460 Squadron raids Wilhelmshaven. 13 Wellingtons of 460 Squadron participated in a night time bombing raid on this major German port severely damaging an armour plate shop and the Deutsche Werke ship building yards.
- 12 Jul 43 Beaufort A9-225 100SQN Crew: FLGOFF John Clifton Davis 416834 (Pilot), FSGT Geoffrey Raymond Emmett 401932 (Observer), SGT George Collins 420447 (W/AG), SGT Willie Thomas Brain 420130 (W/AG). A9-225 failed to return to Gurney after a reconnaissance mission near Rabaul. The aircraft was shot down near Rabaul by a US Navy Liberator. Three crew survived the crash and were spotted in a life raft but were never recovered and all were presumed to have been killed on or around 12 Jul 1943. Vale Uncle Geoff, Cliff, George and Bill (Editor)
- 13 Jun 53 Mustang A68-189 Pilot: PLTOFF R. Ward dived into the ground at high speed during high level formation air-air cine gun attacks. The cause of the crash may have been attributed to insufficient supply of oxygen causing the PLTOFF Ward's incapacitation.
- 16 Jul 53 Wirraway A20-713 Crew: SGT I. Walters, SGT O. Furner. It was possibly due to poor crew handover / takeover that saw the aircraft crash shortly after taking off from Williamtown, NSW.
- 20 Jul 44 Catalina A24-45 43SQN Crew: FLGOFF T. Temperley, FLGOFF R. Harsley, FLGOFF L. Blackwel, WOFF J Storer, FSGT G Neate, FSGT H. Coggin, SGT R. Robinson, SGT R. Wheatland, SGT Thomson. Declared missing after undertaking a long range strike from Darwin on Japanese shipping in Namlea Harbour on Buru Island. The wreckage of the aircraft and the remains of the crew were located in December 1993 by local islanders near the summit of a 2,000 metre mountain.
- 22 Jul 37 Cirrus Moth A7-40 1FTS PLTOFF C. Houston (Pilot), PLTOFF E. Yde (passenger). Crashed into the ground after losing control in turbulence and caused the aircraft to go into a steep, high speed dive near Singleton.
- 25 Jun 59 Sabre Mk 32 A94-981 75SQN Pilot PLTOFF Bannerman.
- 27 Jun 50 RAAF bomber Squadron to Malaya Six RAAF Lincolns of No. 1 Squadron and a flight of Dakotas from No. 38 Squadron formed part of the Far East Air Force. The RAAF's contribution represented Australia's first involvement in the Malayan Emergency.
- 26 Jul 40 Formation of the Royal Australian Air Force Nursing Service (RAAFNS) The RAAFNS was established in response to the need for a greater number of nursing personnel as the RAAF underwent a rapid expansion early in the war. Membership of the RAAFNS expanded from 45 in December 1940 to 616 in December 1945. The service was disbanded at the end of the war, but in 1948 a peace-time service was formed.

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

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

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