



ADF Serials Newsletter

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

Hi everyone

This month the newsletter features an article by Jos Heyman on the Palembang 2 airfield in the former Dutch East Indies (now Indonesia). This airfield was used by many RAAF crews who were ordered to leave Malaya and Singapore during the ill fated Malayan campaign. Jos' article details the search for the location of this airstrip. This month Gordon Birkett focuses on the history of Liberator A72-8 during its tenure at 7 OTU. The newsletter also contains a bumper 'Can You Help' section.

2006 has been another successful year for the ADF Serials Group, evidenced by the huge increase of traffic to the site. The page administrators continue to enrich the depth of aviation history available with the assistance of aviation devotees who are always willing to contribute their knowledge. The website also hosts an extensive image gallery to complement the aircraft information. Increasingly the ADF Serials team are fielding requests for information from media sources and other researchers, which highlights the high quality of the information provided by the group. The creation of the message boards has also provided an important contact point for aviation researchers and is one of the most popular sections of the website.

On behalf of the admin team, I would like to thank everyone for their continuing support. We really couldn't do it without your assistance and feedback. All the best for a successful and safe 2007

Till next month

Jan

Message Board – Current topics

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

- **General discussion** - topics related to the adf-serials.com website or any discussion not covered by another forum egg new websites for researchers such as the NSW war memorials site, HMAS Sydney, midget sub etc

- **Aircrew** – relating to Australian aircrew – a new post by Dean gives details of the RAAF numbering system during WW2.
- **Army aircraft** – recent Blackhawk loss
- **RAAF aircraft** – Winjeels, Macchis
- **Navy aircraft** –LSO's on HMAS Melbourne 1970's, Sea Sprites
- **NZ Military Aircraft and aircrew** – Kiwi Hinds
- **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/>

Aircraft Profile: Liberator A72-8 of 7 OTU Vers 2 - Gordon Birkett

Approximately 1045hrs on the 11th January 1945, A72-8 lined up on Runway 18 at Tocumwal RAAF Station in NSW, to take-off. Throttles were advance and the aircraft proceeded to roll down the runway at an increasing pace.

Before we go into what happened next, let us look at her prequel history first.

Her beginnings

The story of this aircraft goes back to when all of the various parts started coming together at the Consolidation Aircraft Factory in late 1942. Consolidated Ship number 1085 became **41-24290**.

The "Greenhouse" nosed B-24D was accepted into USAAF service on the 5th December 1942. She was then flown to St Paul on the 17th December 1942 for modifying to the latest standard before being flown to Topeka at the start of February 1943 pending allocation of a crew and unit.



B-24D-25-CO FY41-24290 as delivered 5th December 1942 to the USAAF, still with a Ball turret installed.

To the Pacific

Allocated to the 90th Bomb Group, Fifth Army Airforce in the South West Pacific, she would arrive at Hamilton Field, California, prior to her transpacific ferry flight to Australia on the 8th March 1943. She left there on the 27th March 1943, and arrived in Australia on the 7th April 1943 where the aircraft was then allocated to the 400th Bomb Squadron.

She would be flown on numerous bombing missions to the north of Australia, including one particular mission in which she would sink a 5000 ton Japanese Cargo Vessel with a single hit with a 500lb bomb.

The aircraft still retained its glasshouse nose until late 1943. Modification of an original "Greenhouse" nosed B-24D to carry a Consolidated A6A tail turret in the nose was carried out at the Aircraft Depot Townsville, Australia sometime in early October 1943.



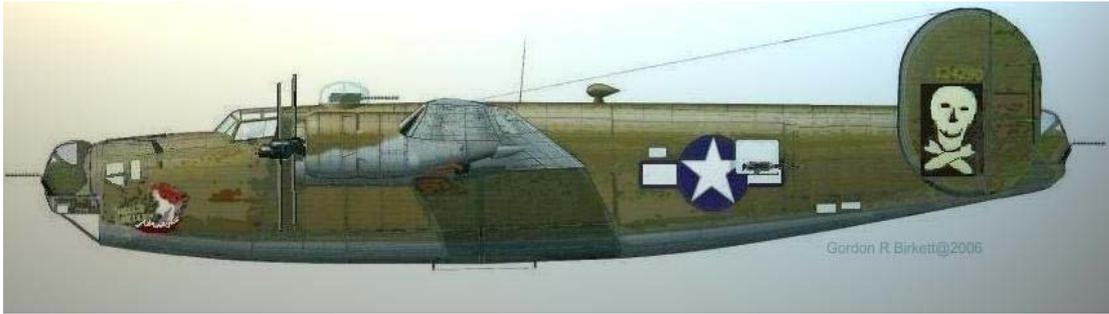
B-24D-25-CO FY41-24290 named Hell's Belle with the 400th Bomb Squadron in mid 1943, minus her Ball turret, but with added machine guns on the glasshouse nose. She was in this configuration on the anti shipping mission.

After this modification and overhaul, the aircraft was returned to the 400th Bomb Squadron for further service.

Between January and February 1944, the 90th Bomb Group started to re-equip with later model B-24J/Ms, resulting in many D models being retired from active service in frontline units.



The starboard side of "Hell's Belle" as shown in August 1943. The painting was near identical on the Port Side: 90thBG Association



B-24D-25-CO FY41-24290 later in 1943 following her modification with an A6A tail turret grafted to her nose and the application of the then theatre insignia and 400 Bomb Squadron/Group markings.

To the RAAF

During late 1943, approaches were made to the 5th Army Airforce to borrow enough aircraft for the training of RAAF crews by its own right.

At the time of this request, RAAF crews were being trained at USAAF Heavy Bomber Replacement and Training Centres located at Charters Towers and Port Moresby. Thereafter, with the pending arrival of RAAF B-24J/Ms, the USAAF supplied on local lend lease, some 15 combat weary ex 90th/380th BG B-24s (All B-24Ds except a single J model).

Two of the B-24Ds were never allocated an A72 serial, but were broken down and used as spares. They were **B-24D-70-COs 42-40508 "80 Days Major"** and **42-40534 "The One"**

One of those B-24Ds that did get transferred and allocated an RAAF Liberator Serial was **41-24290 "Hell's Belle"**, when it was officially taken on charge by the RAAF on the 22nd February 1944.

She would serve with 7 Operational Training Unit located at Tocumwal, NSW for all of her service.



RAAF Liberator A72-8 (Ex-FY41-24290) on the day of her demise in 1945.

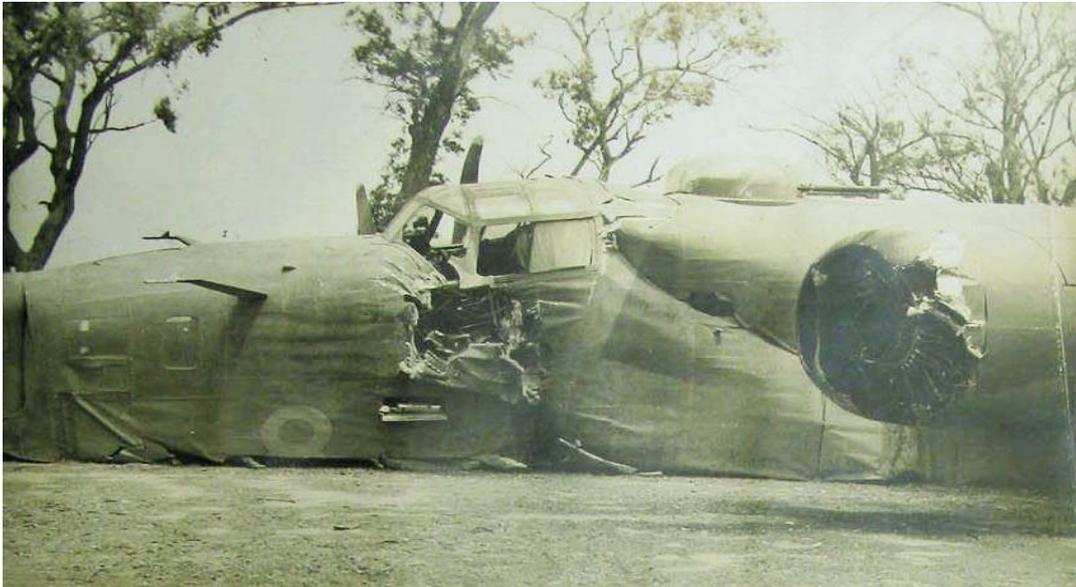
Back to the 11th January 1945

At 125 miles per hour the nose of the aircraft went down due to nose gear failure, and struck the runway.

The Instructor pilot immediately pulled back on the yoke resulting in the aircraft nosing upwards and banking to the left of the runway. The aircraft failed to maintain height and impacted the ground in a nose down attitude and left bank. The aircraft skidded along until she came to a stop at the southwest end of the runway.

The crew were F/Lt Frank Bottomer (Instructor), P/O Robert Robertson (T/Pilot), F/O Francis Sheehan (T/Pilot) and LAC Thomas Shand (F/Engineer). All suffered only minor injuries except for one; P/O Robertson suffered a fractured left leg and had to be extracted from the aircraft.

The aircraft itself would be deemed a write-off, thus ending a career of an aircraft that had served two air forces with distinction; one in fighting and one in training with bringing home safely her crews.



Liberator A72-8 (Ex41-24290) sitting on her crushed belly at Tocumwal as photographed on the 11th January 1945. NAA

Ref: RAAF E/E88 Card, USAAF IRC, 90thBG Assoc Web, NAA A72-8 Accident File, USAF AHRA Records. Gordon R Birkett @2006Vers2

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Please Note: though every effort is made for accuracy per profiles, advice and comments are always welcomed.

* Please note that there were two "Hell's Belle's" at the time in 1943/44, including B-24D FY42-41222, of the 380th Bomb Group, being the other.

PALEMBANG P2 AIRFIELD REDISCOVERED by Jos Heyman, Riverton, Australia

In the face of the Japanese invasion threat, the ML-KNIL started the construction of an additional airfield in South Sumatra in 1941. References refer to this airfield as Palembang P2, with Palembang P1 being the Talang Betutu airfield, north of the city, at the location of the current civilian airport of Palembang. However, the references are not very clear about the location of the P2 airfield, except that that it was well hidden in the jungle somewhere south of Palembang.

The search for the location

With a personal interest and knowledge of the Palembang area, finding the location became somewhat of a personal quest. But various enquiries did not result in any information that might lead to finding the location although the author remained always convinced that

somewhere, in some archive, most likely in The Netherlands, Indonesia, Australia or Great Britain, the answer could be found in documents, maps or aerial photos. As is understandable, with such a wide scope for a search, it has been impossible for this amateur historian to undertake the search through these archives.

Having written off the idea of locating the Palembang P2 airfield, a major breakthrough came in 2005 with the discovery of a single reference that linked the airfield to a location named Karang Endahⁱ. Having now located Karang Endah on a regional map as a site about 70 km from Palembang, along the road to Prabumulih, the search became marginally more realistic, although there was still a big geographical area to be searched. The idea that the jungle had overgrown the facilities remained a realistic possibility that would have made the search impossible.

The next breakthrough was when a personal friend mentioned that there was an Indonesian army facility at Karang Endah. This little bit of knowledge gave a starting point for an 'on-the-ground' search. An army site could be traced a lot easier than an undefined airfield, although there was, of course, no guarantee that this army site and the Palembang P2 were one and the same.

Armed with this information we drove from Palembang into the direction of Prabumulih on 4 June 2006. For a while the route went through swampy land but after about 50 km, at Kota Gelumbang the jungle began. Then, a little bit beyond Gelumbang, we encountered an Indonesian army (Tentara Negara Indonesia known as TNI) facility along the main road with a sign outside identifying it as the Karang Endah base of the 5 Yonkav 5/- cavalry battalion of the Kodam Sriwijaya of the TNI.

Although it was Sunday, the guard reacted positively – yes there was something like an old airstrip. However, in spite of pleading with the officer of the day, he would not let us go much further than the guard house. And to take pictures of the airstrip we had to get permission from authorities in Jakarta.

However, the officer of the day did confirm that there was a concrete runway on the site which was now used for driver training with tanks. The runway was stated to be 700 m long. He further mentioned that some of the buildings of the army camp were originally built by the Japanese who had established their main base and headquarters for South Sumatra at Karang Endah.

Then, unprompted, the officer mentioned that this base was originally called 'Palembang Satu' (Palembang One) and that Talang Betutu had been 'Palembang Dua' (Palembang Two). And whilst he obviously had the two mixed up, the unsolicited mention was the ultimate confirmation that we 'had struck gold'.

With the evidence that Palembang P2 and the Karang Endah facility were the one and same, things began to fall into place and it has now been possible to link a wide range of references to develop a summarised history of this airfield, be it that there remain gaps in our knowledge.

Allied Use (December 1941 - February 1942)

As stated before, construction of the airfield started in 1941. The site was ideal. There was dense jungle around it, making it easy to camouflage, but there was also a good road and rail access from Palembang, making it easy to supply the airfield, apart from the need to cross the Musi river by boat. All these conditions remain the same in 2006, with the exception, perhaps of the receding jungle and the bridging of the Musi in two places.

Although the airfield had not yet been completed by then, the Militaire Luchtvaart – Koninklijk Nederlands Indisch Leger (ML-KNIL) started using it late December 1941 when the 2nd Afdeling 1st Vliegtuig Group (2-VLG-1), equipped with Glenn Martin bombers, used the field until it withdrew to Semplak on 26 January 1942ⁱⁱ.

With the outbreak of the war on 8 December 1941, the Netherlands East Indies, the United States, Great Britain and Australia cooperated closely in the defense of the Netherlands East Indies and formed a joint air command (ABDAIR) which became operational on 15 January 1942. However, as is related in other references, the Allied effort was essentially a slow withdrawal from Malaya and Singapore until the formal surrender on 8 March 1942.

In the framework of this withdrawal, squadrons of the Royal Air Force (RAF) and the Royal Australian Air Force (RAAF) became users of the two airfields around Palembang. Group Captain McCauley (RAF) assumed command of Palembang P2 on 31 January 1942ⁱⁱⁱ.

Aircraft that were deployed to Palembang P2 included Lockheed Hudsons of the 1 RAAF and 62 RAF Squadrons, and Bristol Blenheims of the 27 RAF and 84 RAF Squadrons, which all belonged to the 225 RAF (Bomber) Group. No precise details have been found on the actual number of aircraft at Palembang P2 but it seems that there may have been up to one hundred aircraft dispersed under the trees.^{iv}

On 14 February 1942 Japanese paratroopers took possession of the P1 (Talang Betutu) airfield, pressing on to eventually take the city of Palembang and its two oil refineries south of the river. This situation made the use of the P2 airfield untenable^v as the airfield supply lines were no cut, and British, Australian and Dutch forces began to withdraw to Java on 16 February 1942. The last one to go was Infantry X battalion^{vi}.

Japanese Use (February 1942 – August 1945)

The Japanese did not locate the Palembang P2 airfield until 21 February 1942 and, whilst they seem to have occupied the field, they faced logistics problems and the first aircraft did not arrive until 24 February 1942 when 29 Mitsubishi G3M bombers and a single transport aircraft of the Genzan Kokutai of the 22nd Koku Sentai of the Japanese Navy landed on the field. The next day the Genzan Kokutai attacked Tanjung Priok, which was the only Japanese attack flown from P2 in that period.

Subsequently the base was used by the Japanese Army Air Force (JAAF) with the name Gloembang, the pre-war name of the Kota Gelumbang locality. By this time the base, which had coordinates 3°20' and 104°24', had three runways of 2,000 x 300 meters, 1,500 x 300 meters and 1,500 x 300 meters. The principal user was the 87th Sentai which was equipped with Nakajima Ki-44 fighters, of which it had 54 in mid-October 1944. Its main objective was to protect the vital oil refineries at Plaju and Sungei Gerong but the only action the unit saw was between 24 and 29 January 1945 when the refineries were attacked by British Fleet Air Arm aircraft and 87th Sentai lost 12 aircraft. A JAAF strength report for 14 March 1945 indicates the 87th Sentai as the only occupant of Gloembang with 17 Nakajima Ki-44s. Other units, such as the 21st and 33rd Sentais, used Gloembang as a dispersion field for their main operations from, Talang Betutu^{vii}.

The base was also used, for some time, by the 77th Aentai, equipped with Nakajima Ki-43 Hayabusa fighters. They arrived on 14 November 1943 as a precautionary move in case the Allies would undertake an invasion of South Sumatra to take the oil refineries^{viii}. As it was, the Allies concentrated, as a priority, their invasion operations in the Mediterranean and could not afford to assign equipment for a South Sumatra invasion.

The base remained in use by the Japanese throughout the war, as is evidenced in an October 1945 intelligence report, probably from British sources^{ix}, that estimated that the Japanese had abandoned seven Kawasaki Ki-45, twelve Mitsubishi Ki-46, a Mitsubishi Ki-30 and a Mansyu Ki-79, although the report does not mention the serviceability of these aircraft. It is interesting

to note that these aircraft were different from the Nakajima Ki-43 and Ki-44 aircraft that have been reported as operating from Gloembang.

Indonesian Use (August 1945 – July 1947)

At the time of the Japanese surrender and the subsequent proclamation of the Indonesian republic, Karang Endah was identified as one of the over 60 airfields on Sumatra that were in Indonesian controlled territory^x. The Indonesian republic did, however, not control the area immediately around Palembang, including the Talang Betutu airbase, which was under the control of the Dutch forces.

Although, as mentioned earlier, there were Japanese aircraft at the Karang Endah base, there is no documentary evidence that suggest that these were flown. It is speculated that this was because most of the aircraft concerned might have been unserviceable, but also the new Indonesian air force lacked the personnel that could fly these aircraft as, it seems, the pilots were concentrated in Java as well as North Sumatra.

Nevertheless, on 26 September 1946 discussions were held in Palembang (sic) concerning the establishment of a pilot training facility in South Sumatra^{xi}. Further Dutch reports suggest that a flying school was established at Karang Endah with 60 pilots in training^{xii} although such a suggestion has not been confirmed by Indonesian publications.

Instead, it seems that Indonesian activities concentrated on the repair of airfields in Sumatra, including Karang Endah, as well as the positioning of fuel depots^{xiii}. This was in support of a drive to establish a regular air services between Yogyakarta and Singapore with stopovers in Karang Endah and Bukittinggi^{xiv}. However, Indonesia did not possess the right type of aircraft for such a service and had to resort to chartered aircraft. One of the aircraft used for flights on the route between Yogyakarta and Singapore, included Cathay Pacific Airlines DC-3 VR-HDJ. For about three weeks this aircraft flew daily flights between Maguwo and Bukittinggi, whilst operating from the Singapore Changi airbase. The first flight was on 9 April 1947^{xv} with other known flights on 23 and 24 April 1947^{xvi}. Whether these flights made a stop at Karang Endah is not known, but likely.

Other companies that were involved in charter flights were Orient Airways (Pakistan), South Eastern Airways, with a DC-3 flight from Singapore to Maguwo on 21 March 1947^{xvii}, Commercial Air Lines Inc with DC-3 (probably PI-C142) on 24 March 1947, and Kalinga Air Lines from India with DC-3 VT-COA^{xviii}. Again there is no documentary evidence that these flights stopped at Karang Endah.

Additional brief research in the A.H. Nasution library at Cilangkap, near Jakarta, failed to give any further information on the use of the base between 1945 and 1950. Unfortunately the Indonesian air force library at Cilangkap, was not at our disposal.

Dutch Use (July 1947 – April 1950)

One of the objectives of the First Police Action (called Agresi Militer I by Indonesia) in July 1947 was for the Dutch to gain control of the South Sumatran oilfields and Karang Endah was certainly within that area^{xix}. The airfield was indeed captured on 25 July 1947 by the 7 Regiment Stoottroepen (RS)^{xx}.

With the base now under Dutch control, it was used by a detachment of Piper Cubs of the A patrol of the 17 Verkenning en Artillerie Waarneming Afdeling (VARWA). Karang Endah was just one of the 40 odd air strips that 17 VARWA used in Sumatra^{xxi}.



Palembang 1948

Indonesian Use again (April 1950 – current)

In April 1950 control of the Karang Endah base was handed over to Indonesia as part of the transfer of KNIL facilities. Although this is not supported by evidence, it is thought that the base was handed over to the Indonesian army and not the air force, thereby establishing the link to the army that continues to this day. From the discussions during our site inspection, it was indicated that the runway remained in use until 1975 although it is not clear to what extent and by what aircraft.



Current Day site at Karang Endah

Can you Help?

VH-BGP

Margaret Picard has supplied the following photograph of A2-3 Seagull V when it was registered VH-BGP taken sometime in 1950's and owned? operated by Eric McIlree (Avis). My father Charles Nevil K. Bell was the pilot of the aircraft. My mother believes the man being carried was the manager of a coconut plantation on Patlingat? Isl? A quick Google search hasn't come up with any location near PNG only SA.

Can anyone suggest what this location might be?



MV "Anro Asia July 1981

Peter Doherty produces a history for the Seven Network. He is doing a segment in 2007 on the grounding of the MV "Anro Asia" off Brisbane 07/07/81 - and wants to find any of the pilots or crew who operated the two Chinooks that plucked dozens of containers off its deck.

Arrival F-III's 1971 and departure F-4's 1973

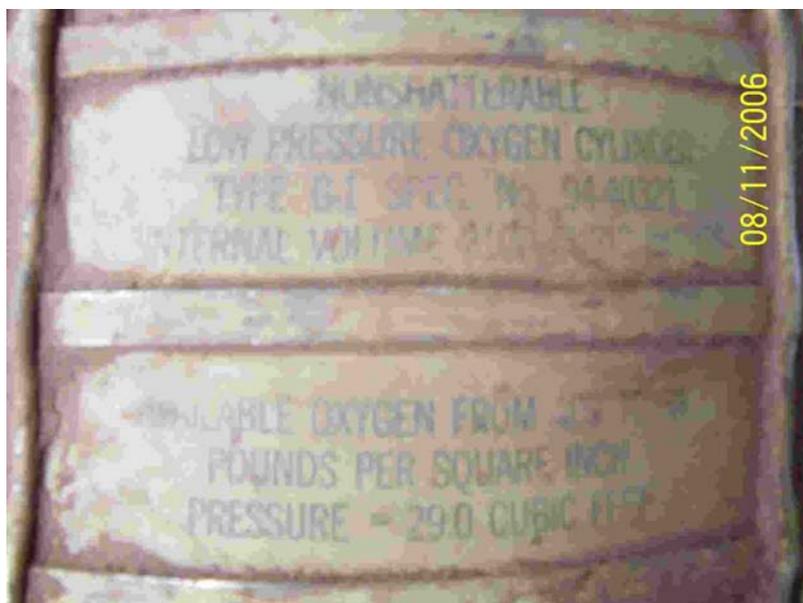
Mark Crees is a scale Modeller and am looking at building a diorama of the arrival of F-111's and the departure of the F-4's in 1973. He has some pics from the Stuart Wilson Australian Service books; however there is only a few shots in there. Do you know of any other sources of images for this event?

Aircraft Crash Maroochydore New Year's Eve 1950

Peter Moller wants to know if anyone can provide details of the aircraft that crashed on New Years Eve 1950 at Maroochydore. Which SQN did it belong to? I can't find it in the Stewart Wilson's book.

Oxygen Cylinders – What aircraft are they from?

The following images might jog someone's memory about which type of aircraft these oxygen cylinders have come from. The photographer believes it's something like a mustang era but it has also been suggested that they might be from a Sabre...



Due to size constraints, I have only included a couple of the images. If you would like additional images to assist you with identification, please use the contact line (Editor).
<http://www.adf-serials.com/contact>

Feedback

Winjeel A85-448

Tony Ross has provided the following update for A85-448. The fuselage was acquired by Tony & Michele Ross and has been transported to Mount Isa, the intention is to restore to air worthy and to this end a number of other parts have already been sourced. Any one with parts for sale or trade, or aircraft history can contact us on 0409612808 or c29@bigpond.com.

On This Day:

2 Dec 1959 Meteor F.8 A77-869 22SQN PLTOFF R. Evans Crashed after colliding with a tree during recovery from an air to ground gunnery pass near Holsworthy Army base, NSW

5 Dec 1939 A Sunderland aircraft of No. 10 Squadron RAAF flew the first official RAAF operation of the War.

6 Dec 1932 DH Moth A7-41 3SQN Crew: FLGOFF Charles Middleton Blamey (Pilot) and **AC1 John Vivian Plumb**. While on approach to land at an auxiliary airfield at Richmond, used to practice emergency landings one of the aircraft's wheels struck a fence which caused the aircraft to nose dive into the ground. The force of the impact destroyed the nose of the aircraft, killing FLGOFF Blamey instantly. His passenger, AC Plumb, a mechanic, suffered minor injuries. FLGOFF Blamey was the son of Field Marshal Sir Thomas Blamey, then the Commissioner of Police in Victoria.

8 Dec 1941 Hudson A16-19 1SQN Crew: FLTLT J. C. Rams haw (Pilot), FLGOFF Donald Alexander Dowse (2nd Pilot), SGT G.C. White (W/AG) and SGT J.C. Colder (W/AG)

Hudson A16-94 1SQN Crew: FLTLT J.G.L. Jones (Pilot), FLGOFF R.H. Singings (2nd Pilot), SGT D.W. Walters (W/AG) and SGT G.J. Hedges (W/AG). Several hours *before* the Japanese opened up the Pacific War with the bombing of Pearl Harbour they had also been sending an invasion force of Naval ships towards the Malay peninsula. With tensions rising and the expectation of hostilities with Japan No.1 Squadron RAAF, based at Kota Bharu, Malaysia, had been shadowing the fleet since first sighted on December 6 and was noted heading North towards Siam (now Thailand). On 7 December (6 Dec Hawaiian time) the fleet was noted as having turned Southward towards the Malayan East coast. WGCdr R.H.S. Davis informed his crews to get a good nights sleep as they were expected to be busy from then on. A short time after midnight two aircraft left the base at Kota Bharu to commence the very first attack of the Pacific War, before there had been any declaration of war. Loaded with bombs the two crews attacked the convey then returned to load up their aircraft once more for a second attack. Running in on a cruiser FLTLT Ramshaw led the second attack in dropping his bombs from mast height but this time both aircraft ran into heavy opposition and were both shot down. FLGOFF Dowie was the sole survivor from the two aircraft. The crew of A16-94 was lost without a trace. Dowie survived for two days on the water in a small native boat before being picked up by a Japanese patrol boat and spent the rest of the war as a POW.

14 Dec 1941 Japanese forces land at Penang, Malaya Penang's military importance lay in the island's port facilities and its stocks of ammunition and stores. When the allies were unable to stop the Japanese advance on the mainland it became clear that the island would have to be evacuated

18 Dec 1939 Anson N4887 1FTS Crew: FLTLT Arthur Moorhouse Watkins (Pilot), FLTLT Hugh B. Horner (Pilot-A/Nav), FLGOFF Henry Parker Fitzgerald, FLGOFF Malcolm Musgrave McInnes and LAC Leonard J. King 3891 Crashed on the Richmond Golf Course just after taking off from Richmond. The aircraft left the base at about 1.30 am, seconds before another aircraft was to take off, on a night flight to Point Cook, Victoria. Ground crew heard a loud roar and then the sound of a crash in the direction the aircraft had flown in. Many of the ground crew ran with torches and flares to the vicinity from which the sounds had come from and they found the bomber (as described in the newspapers of the day) smashed into the ground scattering debris over a wide area. All the crew died instantly and some being thrown a considerable distance from the main wreckage. It was found that an engine had also ploughed itself deep into the ground.

21 Dec 1943 Spitfire A58-241 2OTU Pilot SGT K.G. Wolkenhaar 413063 was shadow shooting over Lake Victoria, West of Mildura, and crashed into a large sandhill.

30 Dec 1948 Mustang A68-802 77SQN Pilot: FLTLT R. Hill crashed into the sea near Iwakuni, Japan, after a possible in-flight structural failure during rocket firing practice.

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>

Footnotes from Jos' article:

ⁱ HK-ML, Intelligence Overzicht No. 17, 8 October 1946, p.7

ⁱⁱ G. Casius, Batavia's Big Sticks, Air Enthusiast Aug/Nov 1983, p.15

ⁱⁱⁱ Cull, B., Buffaloes Over Singapore, Grub Street, 2003 p.183

^{iv} The Japanese Invasion of Sumatra Island,

http://www.geocities.com/dutcheastindies/fall_sumatra.html (when accessed)

^v Lewendon, R.J., Gunners in Java – 1942, http://www.cofepow.org.uk/pages/asia_java2.htm (when accessed)

^{vi} Boer, P.C., Het Verlies Van Java – Een Kwestie Van Air Power, Amsterdam, 2006, p. 89

^{vii} Inayama article in RAF Flying Review, April 1960; Rohwer/Hummelchen, Chronology of the War at Sea, pp.325 and 329-30; Hata, Izawa and Shores, Japanese Army Air Force Fighter Units and Their Aces 1931-1945, pp.120-21, 136-37, 170-71 (post by 'Larry' on Pacific War 1941-1945 forum, 3 July 2006, <http://f16.parsimony.net/forum27947/messages/8177.htm> (when accessed)

^{viii} Double Lucky, <http://www.warbirdforum.com/lucky6.htm> (when accessed)

^{ix} Undated report found in the Arens archives, estimated to be about October 1945

^x HK-ML, Intelligence Overzicht No. 17, 8 October 1946, p.7

^{xi} HK-ML, Intelligence Overzicht No. 19, 5 November 1946, p.4

^{xii} HK-ML, Intelligence Overzicht No. 6, 30 January 1947, p.1

^{xiii} HK-ML, Intelligence Overzicht No. 14, April 1947 (?), p.1

^{xiv} Anon., Sejarah Operasi Penerbangan Indonesia Period 1945-1950, TNI-AU, Jakarta 1980, p.65

^{xv} HK-ML, Intelligence Overzicht No. 14, April 1947 (?), page 2

^{xvi} HK-ML, Intelligence Overzicht No. 15, 15 Mei 1947, p. 2

^{xvii} Hoofdkwartier Militaire Luchtvaart, Overzicht Maart-April 1947, p.6

^{xviii} Anon., Bakti TNI Angkatan Udara, TNI-AU, Jakarta, 2004, p. 42

^{xix} Ward, O.G., De Militaire Luchtvaart van het KNIL 1945-1905, p.284, Houten, 1988

^{xx} Ward, O.G., De Militaire Luchtvaart van het KNIL 1945-1905, p.287, Houten, 1988

^{xxi} Boer, P.C., Army Co-operation bij de Militaire Luchtvaart in Indie, 1946-1950, 's Gravenhage, 2004, p.64 and 78