



# ADF Serials Telegraph News

News for those interested in Australian Military Aircraft History and Serials

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**Message Board – Current hot topics:** [www.adf-messageboard.com.au/invboard/](http://www.adf-messageboard.com.au/invboard/)

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## News Briefs

- 8/02/14: **The Royal Australian Air Force's first four C-17s achieved FOC status in 2011**, but as two additional aircraft were purchased separately their FOCs took longer and have also reached FOC, the service says. "The government's purchase of two additional C-17A Globemasters has greatly increased our ability to respond with strategic airlift in our region, when and where air force is needed most," says chief of air force Air Marshal Geoff Brown.
- 29/01/14: Raytheon Technical Services Co., LLC, Indianapolis, Ind., is being awarded a \$17,257,960 firm-fixed-price delivery order against a previously issued basic ordering agreement (N00019-10-G-0006) for the **procurement of 28 LAU-115D/A missile launchers for the Government of Australia and 64 LAU-116-B/A missile launchers for the U.S. Navy (34) and the Government of Australia (30)**. These missile launchers are in support of the F/A-18E/F and EA-18G aircraft.
- 06/02/14: Northern Arizona University, Flagstaff, Ariz, is being awarded a \$6,988,284 cost-reimbursable **contract for the characterization of antibody responses to melioidosis in humans and in animal models for the Defense Threat Reduction Agency** in support of the Research and Development Enterprise. Bids were solicited and nine received. Work will be performed in Flagstaff, Ariz., **and Darwin, Australia**, and is expected to be completed February 2019. The contracting activity is Defence Threat Reduction Agency, Fort Belvoir, Va, (HDTRA1-14-C-0022).
- 21/02/14: The RAAF has confirmed that it will **order eight Boeing P-8A Poseidon maritime patrol aircraft**, with four more optioned, with the first examples to be delivered in 2017.
- Delivery due: **One US Air Force C-band space-surveillance radar will be moved from Antigua in the West Indies to Western Australia in 2014**. It will track space assets and debris, increase the security of space-based systems and increase coverage of space objects in the Southern Hemisphere. The U.S. and Australia have also decided to work towards the establishment of the Space Surveillance Telescope (SST) on Australian soil. The SST is a state of the art optical telescope designed and built by

the Defence Advanced Research Project Agency (DARPA) that provides deep space surveillance. The C-Band radar will be operated from the Harold E. Holt Naval Communications Station at North West Cape in Western Australia; the Australians are in the process of selecting a site for the SST

- 19/12/13: First Flight of #1 RAAF C-27J Transport (A34-001) at Caselle airport site in Turin, Italy:  
Pics: Alenia Aermacchi



- **The RNZAF will acquire 11 Beechcraft T-6C turboprop trainers** as part of a NZ\$154 million training package. **T-6C Texan II Upgraded version of the T-6B with wing hard points**, and intelligence, surveillance, reconnaissance capabilities. The Beechcraft T-6C features a hard-point wing, an integrated glass cockpit and an advanced Esterline CMC Cockpit 4000 avionics suite that greatly expands advanced training opportunities. The systems are integrated with a Hands-On Throttle and Stick (HOTAS), providing the student pilot and instructor with a simpler interface to the digital cockpit. The open architecture design of the Cockpit 4000 provides the flexibility to expand capabilities and continuously meet current and future training needs. Currently, the RNZAF uses 13 single piston-engined CT-4E Airtrainers (in service since 1998) and four leased turboprop Beech King Air B200s for pilot training, but both of these types are being withdrawn by 2018. The new system is expected to be operational for the first trainee intake in early 2016. The first four T-6Cs will be delivered to the RNZAF in November 2014 and the remainder by mid-2015. The RNZAF used the original NA T-6 Texan and it

seems to be a natural successor. No 14 Sqn RNZAF, previously a MB339 unit, will reform to fly the type.



- **27/02/14: HMAS Waller.** The submarine HMAS Waller, fresh out of scheduled maintenance, experienced a fire while travelling on the surface. Nobody was seriously injured, but 4 sailors were airlifted off by helicopter for observation. The Navy is still looking into the cause: Australian DoD
- **04/03/14:** The US Department of Defence unveiled a budget proposal on 4 March that would slash billions of dollars in aviation spending and make sweeping cuts to procurement of new fighter jets and unmanned aircraft. The \$495.6 billion proposal, which still must be approved by Congress, also would delay entry-into-service of Sikorsky's CH-53K heavy-lift helicopter by one year and reduce the US Air Force's fleet of Boeing F-15C fighters by 51 aircraft. That is in addition to retiring entire fleets of ageing aircraft, such as Lockheed's U-2, Bell Helicopter OH-58D Kiowa Warriors and Fairchild Republic A-10 close air support aircraft.
- **1<sup>st</sup> Pic of Australia Army CH-47D A15-151** 14/02/14 at Rockhampton Qld:  
[cqplanespotting.blogspot.com/2014/02/australian-army-boeing-ch-47d-chinook.html](http://cqplanespotting.blogspot.com/2014/02/australian-army-boeing-ch-47d-chinook.html)





## North American Corner:

### ***Cancellation of RAAF B-24J-NT's Orders: 1945.***

When production ceased on 31st May 1945, some 18,475 B-24/LB-30 Liberator Aircraft of all types had been made, making it the most produced American aircraft of World War Two.

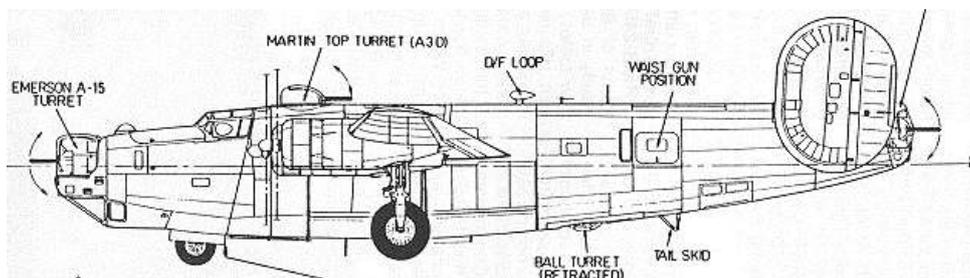
The B-24 Liberator was selected under RAAF Air 1368 Requirement for its Long Range General Purpose Bomber in early 1944. After receiving some 11 second hand B-24Ds ex 5thAAF (**A72-1 to A72-11**) for pilot conversion and training, 168 new B-24J/L/Ms-COs Liberators were ordered and received by the RAAF for a cost of £1846700 in 1944.

These 168 serials ranged from **A72-33 to A72-198** (in non-sequence Models types), after being delivered from May 1944 to January 1945 from the Consolidated Vultee, San Diego line. Most of these had passed through the Tulsa Modification centre prior to being ferried to Australia. The most obvious difference between the B-24J/L and M were the tail turrets, *but they some other structural differences were evident compared to other Factories like North America Dallas Texas.*

- B-24J Models delivered ranged from Blocks 155-CO/160-CO/175-CO/185-CO/200-CO and 210-CO.
- B-24L Models delivered ranged from Blocks 1-CO/5-CO/10-CO and 15-CO.(B-24L10-CO onwards from FY44-41630 had SCR717 "S" Band Radar fitted, (meaning that RAAF B-24 **A72-109 and onwards** had it fitted)
- B-24M Models delivered ranged from Blocks 1-CO/5-CO and 10-CO

As further allocation of 122 B-24Js were requested for the first half of 1945 under additional contract 24663, requisition RFDA 43335, (USAAF LLI#2041 dated 26/01/45) for £1063000, with a further 90 tentatively for the second half of 1945.

By the 15<sup>th</sup> February 1945, some 62 Production B-24J-1-NTs were allocated at the North American Company Factory at Dallas Texas with some sixty held at the Modification Centres of Tulsa (Oklahoma) and St Paul (Minnesota). (*North American Aviation built around 966 B-24s in Dallas, Texas.*) The Douglas Aircraft Company, headquartered in Santa Monica, California, operated the Tulsa Modification Facility.



The first RAAF B-24J-5-NT, from the Tulsa Oklahoma Modification line, was **FY44-28063**, which was delivered on the 26<sup>th</sup> March 1945 at 3AD Amberley. It was to be numbered as **A72-199**, per RAAF HQ Message (WN441 31/03/45), with all following deliveries to be numbered **A72-200** onwards. This would mean that the A72 Serials would be sequential from A72-33 onwards.

However it seems that this was changed to **A72-300** sometime before the 19<sup>th</sup> April 1945 with those delivered thereafter, **A72-301** onwards, in sequence of delivery. This was because that this newer Model was different in equipment and in some ways, construction, compared to those earlier supplied.

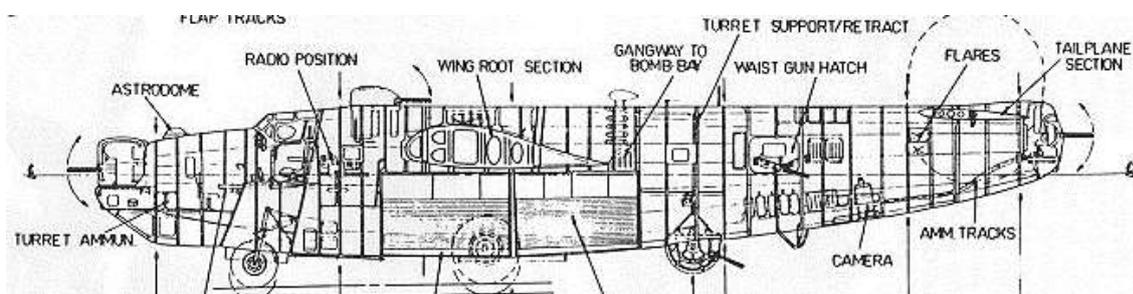
As it was fitted with SCR717C Radar, it was given a RAAF Designation as a **B-24J.R.** per the E/E-88 Form notations, and later issued to 99Sqn RAAF. This aircraft would be the vanguard of more than 106 B-24Js received out of 108 sent from the USA.

One further B-24J-5-NT, **44-28181**, was damaged beyond repair in the USA.



Pictured is B-24J-5-NT 44-28181, Aus#117, "Tulsa Joe", a non-delivered RAAF B-24J-5-NT that was damage beyond repair, due to fire damage from No 4 Engine and surrounding wing area structures, during its take-off on the 23/06/45.

Photo Excerpt: courtesy of Bob Livingstone



## The Tulsa and St Paul Modifications

All allotted RAAF B-24J-1-NTs or B-24J-5-NTs were produced in the previous year between September and November 1944 at the North American Factory at Dallas Texas (NT), and then placed in storage for future modification.

Only the Ford-Willow Run and Convair-San Diego continued turning out B-24's up to the 31<sup>st</sup> May 1945, when the last B-24 was manufactured. Deliveries of B-24J-1-NTs started in March 1945 and would continue up to August 1945.

Modifications that were requested; covering Armament, Radio and Radar (Including SC274/522/287/211 Sets and SCR717C Radar, AN/APS-15), Navigation (Astro Compass Brackets) and Miscellaneous items (remove De-icer Boots from Wing and tail surfaces, and paint RAAF insignia but not Serials on each aircraft) that were listed and agreed upon before the first B-24Js under RAAF Air 1368 Diversion 1274 Allotment Aus #74 for 22 Aircraft, were to start arriving at the Tulsa Modification Centre in January 1945. Further Allotments per Aus #78 of 20 Aircraft in February 1945 arrived soon after, followed by Aus#82 of 20 Aircraft in March 1945 and so on. This modification requirement would result in a delay of deliveries throughout 1945 with aircraft backing up all over the Centres.

Equipment fits would bring the Gross Weight up to 64899lbs for the first accepted aircraft, with it being some 899lbs over the Air Transport Command ferry limit of 64000Lbs from Long Beach for the type. The removal of some 1121lbs (items such as O2 Bottles, Ditching RIBs, Bomb Shackles/Beams, Armour Plate and spare Turret Perspex's) help bring the weight down. These items would make their way by sea or C-47 later.

In the first part of 1945, on inspection of RAAF B-24J-1-NT, **FY42-78687**, several contract issues were still being found. This model initially, were supplied with early Emerson A-15 Nose Turrets with N6-A Sights, and could not be retrofitted with the RAAF specified K-11 Sights per contract requirements.

- Arrangements for the installation of late model Emerson A-15 Nose Turrets; compatible with the RAAF specified K-11 gyro gun sight, were agreed to by the Pentagon and the USAAF Contract Office at Wright Field. All of the B-24J-1-NT Block Aircraft were affected, *but there is no evidence to say all of the earlier deliveries were retrofitted as such.*
- The Mid Upper Turret, Martin 250CE-5 Type was also found be unacceptable due to the storage of the respective Gunner's stored under seat Oxygen Bottles. They interfered with the access to the pilot's compartment. These required to be replaced by Martin A3F-15A Type, incorporating the K-11 gyro gun sight.
- Install closure for side Windows, remove armour plate and install 500 round ammunition boxes /feeds, and K-6 sited M2 0.50Cal Gun Mounts

In June 1945, waiting for Modification at the Tulsa and St Paul Modification Centres, were two RAAF batches of thirty-five Aircraft B-24J Block types from the North America Dallas, Texas Production Line for the RAAF; B-24J-1-NT and B-24J-5-NT. The proposal was to complete the B-24J-1-NT Block Aircraft first. But in the end, some three B-24J-5-NTs would be delivered before any of the remaining B-24J-1-NTs were delivered. *(As a the 30<sup>th</sup> June 1945, some eighty-nine had been flight delivered with one loss prior to receipt in Australia. The ferrying of these aircraft was done by USAAF or Air Transport Command Crew.*

From the start, each modified ship was given a Modification Line Number on the nose with “Australia” underneath it. The Douglas Ship Number per modification and the USAAF FY number did not run in sequence as the aircraft arrived from the various storage dispersal areas after being manufactured in the year before, and had arrived at different at the Tulsa or St Paul Modification Centres. Example: The first 8 of the Douglas Ship Number per modification below.

RAAF	US Serial	Model	Douglas Modification Centre Aus Ship# Contract
A72-300	44-28063	B-24J-5-NT	1
A72-301	44-28064	B-24J-5-NT	3
A72-302	44-28065	B-24J-5-NT	4
A72-303	44-28066	B-24J-5-NT	6
A72-304	44-28067	B-24J-5-NT	5
A72-305	44-28069	B-24J-5-NT	7
A72-306	44-28087	B-24J-5-NT	8
A72-307	44-28097	B-24J-5-NT	10

Listed below are the 105 Cancelled B-24J-1-NT and B-24J-5-NTs per contract, as well as the two ferry and one Test Flight Centre losses, that did not make the trip to Australia.

USAAF.Serial	Aircraft Type	All Modification Centre Aircraft History 29th August 1945: RAAF Canc dated 22/08/45 per WN168Q
44-28188	B-24J-5-NT	RAAF Allocated and Cancelled on Tulsa Modification Centre as of Aug 45 75-90% Complete
44-28187	B-24J-5-NT	RAAF Allocated and Cancelled on Tulsa Modification Centre as of Aug 45 75-90% Complete
44-28189	B-24J-5-NT	RAAF Allocated and Cancelled on St Paul Modification Centre as of Aug 45 75-90% Complete
44-28163	B-24J-5-NT	RAAF Allocated and Cancelled on Tulsa Modification Centre as of Aug 45 75-90% Complete
44-28165	B-24J-5-NT	RAAF Allocated and Cancelled on Tulsa Modification Centre as of Aug 45 75-90% Complete
44-28152	B-24J-5-NT	RAAF Allocated and Cancelled on Tulsa Modification Centre as of Aug 45 75-90% Complete
44-28193	B-24J-5-NT	RAAF Allocated and Cancelled on St Paul Modification Centre as of Aug 45 75-90% Complete
44-28194	B-24J-5-NT	RAAF Allotted June 45 but no further record. To RFC at Kingman AAF, AZ 22/11/45.
44-28185	B-24J-5-NT	RAAF Allocated and Cancelled on Tulsa Modification Centre as of Aug 45 75-90% Complete
42-78714	B-24J-1-NT	RAAF Allocated and Cancelled on Tulsa Modification Centre as of Aug 45 75-90% Complete: Fitted with new nose and top Turrets
42-78718	B-24J-1-NT	RAAF Allocated and completed and ready to dispatch 13/08/45 ex Tulsa
42-78716	B-24J-1-NT	RAAF Allocated and completed and ready to dispatch 11/08/45 ex Tulsa
42-78717	B-24J-1-NT	RAAF Allocated and Cancelled on Tulsa Modification Centre as of Aug 45 75-90% Complete
42-78721	B-24J-1-NT	RAAF Allocated and completed and ready to dispatch 17/08/45 ex Tulsa
42-78722	B-24J-1-NT	RAAF Allocated and waiting unmodified for inclusion into St Paul Modification Centre as of Aug 45
42-78724	B-24J-1-NT	RAAF Allocated and Cancelled on Tulsa Modification Centre as of Aug 45 75-90% Complete
42-78719	B-24J-1-NT	RAAF Allocated and Cancelled on Tulsa Modification Centre as of Aug 45 75-90% Complete
42-78725	B-24J-1-NT	RAAF Allocated and Cancelled on Tulsa Modification Centre as of Aug 45 75-90% Complete
42-78711	B-24J-1-NT	RAAF Allocated and Cancelled on Tulsa Modification Centre as of Aug 45 75-90% Complete
42-78713	B-24J-1-NT	RAAF Allocated and Cancelled on Tulsa Modification Centre as of Aug 45 75-90% Complete
42-78720	B-24J-1-NT	RAAF Allocated and Cancelled on Tulsa Modification Centre as of Aug 45 75-90% Complete
42-78723	B-24J-1-NT	RAAF Allocated and Cancelled on Tulsa Modification Centre as of Aug 45 75-90% Complete
42-78687	B-24J-1-NT	RAAF Allocated and Cancelled on Tulsa Modification Centre as of 29th Aug 45 75-90% Complete; Used for Mock up for Gyro Flux Gate Compass June 1945. To Kingman AAF for RFC 02/12/45
42-78715	B-24J-1-NT	RAAF Allocated and Cancelled on Tulsa Modification Centre as of Aug 45 75-90% Complete
42-78712	B-24J-1-NT	RAAF Allocated and Cancelled on Tulsa Modification Centre as of Aug 45 75-90% Complete
42-78706	B-24J-1-NT	RAAF Allocated and Cancelled on Tulsa Modification Centre as of Aug 45 75-90% Complete
42-78707	B-24J-1-NT	RAAF Allocated and Cancelled on Tulsa Modification Centre as of Aug 45 75-90% Complete
42-78703	B-24J-1-NT	RAAF Allocated and Cancelled on Tulsa Modification Centre as of Aug 45 75-90% Complete
42-78709	B-24J-1-NT	RAAF Allocated and Cancelled on Tulsa Modification Centre as of Aug 45 75-90% Complete
42-78708	B-24J-1-NT	RAAF Allocated and Cancelled on Tulsa Modification Centre as of Aug 45 75-90% Complete
42-78705	B-24J-1-NT	RAAF Allocated and Cancelled on Tulsa Modification Centre as of Aug 45 75-90% Complete
42-78728	B-24J-1-NT	RAAF Allocated and waiting unmodified for inclusion into St Paul Modification Centre as of Aug 45
42-78729	B-24J-1-NT	RAAF Allocated and waiting unmodified for inclusion into St Paul Modification Centre as of Aug 45
42-78730	B-24J-1-NT	RAAF Allocated and Cancelled on St Paul Modification Centre as of Aug 45 10% Complete
42-78731	B-24J-1-NT	RAAF Allocated and Cancelled on St Paul Modification Centre as of Aug 45 10% Complete
42-78732	B-24J-1-NT	RAAF Allocated and waiting unmodified for inclusion into St Paul Modification Centre as of Aug 45
42-78733	B-24J-1-NT	RAAF Allocated and Cancelled on St Paul Modification Centre as of Aug 45 75-90% Complete
42-78735	B-24J-1-NT	RAAF Allocated and waiting unmodified for inclusion into St Paul Modification Centre as of Aug 45
42-78736	B-24J-1-NT	RAAF Allocated and waiting unmodified for inclusion into St Paul Modification Centre as of Aug 45
42-78737	B-24J-1-NT	RAAF Allocated and Cancelled on St Paul Modification Centre as of Aug 45 85% Complete
42-78738	B-24J-1-NT	RAAF Allocated and Cancelled on St Paul Modification Centre as of Aug 45 85% Complete
42-78739	B-24J-1-NT	RAAF Allocated and Cancelled on St Paul Modification Centre as of Aug 45 85% Complete
42-78741	B-24J-1-NT	RAAF Allocated and waiting unmodified for inclusion into St Paul Modification Centre as of Aug 45
42-78742	B-24J-1-NT	RAAF Allocated and waiting unmodified for inclusion into St Paul Modification Centre as of Aug 45
42-78743	B-24J-1-NT	RAAF Allocated and waiting unmodified for inclusion into St Paul Modification Centre as of Aug 45

42-78744	B-24J-1-NT	RAAF Allocated and waiting unmodified for inclusion into St Paul Modification Centre as of Aug 45
42-78745	B-24J-1-NT	RAAF Allocated and Cancelled on St Paul Modification Centre as of Aug 45 85% Complete
42-78746	B-24J-1-NT	RAAF Allocated and Cancelled on St Paul Modification Centre as of Aug 45 85% Complete
42-78747	B-24J-1-NT	RAAF Allocated and waiting unmodified for inclusion into St Paul Modification Centre as of Aug 45
42-78748	B-24J-1-NT	RAAF Allocated and waiting unmodified for inclusion into St Paul Modification Centre as of Aug 45
42-78749	B-24J-1-NT	RAAF Allocated and Cancelled on St Paul Modification Centre as of Aug 45 85% Complete
42-78750	B-24J-1-NT	RAAF Allocated and Cancelled on St Paul Modification Centre as of Aug 45 75-90% Complete
42-78753	B-24J-1-NT	RAAF Allocated and Cancelled on St Paul Modification Centre as of Aug 45 85% Complete
42-78756	B-24J-1-NT	RAAF Allocated and Cancelled on St Paul Modification Centre as of Aug 45 85% Complete
42-78779	B-24J-1-NT	RAAF Allocated and Cancelled on St Paul Modification Centre as of Aug 45 85% Complete
42-78783	B-24J-1-NT	RAAF Allocated and Cancelled on St Paul Modification Centre as of Aug 45 30% Complete
42-78785	B-24J-1-NT	RAAF Allocated and Cancelled on St Paul Modification Centre as of Aug 45 85% Complete
42-78786	B-24J-1-NT	RAAF Allocated and waiting unmodified for inclusion into St Paul Modification Centre as of Aug 45
42-78788	B-24J-1-NT	RAAF Allocated and Cancelled on St Paul Modification Centre as of Aug 45 30% Complete
42-78789	B-24J-1-NT	RAAF Allocated and waiting unmodified for inclusion into St Paul Modification Centre as of Aug 45
42-78790	B-24J-1-NT	RAAF Allocated and Cancelled on St Paul Modification Centre as of Aug 45 85% Complete
42-78791	B-24J-1-NT	RAAF Allocated and waiting unmodified for inclusion into St Paul Modification Centre as of Aug 45
42-78792	B-24J-1-NT	RAAF Allocated and waiting unmodified for inclusion into St Paul Modification Centre as of Aug 45
42-78793	B-24J-1-NT	RAAF Allocated and waiting unmodified for inclusion into St Paul Modification Centre as of Aug 45
42-78794	B-24J-1-NT	RAAF Allocated and Cancelled on St Paul Modification Centre as of Aug 45 85% Complete
44-28116	B-24J-5-NT	RAAF Allocated and waiting unmodified for inclusion into St Paul Modification Centre as of Aug 45
44-28141	B-24J-5-NT	RAAF Allocated As Ship#95 Douglas Modification Centre May 45. Dispatched ex DMC Tulsa 26/06/1945. RFC at Galena AAF, Spokane, WA Oct 1945
44-28154	B-24J-5-NT	RAAF Allocated As Ship#92 Douglas Modification Centre May 45: Faulty Landing gear and flown to San Diego for repairs June 45.
44-28176	B-24J-5-NT	RAAF Allocated and waiting unmodified for inclusion into St Paul Modification Centre as of Aug 45
44-28177	B-24J-5-NT	RAAF Allocated and waiting unmodified for inclusion into St Paul Modification Centre as of Aug 45
44-28182	B-24J-5-NT	RAAF Allocated, Mock-up and waiting unmodified for inclusion into St Paul Modification Centre as of Aug 45
44-28186	B-24J-5-NT	RAAF Allocated and waiting unmodified for inclusion into St Paul Modification Centre as of Aug 45
44-28190	B-24J-5-NT	RAAF Allocated and waiting unmodified for inclusion into St Paul Modification Centre as of Aug 45
44-28191	B-24J-5-NT	RAAF Allocated and waiting unmodified for inclusion into St Paul Modification Centre as of Aug 45
44-28192	B-24J-5-NT	RAAF Allocated and waiting unmodified for inclusion into St Paul Modification Centre as of Aug 45
44-28195	B-24J-5-NT	RAAF Allocated and waiting unmodified for inclusion into St Paul Modification Centre as of Aug 45
44-28196	B-24J-5-NT	RAAF Allocated and waiting unmodified for inclusion into St Paul Modification Centre as of Aug 45
44-28197	B-24J-5-NT	RAAF Allocated and waiting unmodified for inclusion into St Paul Modification Centre as of Aug 45
44-28199	B-24J-5-NT	RAAF Allocated and waiting unmodified for inclusion into St Paul Modification Centre as of Aug 45
44-28201	B-24J-5-NT	RAAF Allocated and waiting unmodified for inclusion into St Paul Modification Centre as of Aug 45
44-28202	B-24J-5-NT	RAAF Allocated and waiting unmodified for inclusion into St Paul Modification Centre as of Aug 45
44-28210	B-24J-5-NT	RAAF Allocated and waiting unmodified for inclusion into St Paul Modification Centre as of Aug 45
44-28216	B-24J-5-NT	RAAF Allocated and waiting unmodified for inclusion into St Paul Modification Centre as of Aug 45
44-28227	B-24J-5-NT	RAAF Allocated and waiting unmodified for inclusion into St Paul Modification Centre as of Aug 45 .To RFC at Kingman AAF, AZ 02/12/45
44-28228	B-24J-5-NT	RAAF Allocated and waiting unmodified for inclusion into St Paul Modification Centre as of Aug 45
44-28229	B-24J-5-NT	RAAF Allocated and waiting unmodified for inclusion into St Paul Modification Centre as of Aug 45
44-28230	B-24J-5-NT	RAAF Allocated and waiting unmodified for inclusion into St Paul Modification Centre as of Aug 45
44-28231	B-24J-5-NT	RAAF Allocated and waiting unmodified for inclusion into St Paul Modification Centre as of Aug 45
44-28232	B-24J-5-NT	RAAF Allocated and waiting unmodified for inclusion into St Paul Modification Centre as of Aug 45
44-28233	B-24J-5-NT	RAAF Allocated and waiting unmodified for inclusion into St Paul Modification Centre as of Aug 45
44-28234	B-24J-5-NT	RAAF Allocated and waiting unmodified for inclusion into St Paul Modification Centre as of Aug 45
44-28235	B-24J-5-NT	RAAF Allocated and waiting unmodified for inclusion into St Paul Modification Centre as of Aug 45
44-28236	B-24J-5-NT	RAAF Allocated and waiting unmodified for inclusion into St Paul Modification Centre as of Aug 45
44-28237	B-24J-5-NT	RAAF Allocated and waiting unmodified for inclusion into St Paul Modification Centre as of Aug 45
44-28238	B-24J-5-NT	RAAF Allocated and waiting unmodified for inclusion into St Paul Modification Centre as of Aug 45
44-28239	B-24J-5-NT	RAAF Allocated and waiting unmodified for inclusion into St Paul Modification Centre as of Aug 45
44-28240	B-24J-5-NT	RAAF Allocated and waiting unmodified for inclusion into St Paul Modification Centre as of Aug 45
44-28241	B-24J-5-NT	RAAF Allocated and waiting unmodified for inclusion into St Paul Modification Centre as of Aug 45
44-28242	B-24J-5-NT	RAAF Allocated and waiting unmodified for inclusion into St Paul Modification Centre as of Aug 45
44-28243	B-24J-5-NT	RAAF Allocated and waiting unmodified for inclusion into St Paul Modification Centre as of Aug 45
44-28244	B-24J-5-NT	RAAF Allocated and waiting unmodified for inclusion into St Paul Modification Centre as of Aug 45
44-28247	B-24J-5-NT	RAAF Allocated and waiting unmodified for inclusion into St Paul Modification Centre as of Aug 45
44-28248	B-24J-5-NT	RAAF Allocated and waiting unmodified for inclusion into St Paul Modification Centre as of Aug 45
42-78710	B-24J-1-NT	RAAF Allocated and Cancelled on St Paul Modification Centre as of Aug 45 Mock up for RAAF B-24J
<b>Ferry</b>		
<b>Serial</b>	<b>Type</b>	<b>Remark</b>
44-28105	B-24J-1-NT	Lost during ferry to Brisbane, it occurred on the first leg of the ferry flight Long Beach CA to Hickam, Hawaii on 20/05/45.
44-28157	B-24J-5-NT	Not Economical Repairable after Accident 2130hrs 22/06/45 when aircraft (Capt C D Zappettini) crashed 5 miles NE of Long Beach 6thFG
<b>Centre</b>		
<b>Serial</b>	<b>Type</b>	<b>Remark</b>
44-28181	B-24J-5-NT	RAAF Allocated and Cancelled on Tulsa Modification Centre,Aircraft suffered Nose Wheel collapse when landing at Tulsa May 1945. DBR Named "Tulsa Joe"

## The End of the war, with the resultant end of the Supply Line

With the ceasefire of the Pacific War on the 15<sup>th</sup> August, 1945, the RAAF, in view of the cessation of hostiles and of its post war requirements, cancelled all outstanding aircraft contracts. The Modification Centres were still working on large number of allotted aircraft, Douglas Modification Centre sequence numbering now reaching aircraft **Aus#142(B-24J-1-NT 42-78705)**. This was the maximum number allotted and accepted into the RAAF Modification Lines at Tulsa and that there were none delivered from St Paul at this stage as none were completed, before the Contract was cancelled on the 22<sup>nd</sup> August 1945.

Three completed and RAAF insignia carrying **B-24J-1-NTs** were already for dispatch to Australia by ATC at Long Beach when the order came in to halt deliveries: **B-24J-1-NT's 42-78716(Aus#123), 42-78718 (Aus#122) and 42-78721(Aus#125)**. Sadly this was to be the first 1945 RAAF Crewed Ferry B-24J Trans Pacific Flights!

Douglas Aircraft Company, Inc.										No. A-25		
STATION Modification Center Tulsa 3, Oklahoma										SHEET 1 OF 1		
WEEK ENDING: 8-17-45												
CONTRACT OR REG.	TYPE	SERIAL NUMBERS			DISPATCHED			ANTICIPATED FOR NEXT 3 WEEKS			REMARKS	
		BRITISH	U.S.	ENGINE	POWER PLANT	DATE	WEEK	TOTAL	1	2		3
AO 32123	Liberator		42-78718 42-78716 42-78721	-	-	8-11 13 17	3	113	9	8	7	2/9/2015

With only 80 B-24s for post war its requirements, the RAAF didn't need any more. Thus of the requested 212 B-24Js allotted in 1945, 106 chargeable B-24J-1/5-NTs were delivered to Australia, with 2 lost in transit and a single DBR accident at the Modification Centres.

A further 104 Airframes of which some 70 were being modified or were waiting to be modified to RAAF Contract requirements were cancelled and returned to the USAAF ownership.



One that was delivered was **B-24J-5-NT 44-28095 Aus#43**, now **A72-338** with 102Sqn RAAF. GRB Collection



**B-24J-1-NT 44-28194, ex Aus# 115, late 1945 and with USAAF Markings with Pretty ATC Pilots: Photo Credit Bob Livingstone**

Data Sources: NARA/NAA/ADF Serials

Gordon R Birkett@ March 2014

## **The two RAAF Liberator A72-38s**

### ***From the B-24 Liberator Squadrons of Australia Newsletter - Issue 63 (March 2003)***

Some confusion still exists concerning Liberators A72-38 and A72-38A which leads one to believe that some fiddling must have been done with the aircraft numbers. Only a search of 24 Squadron records could solve this problem and reveal the true aircraft number of A72-38A.

Ross Nicol, a former 24 Squadron bombardier and who has A72-38 and A72-38A entries in his log book believes that they were separate aircraft.

Ross writes that on 14<sup>th</sup> July 1944 in 24 Squadron RAAF his crew, skippered by F/Lt Richard Overheu, made the first of their 20 flights in A72-38A when they tested the A.F.C.E. at Manbulloo in the Northern Territory. On 29<sup>th</sup> July they delivered A72-38A to Pell Strip for modifications to permit the dropping of secret agents behind enemy lines.

Their training exercises then involved the dropping of dummy men by parachute followed by a live drop of the four parachutists in the Adelaide River area. As bombardier, Ross had to invent a "Bombsight" to enable him to nominate the direction of travel and the moment of release. This he did by placing strips of sticking plaster both fore and aft and crosswise on the Perspex at the front of the bombardier's compartment. [Deletion]....the crew were able to deliver their parachutists and their supplies with reasonable accuracy.

On 10<sup>th</sup> August 1944 they took off for Hollandia in Dutch New Guinea, taking with them the four Aussie secret agents together with their supplies. Two days later they headed for a clearing in the very inhospitable Vogelkop area, south west of Manokwari, where they successfully dropped their four parachutists together with nine "biscuit bombs" in an operation which lasted nine hours. Subsequent advice was that the undertaking had profitable results.

During the next couple of weeks they flew A72-38A on a few reconnaissance operations over Dutch New Guinea and Timor before resuming normal bombing operations in other aircraft.

Ross Nicol's log book shows that B-24 A72-38 with F/Lt Overheu as pilot and he as navigator was delivered from Amberley to Manbulloo on 10<sup>th</sup> June 1944. The article in Newsletter #59 shows that A72-38A was delivered six days later on the 16<sup>th</sup> June 1944 from Amberley to Manbulloo by F/Lt Napier. The same article shows that A72-38 was flown by the Napier crew on 6<sup>th</sup>, 7<sup>th</sup> and 8<sup>th</sup> August 1944. On those very same days the Overheu crew flew A72-38A on two training flights and an operational flight to Hollandia.

It would seem we have two distinctly separate aircraft.

**Answer: Indeed, that is correct; two Liberators were marked as A72-38.**

**B-24J-160-CO 44-40411** (Ferried by P/O Southwell Ex USA) left marked as **A72-38** and **B-24J-175-CO 44-40650** as **A72-38** (Ferried by P/O Brugman Ex USA) also as these numbers were applied at the factory was later marked as "**A72-38A**" after arrival at Amberley in June 1944. It carried the "A" suffix for a while on the fuselage before being renumbered as **A72-44**. Both served with 24 Sqn Coded as **GR-G** and **GR-H** respectively

FRS:AR File 273/209/EQ  
A.A.F. RESIDENT REPRESENTATIVE,  
CONSOLIDATED VULTER MODIFICATION CENTRE,  
TUCSON, ARIZONA.  
AUSTRALIA WASHINGTON  
WL 71Q 29 MAY  
R.A.A.F. DETACHMENT FAIRFIELD ADVISE B24 AIRCRAFT SERIAL NUMBER 40650 AND  
40411 BOTH CARRY SAME R.A.A.F. SERIAL NUMBER A72-38 (.) REQUEST YOU VERIFY  
CORRECT SERIAL NUMBER THESE SHIPS AND ADVISE THIS OFFICE

A2 12 MAY AIRCRAFT 40411 A72-38 RECEIVED 11 MAY



The "Two A72-38's", Coded GR-G above, GR-H below, from GRB Collection

**RECORD CARD—AIRFRAMES, AERO ENGINES, MECHANICAL TRANSPORT & MARINE CRAFT.**

Type	LIBERATOR B24-J	No.	A72-44.	Chassis	} Fitted WASP R1830/65
Order No.	40650			Airframe	
Received from	U. S. A.			Engine	
				Date Received	9-6-44

**HISTORY (MOVEMENTS, CASUALTIES, Etc.)**

Date.	Details.	Authority.	Date.	Details.
9-6-44	allotted 2452 & 3AD	H&D 803	10-10-44	allotted to 701 ex 2452
12-6-44	above allotted cancelled	H&D 851 1/2	22-11-44	issued 701 ex 2452
3-7-44	allotted 2452 & 3AD This AC to be issued Rec and known in all references as A72-38A will be remembered as 701 as advance received from	H&D 831 3/7	12-11-44	Received 701 ex 2452
6-7-44	Issued 2452 on 3AD	3811610 98 541 77	17-11-45	allot 7AD ex 701 for
			14-11-45	Issued 7AD ex 701
			19-11-45	Rec'd 7AD - 1st ex?
			22-3-46	to be stored Cal-3

Researched: G R B in 2006

## **Lincolns involved in British Atomic Tests 1952-1953**

RAAF Lincolns were involved in the first two nuclear tests providing air communication, security patrols, meteorological flights, coastal monitoring reconnaissance, post event transport and cloud sampling.

### **Operation Hurricane; October 1952 at Monte Bello Island**

Eight 82 Wing (6 Sqn) Lincolns were deployed to Broome and five 10 Sqn (MR) Lincolns operated from their home base at Townsville, two of the 10Sqn aircraft were operated by 2 Sqn crews.

Of the 6 Sqn Lincolns at Broome five were allocated to cloud sampling by flying across the path of the cloud, one made a pre-explosion sortie, one made a flight 800 km to the west of Broome on the morning of the blast to test wind conditions and the remaining Lincoln was a backup aircraft used to carry radioactive samples from Broome to Darwin and convey scientists from Broome to Townsville.

The 10 Sqn(MR) aircraft were, **A73-5** (Wing/Cdr Garrison), **A73-6** (W/Off Bevan), **A73-10** (Sqn/Ldr Dallywater/Flt/Lt Isaacs), **A73-26** (Wing/Cdr Hampshire/ Flt/Lt Isaacs) and **A73-27** (Sqn/Ldr Cairns DFC), their task was cloud tracking and sampling, official records show all of these aircraft plus three from 82Wing entered the cloud.

The 82 Wing aircraft were to cover the area west/north-west of Broome and were fitted with under-wing canisters to pick up the radioactive dust; the flights were typically over eight hours long, on return to Amberley the Lincolns went directly to 3AD where the canisters were removed before returning to the flight line. At no stage did any of the air or ground crews wear any protective clothing during the flights or when handling the radioactive material.

### **Operation Totem; October 1953 at Emu SA**

Lincolns were again involved in carrying out similar tasks to the first test, in addition providing a radio link to the RAF Canberra flying through the cloud in operation Hot Box.

Six Lincolns from 6 Sqn were deployed to Woomera in SA for cloud tracking, courier and radio link duties while six 2 Sqn aircraft were based at Richmond NSW.

The 6 Sqn aircraft were **A73-41** (Sqn/Ldr Roberts in command), **A73-47** (Flt/Lt Buchan), **A73-52** (Wng/Comm Rose), **A73-53** (Flt/Lt Onions), **A73-54** (Flt/Lt Goldner) and **A73-56** (Flt/Lt Palmer).

2 Sqn aircraft were **A73-21** (Sqn/Ldr Geschke), **A73-25** (Flt/Lt Stapleton), **A73-26** (Sqn/Ldr Fairbairn), **A73-27** (Flt/Lt Ross), **A73-37** (Flt/Lt Griggs DFC DFM) and **A73-40** (Flt/Lt Harvey).

Again it would seem that no special precautions were taken regarding safety, the exception being for the RAF Canberra, which had its own decontamination crew.

This all changed when **A73-47** and **A73-25** at Richmond contacted the cloud and became heavily contaminated; from then on safety procedures similar to that used for the RAF Canberra were employed.

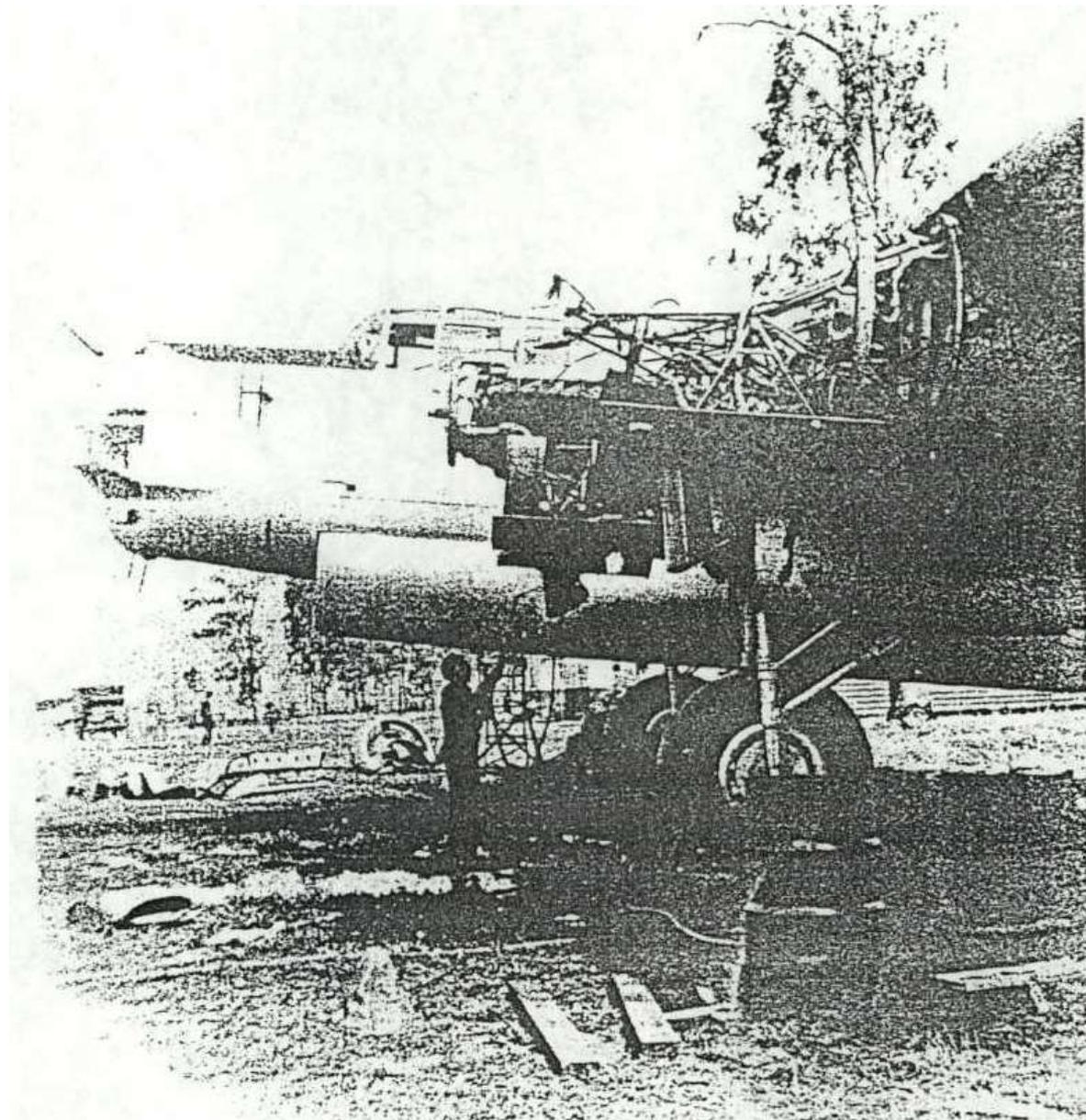
At the conclusion of Operation Totem it was discovered that nine of the twelve Lincolns had been contaminated and eight required 'special procedures'.

Four of these **A73-25, 47, 52 and 54** were classified 'highly contaminated', never flew again and were parked on a well out of the way area at Amberley with large crosses painted on them. The eventual fate of these aircraft is unclear and speculation is rife about burning, burying and dumping at sea.

**Rod Farquhar**

*Sources the above information is taken from 'Lincoln Canberra and F-III in RAAF service' by Stewart Wilson*

*Editor's Note: **A73-25** Used and destroyed during 1959 onwards in fire drills at Amberley. Nil **A73-47** E/E-88 Card, **A73-52** disposed Vis 3AD mid-1959. **A73-54** converted to components by 3AD in 1957.*



*A73-25 being steamed cleaned, post Operation Totem at Amberley 1953. GRB Collection*



## **Curtiss Corner: P-40K-10 A29-182**



**A29-182** P-40K-10 CW#1046 C/n#21559 **FY#42-10175** Rec RAAF Jan-43  
Coded **AM-C**

MAC (Air) Case 126 Indent: 2012A Contract22714 Req#322 Diversion#146, #9 a/c of 35a/c October 1942 Allotment shipped ex Vancouver, Canada departing 16/12/42. Rec 2AD ex USA (RAF Diverted and Brown/Green camouflaged) 22/01/43. Rec 77 Sqn RAAF ex 2AD 22/02/43. Coded as "AM-C"; replacing A29-114 "C". Accident 28/2/43 when it nosed over into soft mud with two blades being damaged, after a suffering hydraulic failure in flight, forcing the pilot to crank manually the undercarriage down performing a no flaps (120mph) high speed landing, at Milne Bay. Pilot, F/O Dean H Kelly Serv#416098, escaped injury. Aircraft carried two kill markings and AM-C codes. On 4/8/43 it was damaged on operations by AAA; Rec 3AD ex 77 Sqn RAAF 14/03/44. Rec 20TU ex 3AD on 17/9/44. Rec SHQ Flight at Laverton 13/8/45 Rec 1AD ex SHQ Laverton 10/10/45. Rec 1CRD ex 1AD 17/10/45. Rec School of Air Support (SAS) ex 1CRD 22/08/47 as a target a/c and finally being written off per AMSE File#9/21/586 on 26/8/47. *F/Lt Dean Kelly same personal nose art of boxing kangaroo as on P-40E-1 A29-114 "C".*

## Odd Shots:



*P-3C A9-754 after it ditched into the shallow water of the lagoon at the Coco Islands 26th April 1991. The aircraft is being towed to the beach for salvage.*



*Jindivik A92-903 (RAF Serial ZJ498), here pictured after retired from service in the UK.*



*A DAP Lincoln LR, though it has the rear turret fared over. Location is Japan. Can anyone ID the A73 Serial? Is it the same A73-2 Nyhuan as below?*





*RAAF's preloved ex-5<sup>th</sup> AAF B-24D-20-CO 41-24127, now A72-10, "Rio Rita" on a ground run test*



*RAAF's preloved ex-5<sup>th</sup> AAF B-24D-65-CO 42-40512 "'SHE 'ASTA" became A72-5. Having served with 530th BS of the 380th BG, USAAF, she flew as many as 27 missions and claimed at least eight enemy aircraft destroyed, four on one mission alone after being attacked by about 12 fighters.*



*Cessna 180 A98-044 with Grey/Green wrap around camouflage in Vietnam*



*Caribou A4-193 pictured in SEA Colours in Vietnam.*



*Caribou A4-231 pictured in SEA Colours in Vietnam November 1971.*

### ***The Chief of Seattle***



***Boeing B-17E 41-2656 "Chief of Seattle", 435th BS 'Kangaroo Squadron', picture d in original colour, was lost with Co-pilot F/Sgt George S. Andrews, Serv#6694 RAAF (Brisbane, QLD) on 14<sup>th</sup> August, 1942.. To date, it has never been found.***

DEPARTMENT OF AIR.

MINUTE PAPER.

(This side only to be written on.)

228 2.42 240110 G.P.S.

SUBJECT: presumption of death of No. 6694 Sergeant Andrews, George Stewart.

D.P.S.

B.17.E. aircraft No. 41-2656 of No. 435 Bombing Squadron, 19th Bombardment Group, U.S.A.A.F. took off on an operational flight on 14th August, 1942, and failed to return to its base.

2. The only R.A.A.F. member of this crew was No. 6694 Sergeant Andrews, George Stewart, and the aircraft departed from Port Moresby at 0620 hours on a lone reconnaissance over the New Guinea area. Aircraft did not return at "E.T.A." and as far as is known, no search action has been taken. (Enclosure 10A).

3. Forward Echelon, R.A.A.F. Headquarters advised by letter that 1st Lieutenant Wilton E. Cook was the captain of this aircraft and that the United States personnel are still shown as "Missing in Action" as at 9th April, 1944. (Enclosure 27A).

4. On 11th October, 1946, Squadron Leader A.M. Rundle of R.A.A.F. Searcher Organisation reported that constant lookout has been maintained for this aircraft whilst searches were being conducted in New Guinea, but no information has been obtained that led to any knowledge of aircraft No. 41-2656 or to the fate of the crew. Owing to the lack of information supplied when this aircraft was first reported missing, there has been no definite source of enquiry which could be followed. (Enclosure 38A).

5. As all searches and investigations have proved unsuccessful; interrogation of Japanese and perusal of Japanese records giving no indication that the abovementioned airman was ever captured as a prisoner of war, and as a period of over four years has lapsed since the aircraft became missing, it is considered highly probable that the crew failed to survive the crash.

6. RECOMMENDATION:

It is recommended that No. 6694 Sergeant Andrews, G.S. be officially presumed to have lost his life on 14th August, 1942.

4 Dec., '46.

*W. J. Keenan*  
Wing Commander,  
D/D.P.S. (Cas).

P.6.

The member referred to in the preceding paragraph is officially presumed to have lost his life with effect 14th August, 1942.

4 Dec., '46.

*W. J. Keenan*  
Group Captain, D.P.S.

***This aircraft was paid for by the citizens of Seattle, Washington State during a bond campaign sponsored by the newspaper to raise \$280,535 to pay for a B-17E. The bomber these funds purchased was nicknamed "Chief Seattle from the Pacific Northwest", and christened in a ceremony on 5th March, 1942.***

# Heavy Lifting with the RAAF C-17A

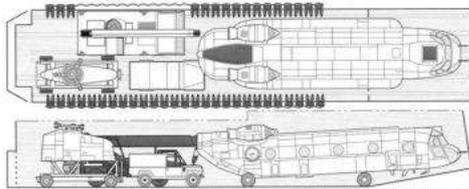
Some of the big loads: Source RAAF



## CH-47



CH-47D Chinook Helicopter  
plus Landrover, 15T Crane, and Personnel  
1/125 scale



- 1 CH-47D Chinook helicopter (Forward and aft rotors, hubs, gear boxes, and pylons removed, with all rotor blades plus forward pylon/gear box stowed inside helicopter)
- 1 Perentie Landrover 110 light truck (4x4)
- 1 15T truck mounted crane (to reassemble Chinook)
- 43 Personnel

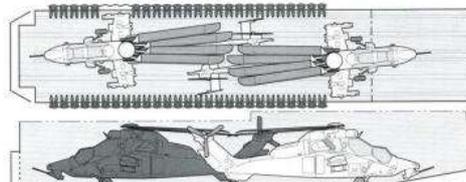
Payload 87,240 lb (39,655 kg)



## ARH Tactical



Tiger Helicopters in Tactical Configuration  
1/125 scale



- 2 Tiger HAP Helicopters (four main rotor blades folded)
- 51 Personnel

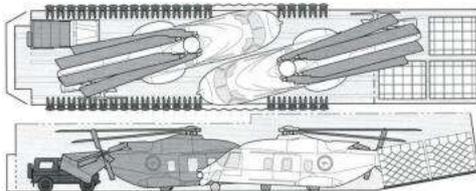
Payload 26,212 lb (11,905 kg)



## MRH-90



Two NH-90 Helicopters  
plus Support Vehicle, Cargo Pallets, and Personnel  
1/125 scale



- 2 NH-90 TTH Helicopter (main rotors and tail section folded)
- 1 Perentie Landrover 110 light truck (4x4)
- 3 463L cargo pallet
- 42 Personnel

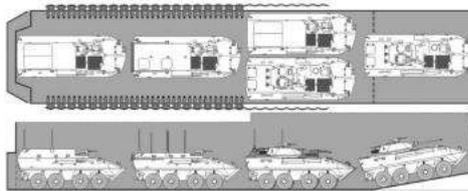
Payload 53,425 lb (24,273 kg)



## ASLAV



5 ASLAV Light Armoured Vehicles, and Personnel  
1/125 scale



- 2 ASLAV-PC, 8x8 Armoured Personnel Carrier
- 1 ASLAV-C, 8x8 Command & Control
- 2 ASLAV-25, 8x8 APC w/25mm turret
- 38 Personnel

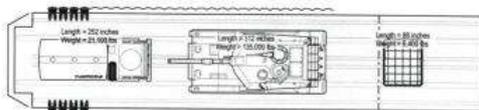
Payload 140,490 lb (63,800 Kg)



## Abrams



Abrams Main Battle Tank  
plus Support Vehicle, Ammo Pallet, and Personnel  
1/125 scale



- 1 M1A2 Abrams MBT (no ammo aboard, min fuel, 135,000lb gross vehicle wt)
- 1 LMTV 4x4 truck (fuel tanker)
- 1 ammo pallet
- 8 Personnel (vehicle crews) (240 lbs each)

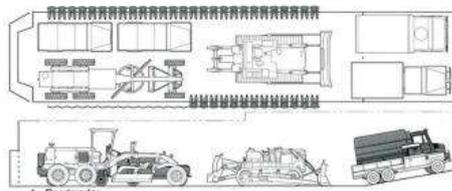
Payload 164,420 lb (74,740 kg)



## Disaster Relief



Construction Equipment  
plus Support Vehicle, Cargo Pallets, and Personnel  
1/125 scale



- 1 Roadgrader
- 1 Bulldozer
- 1 Perentie Landrover 110 (6x6)
- 2 Perentie Landrover 110 (4x4)
- 1 Unimog 2.5-ton truck (4x4)
- 40 Personnel

Payload 138,990 lb (63,180 Kg)

Next Issue, the winter 2014 edition, will be out circa late June 2014.

