



ADF Serials Telegraph News

News for those interested in Australian Military Aircraft History and Serials

Volume 3: Issue 5: Summer 2013 Editor and contributing Author: Gordon R Birkett

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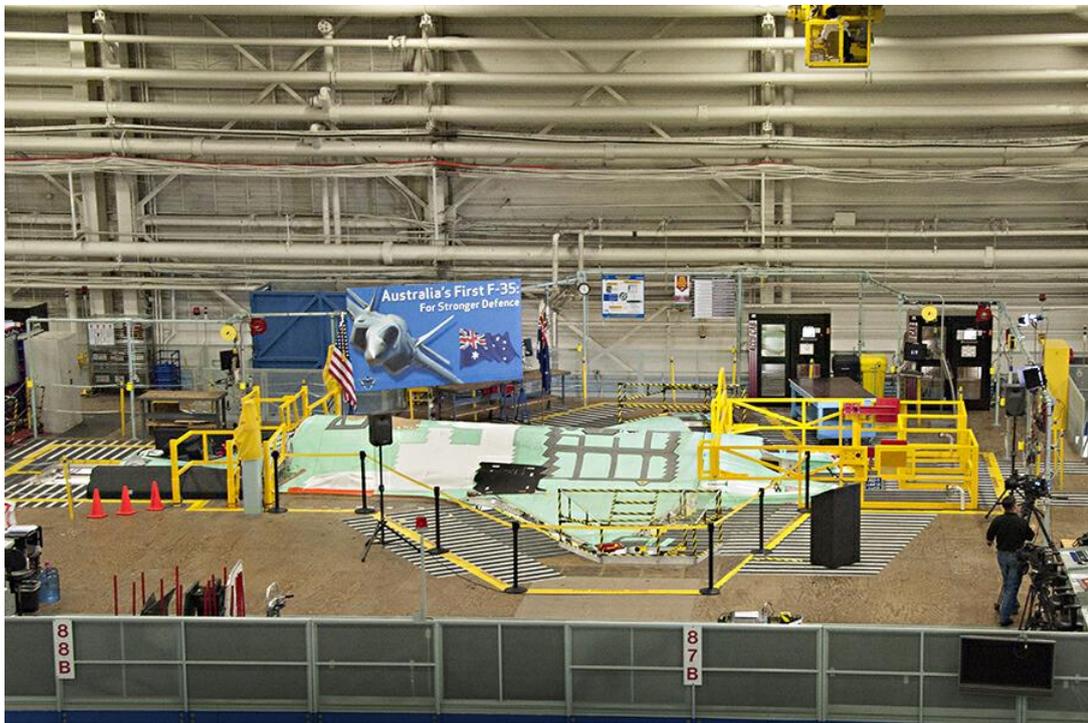
These boards can be accessed at: www.adf-messageboard.com.au/invboard/

News Briefs

- 28/10/2013: **The BAE Systems Taranis** unmanned combat air vehicle (UCAV) demonstrator has made its maiden flight 13/10/2013 and is currently conducting initial flight trials. "Flight trials are currently ongoing," a MoD spokesperson said. Neither the MoD nor BAE Systems were able to confirm the date of the maiden flight at this stage. However, a full statement by the MoD will be issued when the Taranis flight trial programme has been completed, the spokesperson said. Flights are understood to be ongoing at the Royal Australian Air Force's Woomera Testing Range in South Australia where previous unmanned flight test campaigns took place, including the Mantis, Herti, Corax and Raven systems.



- Lockheed Martin and the Royal Australian Air Force (RAAF) celebrated the beginnings of the first **F-35 Lightning II** for Australia in October. The aircraft, designated as AU-1, officially began the mate process, where major components of the aircraft are joined together to form the aircraft's structure. AU-1 will then make its way down the assembly line and roll out of the factory for delivery to the RAAF in the summer of 2014. United Technologies Corp., Pratt & Whitney Military Engines, East Hartford, Conn., is being awarded a \$508,214,419 modification to the previously awarded F-35 Lightning II Lot VI low rate initial production advance acquisition contract (N00019-12-C-0090). This modification provides for the procurement of 18 F135 conventional take off and landing (CTOL) propulsion systems for the U.S. Air Force; six short take-off and vertical landing propulsion systems for the U.S. Marine Corps; and seven carrier variant propulsion systems for the U.S. Navy. In addition, this contract procures three F135 CTOL propulsion systems for Italy; two CTOL propulsion systems for Australia; one F135 CTOL spare propulsion system for Italy; and one F135 spare propulsion system for Australia.



- 01/11/2013: **USAF C-27Js gets a new life.** Defence News reports that SOCOM will receive 7 C-27Js for training purposes. None are being taken from "Type 1000" near-ready storage; 3 will go to JFK Special Warfare Centre as training aircraft, instead of the boneyard, and another 4 are still under construction. That leaves 13 in storage right now, with 1 more set to join them. The C-27Js need to be declared "excess defence articles" before they can be assigned outside the military, and that hasn't happened yet. The Coast Guard and Forestry Service will need to wait. The US Coast Guard wants all 21, to serve as medium range maritime surveillance planes alongside the existing CN235/HC-144 fleet. *Sources: Defence News, "US SOCOM to Get 7 C-27Js from USAF"*.
- 05/09/2013: Maritime Helicopter Support Co., Trevose, Pa., is being awarded a \$170,449,998 modification against a previously awarded firm-fixed-price contract (N00019-13-C-4000) for the Through Life Support Phase II for the **Royal Australian**

Navy **MH-60 Romeo** aircraft under the Foreign Military Sales (FMS) program. This effort includes squadron administrative management of aircraft and support equipment inventory; data and aircraft inventory reporting; supply chain management and the conduct of depot level Phased Maintenance Interval events. Work will be performed in Yerrilyong, New South Wales, Australia (73 percent); Owego, N.Y. (15 percent); and Stratford, Conn. (12 percent); and is expected to be completed in December 2019.

- **RAAF AGM-88E AARGMs on the way:** Alliant Techsystems Operations LLC, Defence Electronic Systems, Woodland Hills, Calif., is being awarded a \$102,426,881 firm-fixed-price contract the full rate production Lot II of the advanced anti-radiation guided missile (AARGRM), to include conversion of 112 AGM-88B high-speed anti-radiation missiles (HARMs) to AGM-88E all-up-rounds and captive air training missiles (CATMs) for the U.S. Navy (97) and the Government of Italy (15), to include related supplies and services. **In addition, this contract provides for the conversion of eight AGM-88B HARM missiles to AGM-88E AARGM CATMs for the Government of Australia**, including related supplies and services. This contract combines purchases for the U.S. Navy (\$80,255,871; 78 percent) and the governments of Italy (\$12,826,473; 13 percent) and Australia (\$9,344,537; 9 percent) under the Foreign Military Sales (FMS) Program.
- **RAN GQM-163 Coyote Purchase:** Orbital Sciences Corp., Launch Systems Group, Chandler, Ariz., is being awarded a \$29,862,025 firm-fixed-price contract for Full Rate Production 7 of eight GQM-163A Coyote Supersonic Sea Skimming Target base vehicles, including the associated hardware, kits and production support, for the U.S. Navy (5), and the governments of **Australia (2)** and Japan (1). This is contract combines purchases for the U.S. Navy (\$19,470,590; 65 percent) and the governments of Australia (\$7,057,199; 24 percent) and Japan (\$3,334,236; 11 percent) under the foreign military sales (FMS) program.



The GQM-163A MK 70 Booster/Ducted Rocket Sustainer configuration as shown above makes judicious use of residual Standard Missile assets and the \$80 million U.S. Government investment in solid-fuelled ducted rocket/ramjets.

- 09/07/2013: HELLFIRE Systems LLC, Orlando, Fla., was awarded a \$7,582,999 modification (P00037) to a previously awarded firm-fixed-price, foreign military sales (FMS) contract (W31P4Q-11-C-0242) to **convert HELLFIRE II Romeo Air-to-**

Ground Missiles to AGM-114R2 and AGM-114R9E. The cumulative total face value of this contract is \$873,742,175. **This FMS contract is in support of Australia,** Saudi Arabia and United Arab Emirates. The precision-strike AGM-114R multi-purpose HELLFIRE II consolidates the capabilities of all previous HELLFIRE II variants equipped with semi-active laser (SAL) seekers into a single missile that defeats a broad range of targets. A new multi-purpose warhead enables the AGM-114R HELLFIRE II to neutralize a broad target set previously requiring multiple HELLFIRE warhead variants—from armour and air defence systems to patrol boats and enemy combatants in buildings, open areas, SUVs or caves. The missile may be employed by lock-on before launch (LOBL) or lock-on after launch (LOAL) for increased platform survivability. In ADF Service, it will be used on ARH and MH-60R Helicopters.

- 12/08/2013:— The Defence Security Cooperation Agency notified Congress of a possible Foreign Military Sale to Australia of munitions and associated equipment, parts, training and logistical support for an estimated cost of \$54 million. The Government of Australia has requested a possible sale of up to 4,002 M1156 Precision Guidance Kits (PGK) for 155mm munitions, personnel training and training equipment, publications and technical documentation, U.S. Government and contractor engineering, technical and logistics support services, and other related elements of logistics support.
- 31/10/2013, By MARCUS WEISGERBER [DefenseNews.com] - WASHINGTON – The Pentagon plans to fast track the sale of six Bell-Boeing V-22 Ospreys to Israel, allowing the nation to begin receiving tilt-rotor aircraft in two years.
- 17/09/2013: Rotary Wing Group - Eight (RWG-8), the Australian Army Aviation Detachment, has completed its five-month mission in Afghanistan. RWG-8 marked the End of Mission during a ceremony at Kandahar Airfield (KAF) on 14/09/2013. The KAF-based RWG consisted of two CH-47D Chinook medium lift helicopters operating throughout the Afghan summer months as part of the American-led Regional Command South Aviation Task Force. Over the 11 rotations of Army Combat Aviation (three by Aviation Support Element and eight by Rotary Wing Group) Army Chinook helicopters flew in excess of 6000 combat flying hours, carried almost 40,000 personnel and transported in excess of 3600 tonnes of military cargo for the loss of one CH-47D+.
- 04/07/2013: The Boeing Co., Ridley Park, Pa., was awarded a \$17,028,790 modification (P00009) to a previously awarded firm-fixed-price, multi-year, foreign military sales contract (FMS) (W58RGZ-12-C-0010) for the procurement of 14 CH-47 cargo aircraft. This FMS contract is in support of Australia and United Arab Emirates.
- 20th Sep, 13 Court found Graeme Dunstan, 71, guilty of damaging Commonwealth property an incident where fellow activist Bryan Law used a garden mattock to smash a small hole in a Tiger helicopter on July 21, 2011.*

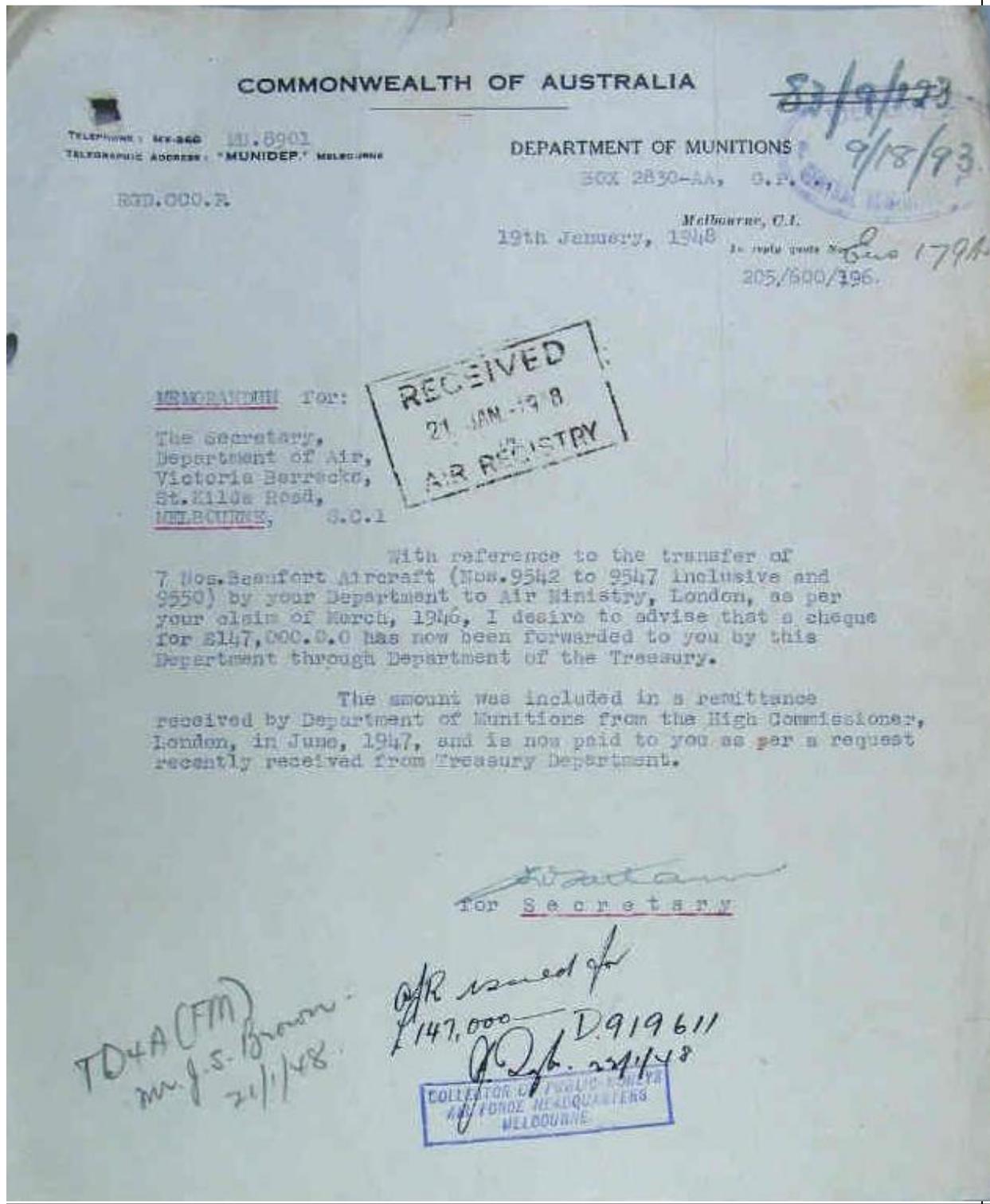
Law died earlier this year. Dunstan drove Law to the airport and opened the airport gate. Judge Nick Samios sentenced Dunstan to two years' imprisonment, suspended immediately, and placed him on a three-year good behaviour bond. **Dunstan was ordered to pay \$162,681.63 in reparation. The court heard the helicopter was grounded for four months. Dunstan said he had no regrets about the attack, which was inspired by a line from the Bible predicting the end of war: "They will beat their swords into ploughshares and their spears into pruning hooks". "We did manage to put the helicopter on trial and the wars in Afghanistan and Iraq on trial," Dunstan told AAP. **He said money would be deducted from his pension payments to pay off the reparation order, but given the size of the sum it was unlikely the full amount would be recovered.***

Early DAP Beaufort Myths clarified, and Historical Dates in 1942

First 6 RAF ordered DAP Beauforts designated and delivered to Malaya myth's:

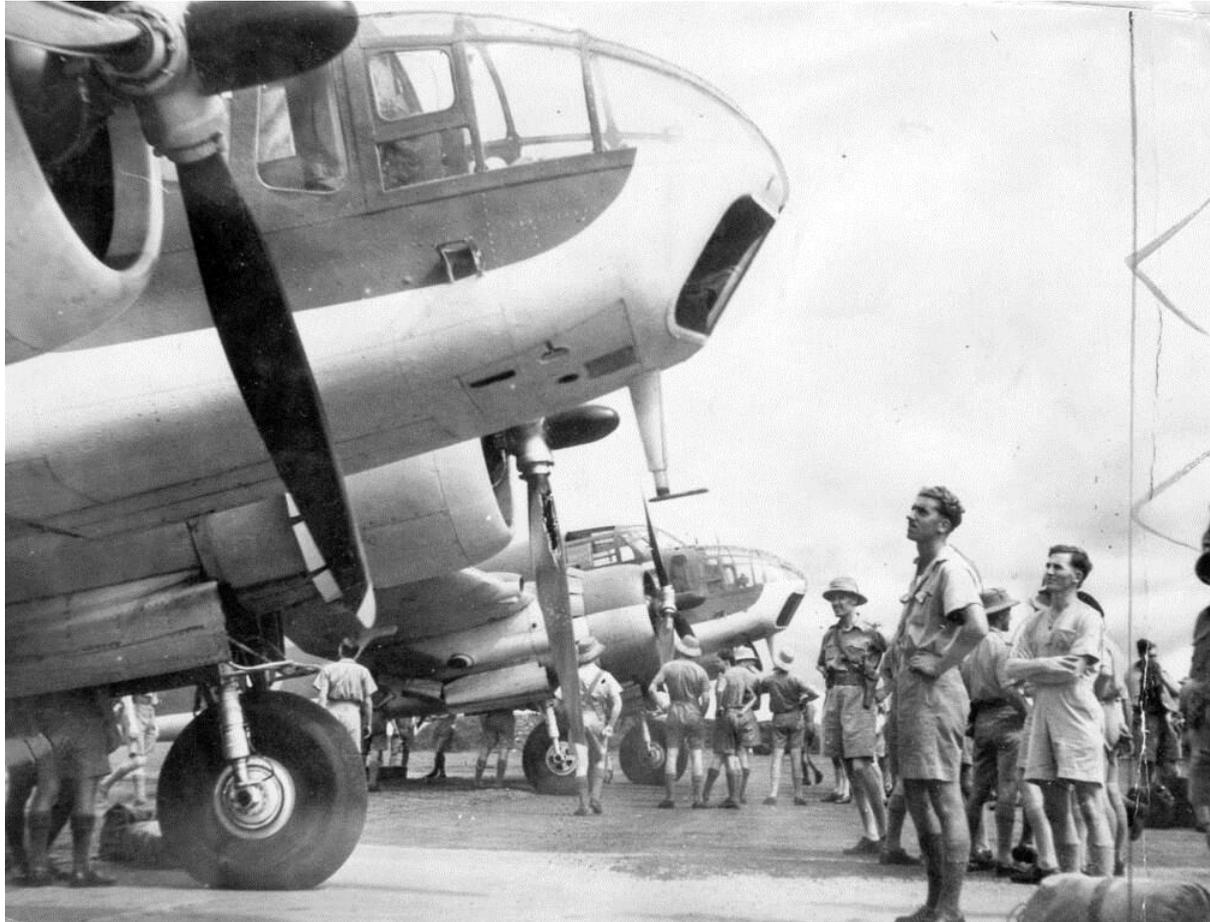
Below: The 1948 covering letter per Exchequer Cheque for eight RAF DAP Beauforts to Department of Munitions.

Payment was based on hours flown by 100 Squadron and final delivery location



The Aircraft:

T9541 (Accepted 16/11/41 at DAP), **T9542** (Damaged to airframe Surabaya 04/12/41 but repaired), **T9543** (damaged on returned delivery flight 14/12/41 at Batchelor NT), **T9544** (Crashed 31/01/41 Richmond airfield), **T9545** and **T9547** (Damaged Tenants Creek 24/12/41). All leaving Richmond 24/11/41.* *A/c returned to Australia 14/12/41 to have Bomb and Torpedo racks (underscored) All at 1AD 31/12/41.*



The arrival of RAF DAP Beauforts in Singapore Decembr 41 Source:G R Birkett Collection

Further duo, **T9546** and **T9549** (brought parts up to Batchelor for **T9547**) both fitted with Bomb and Torpedo Racks, (Left at Darwin?) were due to leave Australia for Malaya 17/12/41 (only 1 delivered RAF Malaya ex Darwin). It is this aircraft, **T9546** that was used in reconnaissance flights before being returned to Australia before Christmas 1941, as the last DAP Beaufort out of Malaya.

Ten RAF Beauforts were delivered by 31/12/41. The displacement of Beauforts at the time, four were at Nhill, one Darwin, one Tennant Creek, and one at Mascot. A further two RAAF Beauforts were arriving at Nhill for training, making a total of twelve delivered.

Of the eight prepared RAF Beauforts, six arrived in Malaya were: **T9542, T9543, T9544, T9545, T9546 and T9547**. All of these six, except one, **T9543**, were returned to 1AD by the 24/12/41.

The other two, **T9541 and T9549 (Batchelor)** never left Australia. Of the remaining two of ten, **T9540** was at DAP and **T9550**, was held at Nhill.

12	7-1-42	D.G.S.P.	Unserviceable Beaufort a/cft	D.G.S.P. 7/42	1160
	6-1-42	R.S.O. 73/42 (1/1/24) 450 9/1/42	T9542 + T9545 Ex Malaya. PA	19/5/42	2
	27-1-42	A.P.C. 2952 30/1			6
	28-1-42	A.P.C. BEAUFORT DIVISION 2 C.S. 210/42			
	14-2-42	DEPT. AIR PRODUCTION 2 P.D. 16/2/42			
	12-1-42	D.P.D. (M)	Beaufort Aircraft T9541.		
			Work to be carried out.		

12-1-42	N.S.J.M.	Washed Beaufort a/cft (T9549 on			
7-1-42	A.P.C. (Report) ✓	(T9547 T.Crank) at Datchet and			
		Tennants Creek.			



DAP Beaufort Mk V T9547 (Later A9-8) NK-R 100Sqn RAF Nov 1941.

No Beaufort was lost in Malaya on the ground or air, even though a Beaufort was stated lost during reconnaissance duties on the ground in Malaya by some Historians. All aircraft that were sent up, eight in total, not six, reconcile back to Australia.

Story: 100 Sqn RAAF History to the first Milne Bay Torpedo Sortie

No 100 Squadron RAAF was formed 25/02/42 at Richmond as a GR (Torpedo) Squadron (Ref: AFCO 24/42 dated 28/02/42) from RAF. Unit establishment was 12 Beaufort MKVs IE and 6 Beauforts MKVs IR, all fitted with WASP S3C4Gs.

First CO was former 100Sqn RAF OCU Commander, Wg Cdr A W Miller 32171 (RAF), who was transferred to 5 Fighter Control Sector HQ Darwin on the 16/03/42. He was replaced by Wg Cdr J R Balmer 68 (RAAF). The main operational base was at Richmond, but a satellite base was established at St Mary's Strip, some ten miles from Richmond.

The first operational Anti-submarine flight was made by DAP Beaufort MkV **T9556** (later A9-17, then A9-702) on the 04/03/42. Nearly all early production RAF (T9540 to T9553) MKV serial number series were withdrawn from operational flying by mid-April 42 (replaced by DAP Beaufort Mark VI models fitted with WASP S1C3Gs) and transferred to 1AD or 10TU due to early RAF equipment fits that required changing to RAAF Specs. A few of these would return to operational use after being overhauled. With strength of eighteen Beaufort aircraft in May 42, this number was further augmented by an additional type; a Fairy Battle, **L5693**, for Drogue towing.

Some fourteen Beauforts and Crews were dispatched to their advanced operational Base at Cairns, Queensland on the 11th May 42 in preparation of possible involvement in the Battle of the Coral Sea.

On the 26th May 42, three Beauforts flew to Port Moresby to carryout armed reconnaissance duties near Deboyne Islands.

Two aircraft carried out the unit's first offensive bombing mission of the war, flown by Wg Cdr Balmer and Sqn Ldr Parker, in an armed reconnaissance of Deboyne Islands, and attacked the Japanese Sea plane base, on the 27th May 42. Only one small float plane and two land based aircraft on the nearby strip were noticed. The petrol base was bombed before returning to refuel at Port Moresby, then flying onto Cairns.

Later in the month, the squadron would move to Mareeba from Cairns.

St Mary's Strip was closed in early May 42, with Richmond being centred for flying for the remaining flight of four Beauforts and Battle.

During June 42, the squadron would suffer its share of accidents and losses. Beaufort **T9602** was damaged on landing on at Mareeba on the 5th June 42. The first fatal lost was on the 12th June 42 when Beaufort **T9608** (A9-56) went missing during an anti-submarine patrol from Mareeba. The Crew; SGT Charles Douglas Hucker 400674, SGT John Roland Pittman 407971, SGT Edward Kennion Jones 407679, SGT Horace Evans Shying 405942 were missing, believed all killed.

On the 25th June 42, five Beauforts; **A9-46** (Wg Cdr Balmer), **A9-42**(F/Lt Ryan), **A9-31** (F/Lt Bernard), **A9-48**(F/O Elcoate), **A9-38**(F/Lt Thompson), all under command of Wg Cdr Balmer, were flown to Port Moresby from Mareeba to carry out a night bombing raid on Lae, Salamau and shipping in the area. They joined three Beauforts that were previously flown up on the 22nd June 42; **A9-32** (P/O Mercer), **A9-52**(Sqn Ldr Sage) and **A9-53**(F/Lt Douglas).

The operation made in two separate flights of three (**A9-46/A9-38/A9-31**) and two (**A9-52/A9-54**) respectively to attack any shipping around Salamau and Lae. Both attacks were successful with both a Japanese freighter attacked and enemy installations at Lae bombed. However it was for the cost of two Beauforts and one crew.

Balmer's flight of three attacked a Japanese freighter some thirty miles east of Lae, scoring several hits (Reported the next day, after a reconnaissance, as being sunk), however one aircraft, **A9-31** (F/Lt Bernard) suffering hydraulic damage from flak, and forced landed at Jackson Strip on return.

Sage's flight successfully bombed Lae, but on the return flight around 0430hrs, he and his crew went missing in **A9-52** some 60 miles from Port Moresby despite requesting radio bearings to Jackson

Strip. The following day, four 35th FG Aircobras performed an unsuccessful aerial search. Another search was performed by **A9-32** (P/O Mercer) covering some 120 miles of coastline west of Port Moresby unsuccessfully. The Crew: Sqn Ldr C W Sage 255, F/O JA Wormald 402812, F/SGT C F Patterson 401048 and SGT D W Desmond all missing, presumed killed. All aircraft returned to Mareeba that day, leaving behind **A9-31**(with P/O Ophel (Observer) supervising disassembling) that would be later salvaged and sent to 5AD.

In Australia, on the 25th June 42, the squadron also suffered another loss when **A9-36** forced landed in a cleared area some 35 miles north west of Cooktown, at Mt Mulligan, whilst getting lost during a tropical storm when returning back from an anti-submarine patrol. The Crew: F/O Cahir (pilot), P/O Smith, P/O Schwartz and SGT Borserini were not injured.

On return to Mareeba, the following day, the remaining fourteen Beauforts of 100 Squadron flew onto their new base at Laverton, Victoria. From here they would provide anti-submarine patrols in response to possible Japanese submarine attacks for the next few weeks operating from Laverton, with detachments at Mallacoota and Nowra.

Sadly, the squadron suffered another aircraft and experienced crew loss on the 12th July 42 when **A9-64** crashed at Dromana at 0700 hrs when starting on an anti-submarine patrol (LAV81). The Crew; F/O Elcoate 712, SGT C Redgrave 405934, SGT J R Axon 405033(WAG), and SGT D M Wehl 404520 (observer) were all killed.

For the next month, the squadron settled down to anti-submarine patrols covering an area from Mt Gambier South Australia, vis Victoria, to Nowra New South Wales, and from Cambridge Tasmania. The closest to a submarine contact happened on the 27th July 42 when a message was received that the *SS Coolana* that it was under attack by shelling from a surfaced submarine, position 37.00 East/150.13 South. **A9-62** was sent to investigate at 1955hrs Zulu, however no contact was made. *Due to the increased Submarine threat, from the 4th August 42, four Ansons of 67 Squadron were attached to 100 Squadron during this period.*



Bristol Beaufort Mk I dropping a British Mk13 Torpedo.

Training in the art of dropping Torpedos was commenced on the 3rd August 42, when a three aircraft detachment and four crews, under Wg Cdr Balmer, arrived at Base Torpedo Unit, Nowra to commence No 1 Torpedo Training Course. No 2 Torpedo Training Course commenced on the 16th August 42, with a further six Beauforts under command of F/Lt Douglas. A further two Beauforts arrived with three crews under command of F/Lt Bernard on the 19th August 42, with one more following the next day and a further one on the 22nd August 42. The course was completed by the 29th August 42

On the 4th September 42, at 1530hrs, six Beauforts under command of Wg CDR Balmer departed Laverton, to fly to Nowra on their way to their final destination, Fall River, code name for Milne Bay.

Into action again: Milne Bay

On the night of the 25th/26th August 1942, the enemy naval force entered Milne Bay, covering landing forces on the northern arm of the bay, east near KB Mission with the object of capturing, intact, the aerodrome. They made an error of navigation and landed some six miles to the east of where they had planned to land. The Japanese Marines were about to be engaged in battle by units of the Australian Militia Forces and Australian Imperial Forces in the first successful repulse of a Japanese invasion.

The force was under the protection of the cruiser, IJNS Tonyru and the 17th Destroyer Division, which continued to close in during the night and shell AIF and AMF positions throughout the next few nights.

On the 29th August 42, at 1624hrs report came in that an enemy cruiser and eight destroyers were sighted as heading south of Normanby Island. Numerous missions were flown by 6 Squadron 5th September 42; weather was bad in morning with 1000-2000ft ceiling, so there was no flying.

Later at 1331hrs a two Kittyhawk aircraft reconnaissance patrol, led by F/Sgt Crawford of 75 Squadron, was carried out over Samarai in search of an allied Hospital Ship due in. Later that night at 2200hrs, Japanese Naval Forces sunk the SS Ashun, docked at the wharf in Milne Bay. Reconnaissance aircraft were sent out to track these ships down.

At 0820hrs on the 6th September 42, the six Beauforts, together with three Beaufighters of 30 Squadron, and fourteen Kittyhawks from 75(6 a/c) and 76 (8 a/c) squadrons departed Gurney Strip to strike a Japanese force of two cruisers that was reported by a 6 Squadron Hudson located in the vicinity of Kitava Island, some 15 miles east of Normanby Island. The force failed to locate the Japanese force and returned to base.

At 11.06hrs P/O Johnston of 75 Squadron, landed from security patrol. He reported sighting of two Japanese Destroyers and one transport south of Samarai at 10.45hrs. A Hudson, from No 6 squadron, was sent out and continued to shadow the ships.

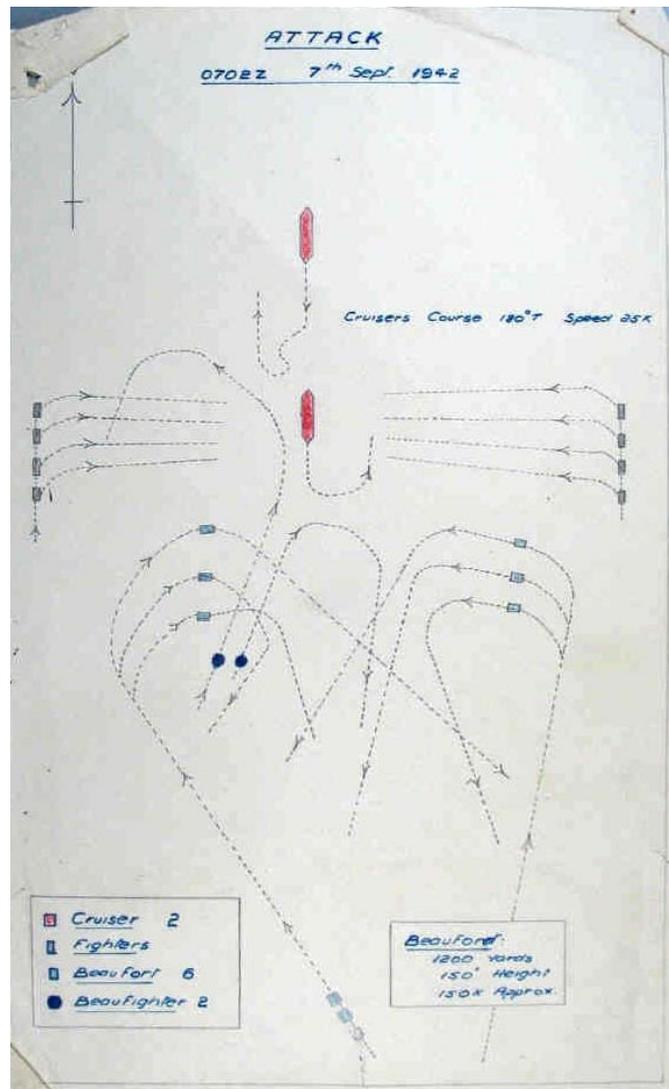
Again, the force took off on the 7th September 42 at 0630hrs and found and identified the Japanese Force, which consisted of one cruiser and one destroyer. Position of ships: 09.34 East/151.50 South at a speed of 18 knots on a 180 degree course. *This would be the first torpedo attack ever made by Australian built Beauforts, and the first time that Beaufighters were used in the New Guinea area.*

Those six 100 Sqn Beauforts were: **A9-46** (Wg Cdr J R Balmer), **A9-30** (F/O R S Green), **A9-87** (F/O Mercer), **A9-54** (F/Lt Douglas), **A9-75** (F/O H R Bonython) and **A9-60** (F/O W Stumm). The two Beaufighters were: **A19-53** (F/Sgt G W Sayers) and **A19-49** (F/O Jones).

An additional Beaufighter, **A19-13** (F/Sgt L C Vial Ser#400753, ex 456Sqn RAAF), was wrecked during take-off when it collided with a stationary Hudson, **A16-228**.

Aircraft from 76 Squadron; **A29-120** (Sqn Ldr Truscott), **A29-140** (F/O Kerville), **A29-80** (Sgt Louden), **A29-150** (Sgt Carroll), **A29-144** (F/Lt Meehan), **A29-96** (Sgt Watts), **A29-146** (P/O Rutherford) and **A29-147** (P/O Baker) would cover the torpedo attack of all six Beauforts, following their strafing attack.

The Enemy was first sighted by the Beauforts at position; 10.05East /151.30 South at a distance of six miles. The first three aircraft flight peeled off some three miles from the convoy and streamed in line astern to port, whilst the second flight peeled off to starboard in line astern. At about 2500 yards, all aircraft of both flights turned in and made a simultaneous broadside wing tip to wing tip and attacked the cruiser.



At this time all two Beaufighters and eight Kittyhawks made strafing attacks on the ships.

From between 1700 and 1200 yards, all Beauforts released their Mk13 Mod 1 Torpedos, with all aircraft breaking off at the bow of the cruiser. The Mk13 Mod 1 Torpedos used were set to run at a depth of 10 feet. *None of the Beauforts had Torpedo Sights fitted, so hence the bow aiming and release.*

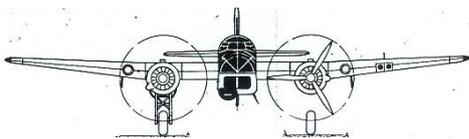
After 30 seconds, the Cruiser made a change of course to avert at least two successful launched torpedos. A large “puff” of black smoke was observed after the torpedo attack on one cruiser by numerous crew members. The Cruiser continued shooting its main armament until all aircraft were at least 7 miles away.

No post-strike photography was undertaken by either the Beauforts or by the follow-up attack by three 6 Squadron Hudsons. Lessons were needed to be learned for future operations.



A9-46 taxis along Gurnsey Strip as the first DAP Beaufort landing there, with a Torpedo fixed.

A USAAF A-24 is on the left: Credit: G R Birkett Atherton Collection



Story: G R Birkett@2013

References:

NAA: *A50 100 Sqn RAAF History Sheets/A9 Beaufort File Part 1/A9 Operations Beaufort Torpedo Attacks/Ginger/ Beaufort Aircraft - supply to United Kingdom for Malaya.*

Aircraft details: *ADF-Serial Site 2A9 File folder.*



North American P-51K, the early and late “Snake” Deliveries.

With the Curtiss Wright P-40N-40 production was completed by late 1944 under Case 573 Part 1, Indent 2270, the RAAF required a replacement aircraft and ordered under Case 573 Part 2, per request, one hundred and fifty-two P-51 type aircraft from January 1945. *This was not the first time that the RAAF sought the type. In early 1942, the RAF advised the availability of a new fighter, named Mustang, then powered by an Allison V-1710 engine that was of immediate availability via the USA. The RAAF was very interested in it, but decided to standardise on P-40 and Spitfire. Consideration was given for local production in late 1943 when it matured.*

With the establishment of a second P-51 Production source at Dallas Texas, the order was resubmitted as MAC (Air) Indent 2416, Assignment 285 Contract # 40063, Requisition #RFDA 43337 for two hundred and eighty-five P-51 Mustangs at contract price of £6,553,000 for delivery by June 1945. A further order of two hundred and fifteen P-51Ds were ordered for delivery post June 1945.



Mating a standard Wing

Initial P-51K Production Aircraft for the RAAF were delivered ex Dallas Factory without the five zero length rocket installations on each wing and a K-14 Gun sight. In original form, the N-3B Pilot's reflector site was fitted as standard, with the armament limited to wing carried Bombs and 0.50 Cal machine-guns. The first 85 P-51K model and serial allocation was as follows:

- NAA Model NAA-111 P-51K-10NT **FY44-12472 to 44-12522**
- NAA Model NAA-111 P-51K-10NT **FY44-12543 to 44-12551**
- NAA Model NAA-111 P-51K-15NT **FY44-12603 to 44-12627**

**All were part of a nine hundred production batch of P-51K Block 10NT and Block 15NTs*

A total of fifty-one aircraft were available for embarkation to ship to Australia by the 10th February 1945, another batch of nine by the 12th February 1945, all carrying USAAF Insignia and serials, with the third batch of twenty-five, in RAAF Insignia, to be readied by the 25th February 1945. Ferry code words to be used for the ferrying of the aircraft to the embarkation depot would be **“Snake”**. All aircraft were to be loaded and wrapped in accordance with North American’s “On Deck Shipment of P-51B and P-51C aircraft” procedure per NA 8003 Report.

Two P-51K-10NT aircraft had been lost by the time of embarkation: **44-12495 (damaged on the production line)** and **44-12507***, with a single replacement P-51K-10NT aircraft, **44-12591**, provided in the fifty-one aircraft of February 1945 batch per contract.

The scrapped P-51K-10NT **44-12507** was replaced by P-51K-20NT **44-12844** in the March 1945 Batch.

**P-51K-10NT 44-12507 forced landed on its belly at Love Field Dallas Texas (now the site of Oakland Municipal Airport), piloted by Arthur M Wish (5th Ferry Group) on the 9th February 1945. Aircraft was later scrapped.*



P-51K's A68-561 LB-B and A68-542 LB-E of 84 Squadron RAAF. GRB Collection

One additional P-51K-10NT aircraft of this batch, P-51K-10NT **44-12473** suffered slight damage on the 3rd February 1945, when it ground looped on take-off due to an engine failure at Nashville, Tennessee.

<u>MUSTANG P51</u>	285	40063	RFDA 43337	V1650-7	—	—	—	22	—	262
P51 (Tentative 2nd half)	215				45					170
<u>MUSTANG P51</u>		44-12473					4/7/45			
		-84408					4/7/45			
		-84411					17/7/45			

The noted 44-12473 is still marked crashed per June 45 deliveries, and now delivered per July 45 Deliveries.

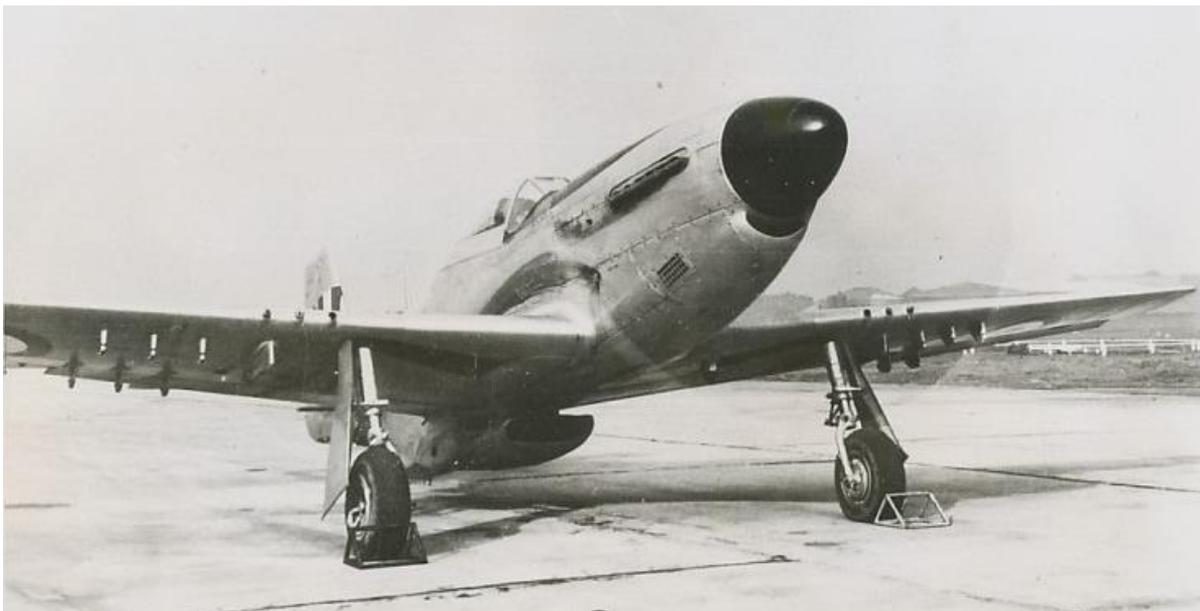
The pilot, Lt Emmett L Holt of the 20th Ferry Squadron was not injured. It would be repaired and sent to Australia, some five months later, as the last P-51K delivered to the RAAF as A68-583



Early 90's as N2151D 44-14237 "Moonbeam McSwine" Credit: Vlado Lench

Parts of this aircraft is recorded Airworthy USA as N2151D owned by Vlado Lench, of La Grange, Illinois, USPA in 1990. Airframe parts are: **44-73656** and **44-12473** resulting in the P-51D/K hybrid: **N2151D 44-14237 "Moonbeam McSwine"**. It went France later as **F-AZXS**.

In total, eighty-four P-51Ks were sent, with another two P-51Ks salvaged in the USA.



*From the start of the P-51D deliveries, the late A68-6** and 7** had the ability to fire rockets.*

A further single P-51D-5-NA, **FY44-13293**, was delivered in 1944 as the first RAAF P-51 in country, in kit form under a separate contract, USAAF AC-40064/Aus. 46, Indent 866, Proj#52414, as a pattern aircraft for CAC. That aircraft would end up being **A68-1001**.



P-51D A68-657 Practice 10 Rocket fit: ARDU 1945.



P-51D-5-NA 44-13293, ex RAF Diversion Mustang IV, later A68-1001. Does anyone know its intended RAF Serial?

Story by G R Birkett@2013.

Ref: NAA Acquisition of Aircraft for RAAF. 1945/USAAF IRCs /RAAF E/E-88 Cards /Aircraft Deliveries Cases.



Curtiss Corner: P-40M-5 A29-361



Pictured in 1944 A29-361 when coded SV-Y and named AVAGROG. Credit: Buz

P-40M-5-CU FY43-5665. Ordered 34th P-40M per MAC (Air) Case 126 Contract 30491 Diversion 322 Aus#3.

Rec 2AD ex USA vis Canada 17/04/43. Rec 76 Sqn RAAF ex 2AD 13/05/43. **Coded SV-X.** Accident, on 29/10/43 on returning from a dive bombing attack it made a belly landing on Kiriwina strip; on 11/11/43 it returned to 76 Sqn and **Recoded as SV-Y and named "AVAGROG"** on 6/10/44 it overshot on a downwind landing, ground looped and severed the u/c, Sgt John Milton Furze 13407 being ok; on 6/12/44 it returned to 76 Sqn; on 27/2/45 it was received by 86 Sqn from 76 Sqn, but allotted 2 OTU 07/04/45. On 20/6/45 was sent to 2 OTU, coded **U-D** then on 4/10/45 it was sent for storage at 6 AD; on 19/11/46 it was authorised for write off.



A29-361 SV-Y under goes servicing



North American Corner:

CAC Mustang A68-2

CA-17 Mk.20 NA110-34367 1327. Shipped to Australia in production to start the production line ex NAA. Rec 1AD ex CAC on 31/05/45. Rec 1 APU ex 1AD 04/06/45. Rec 1 AD ex ARDU 20/05/49. Rec 1AD Det B Tocumwal ex 1AD 25/07/50. At auction 21/1/53, fitted with Allison V-1650-3 FY#43-49178. Sold, collected by purchaser 23/04/57. Consumed for scrap, later on site at Tocumwal.



A68-2 pictured at Laverton late 1945. Credit: G R Birkett Collection



Odd Shots: 1941-1942 Arsenal of freedom



New Hudsons and L14s, pictured on the line at Burbank USA October 1941.



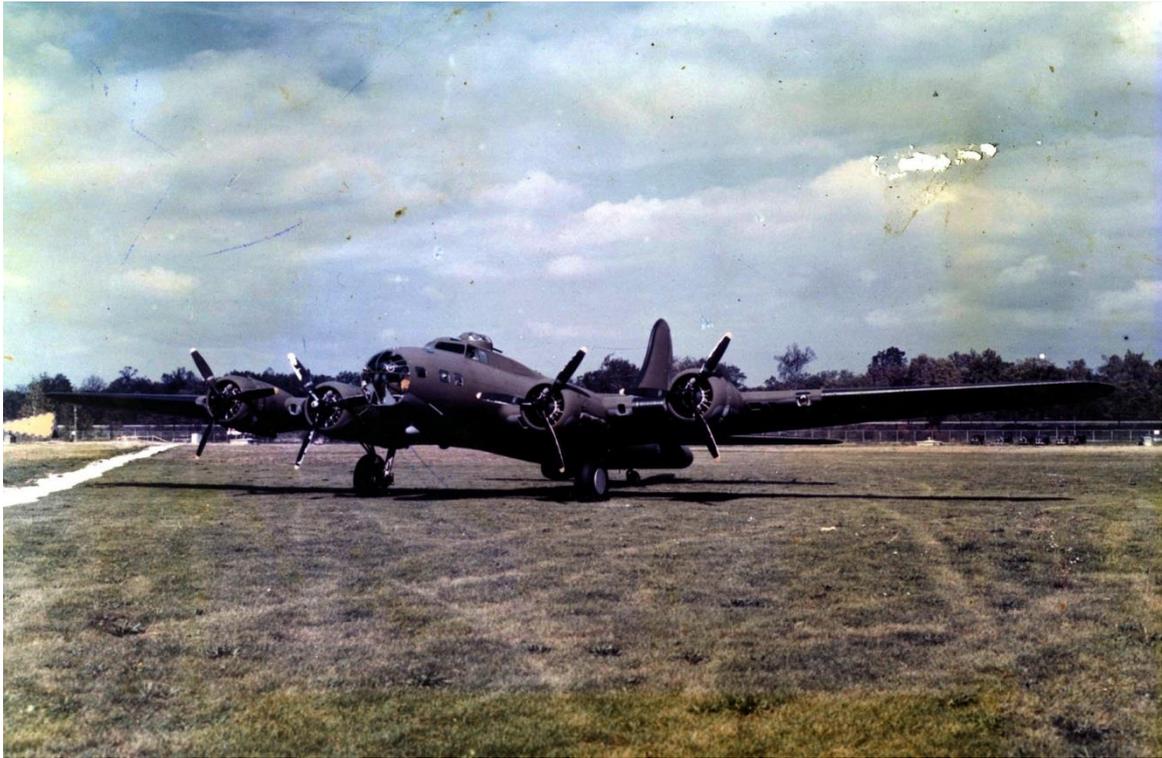
P-40E and Kittyhawk Mk1As pictured at Buffalo NY October 1941.



Dated, January 1941, inclusive, RAAF's new Model 28-5MA (Catalina's A24-3 and A24-4) are awaiting further assembly.



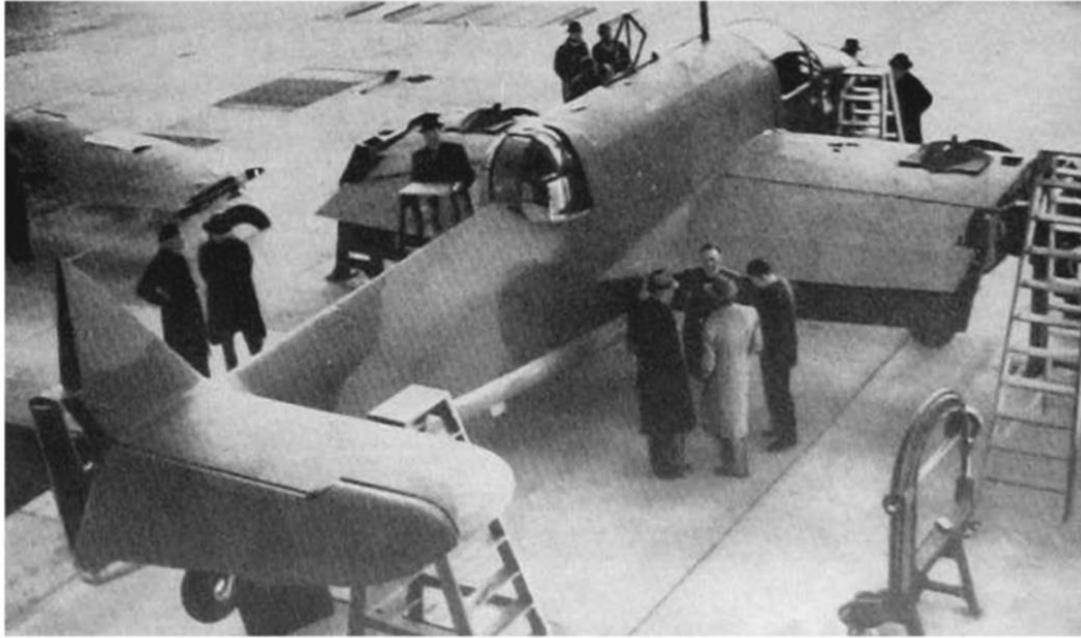
AH534, later A24-1, enters the water for the first time January 1941.



2nd B-17E, 41-2394 at Wright Paterson September 1941 following O/D paint test application.



Early B-25C/D Customers, USAAF, RAF, NEIAF, and Russia line up February 1942



Pictured here is the first Australian Built Beaufort, T9540 near final assembly.



DAF Beaufort #1: T9540, later A9-1



Beaufort's Bristol 303 cal Turret Early



Beaufort T9626: Is it A9-60? RAF Serial is not noted on our 2A9 Spreadsheet. Source: GR Birkett Collection



One of the first Buffaloes, AN215, was being delivered to 21 Squadron RAAF August 1941.



Boomerang A46-1 being rolled out after only four months from drawing board in mid-1942.



A46-1 warms up during ground run prior to first flight.

Next Issue, the summer 2014 edition, will be out circa late March 2014.

