



ADF Serials Telegraph News

News for those interested in Australian Military Aircraft History and Serials

Volume 6: Issue 4: Winter Supplement 2016 *Editor and contributing Author: Gordon R Birkett,*

Message Starts: In this issue:

- **News Briefs** by Gordon Birkett @2016
- **Story:** *Vultee Vengeance Mk.IA EZ999 (A27-99) Will the real EZ999 please stand up?* by John Bennett@2015
- **Story:** P-40 Operations in Australia: Supplementary #7; Where's A29-73? @Gordon R Birkett@2016
- **Curtiss Wright Corner:** P-40N-40 A29-1117 "Barbara-IV"
- **Odd Shots:** The 30's in "Hind" site GRB Collection
- **Message Traffic Selections:** Please address any questions to: question@adf-serials.com.au in the meantime
- **New Message Board Heading:** Aircraft Of The Papua New Guinea Defence Force

Message Board – Current hot topics: These boards can be accessed at: www.adf-messageboard.com.au/invboard/

News Briefs

- **18th May 2016:** RAAF C-17J had a landing incident at Waco , Texas when the port side main tyres burst.
- **19th May 2016:** Australian Air Force (RAAF) on achieving 100,000 flying hours for its Hawk 127 Lead-In Fighter fleet. Since the 33-strong fleet first entered service in 2001, BAE Systems has proudly provided in-service support from RAAF Bases Williamtown and Pearce, along with global experience and knowledge from BAE Systems Plc as the aircraft manufacturer.
- **3rd June 2016:** The US State Department is considering a possible \$301 million foreign military sale (FMS) of SM-2 Block IIIB standard missiles and associated equipment and support to Australia, the Defence Security Cooperation Agency announced on 31 May. Australia has requested up to 80 SM-2 Block IIIB standard missile, vertical launching tactical all-up rounds, RIM-66M-09; and up to 15 Mk 97 SM-2 Block IIIB guidance sections. The SM-2 Block IIIB missiles proposed in this purchase will be used for anti-air warfare test firings during Combat Systems Ship Qualification Trials for the Royal Australian Navy's three new Air Warfare Destroyers (AWD) currently under construction.
- **7th June 2016:** The RANFAA has deployed its first MH-60R operationally to the Middle East on board HMAS Perth. Under Operation Manitou, MH-60R N48-011 #911 will deploy for 6 months. As of this month some 14 MH-60Rs are in Australia. It has almost been a seamless introduction of this American Built Aircraft, as has the following type.



- **13th June 2016:** The Capability Acquisition and Sustainment Group (CASG) has delivered three additional Boeing CH-47F Chinook helicopters two and a half months ahead of schedule in a major boost to the Australian Army's medium-lift helicopter capability. The Australian Army Aviation now has 10 CH-47Fs in Australia. ADF-Serial Contributor, "**Batman**" has adroitly supplied the US Army FMS FY Serial s for them. The last three are in fact released New US Army Multi Year Contract airframes diverted to Australian Army Av.
 - **A15-301 11-07431**
 - **A15-302 11-07432**
 - **A15-303 11-07433**
 - **A15-304 11-07434**
 - **A15-305 11-07435**
 - **A15-306 11-07436**
 - **A15-307 11-07437**
 - **A15-308 14-08448**
 - **A15-309 14-08449**
 - **A15-310 14-08450**



The new Girls of C Squadron, A15-308/9/10. Defence



A15-307 on HMAS Adelaide in Sydney. The other involved was A15-304. Defence



Meanwhile, A15-307 getting its rotors off for Hanger tests on HMAS Adelaide in Sydney. Defence

- 23rd June 2016:** Production of the 15 Airbus Helicopters H135s for the Australian Defence Force's (ADF) Helicopter Aircrew Training System is continuing apace with the fifth and sixth aircraft at the manufacturer's Donauwörth production facility in Germany. N52-005 ('cab' number 845) and N52-006 (cab number 846) were noted on the flight line at Donauwörth, north of Munich, ahead of delivery to HATS prime contractor Boeing Defence Australia, while at least a further two H135s were noted on the final assembly line. *Source: www.defencealert.com*



- 27th June 2016:** American defence contractor Raytheon has been awarded a \$297 million Commonwealth contract to revamp Woomera as the world's most advanced military test range. The Woomera site in South Australia takes up an area slightly smaller than England. The upgraded area, which will see Raytheon double its current Adelaide workforce of 370, will be used to test the RAAF F-35 Joint Strike Fighter's performance and made available to the United States military
- Redress: Defence White Paper 2016 February 2016:** The planned Air 6000 Phase 2C of the project that was to consider an additional purchase of possibly a further 28 F-35A airframes (for a total of about 100

F-35A's) to form a fourth operational squadron at RAAF Base Amberley, is no longer a commitment by the Australian Government per the Defence 2016 White Paper. The RAAF will delay the Phase on the basis of the existing type reaches more maturity, thereby continuing with the current No 1 Squadron F/A-18F Fleet until 2035. Further consideration would be given to perhaps bypass this Phase and examine the potential acquisition of a Sixth Generation Fighter that will be designed to replace the F-22A Raptor from 2030, and or consideration to join the New US Navy Program to replace their F/A-18E/Fs born out of the Next Generation Air Dominance Program (The previous USN F/A-XX program) that should be developed by 2035. *Then again, it may just be a Budget Deficient reducer due to our forthcoming "Overcapability".Ed*

- **Redress: Defence White Paper 2016 February 2016: Long Range Artillery Rocket:** The Government will enhance the Army's Firepower (the 53 remaining M-777A2 Lightweight 155mm Howitzers) with a new long range rocket system in the 2020's: Possible, and near firm choice, would be the USMC in service M-142 HIMARS. The M142 High Mobility Artillery Rocket System (HIMARS) is the light, wheeled version of the M270 Multiple Launch Rocket System (MLRS). The HIMARS utilizes the same pod as the M270 MLRS uses. A pod can hold six rockets or a single missile as used in the US Army Tracked M-270A1 MLRS (2 Pods). It is anticipated that it would be fitted to the New Australian Army 6x 6 MAN Truck. The 31st Marine Expeditionary Unit, based in Darwin, has demonstrated to Australian Army at the Bradshaw FTA in the NT last year its use in combined exercises. Also last year, during one of these exercises, a USMC CH-53E emergency released one of the original Australian Army 35 M-777A2 Lightweight 155mm Howitzers when it experience a mechanical emergency whilst lifting one at the Bradshaw FTA. The CH-53E landed safely, whereas the M-777A2 was destroyed on impact.
- **Redress: Defence White Paper 2016 February 2016: ARH Replacement Mid 2020's:** Contenders to replace the ARH are becoming rather limited within the next five years. Production of the USMC AH-1Z is set to wind up around 2018 unless new USMC or Export orders are received. Boeing AH-64E Guardians are set to continue for the US Army Program wise until 2020. The AH-64E includes upgraded engines, an evolutionary transmission technology and incorporates significant improvements to its main rotor system which increases power and provides substantial performance gains. The AH-64E, as a very important Australian Army issue, is fully network-centric capable with current digitized forces and FMF-equipped forces. It has a fully compatible and rapidly re-configurable open system architecture mission processor design, enabling rapid integration of future communication systems, and minimizing obsolescence. The US Army AH-64E program is funded out to 2021 for 510 Airframes, and will be still short of their desired US Army Inventory total then by another 124 Airframes (634 AH-64Es). Added to this total are export and rebuild aircraft from current users; Republic of China (24 Taiwan) and the UK (48 remanufactured AH-64Es on order). Somewhere about then, in development, will be the US Army's next generation rotor airframe under the Future Vertical Lift Program, to replace both the UH-60M and AH-64E in the 2035-2040 timeline,....IE: Bell V280 or its derivatives. It may be viewed then, that perhaps the Airbus Helicopters AS665 Tiger Mk3 buy may be a safer as a "bridging ARH" by buying some new airframes to fill out the vacant helipads in Darwin while rebuilding (recapitalise in US Army parlance) the existing survivors to the AS665 Mk3R standard.
- **Redress: Defence White Paper 2016 February 2016: MRH90 Taipan:** The Australian Army Aviation has reduced the Combat Troop lift capability of the MRH-90 Airframe from the advertised 18 troops on the original glossy sales pamphlet's of the 2000's, to just 10 combat troops on the new fitted wide seats (to accommodate the current and future standard of kit the Army Grunt now carries). Company Lift requirements would now dictate at least 12 MRH-90's rather than the doctrine 6 MRH-90 Air Assault mission package. *Could be the reason why there's three more Chooks in the pen now.*
- **Redress: Defence White Paper 2016:** Three RAAF Beech King Air 350s (A32-6**) to be fitted for: ISR/C³
- **Redress: March 2016:** The RAN Unmanned Aircraft System Unit has completed the first of class flight Trials for the Insitu Scan Eagle UAV aboard the LPD HMAS Choules. A total of 26.1 Hours were conducted. Prior to the trials, in November 2015, a Royal Australian Navy Scan Eagle tested the Sentient Vision's Kestrel Maritime ViDAR optical detection system, turning the UAV into a broad area maritime surveillance (BAMS) asset capable of covering up to 80 times more area in a single sortie than is possible with standard cameras. The self-contained ViDAR system consists of high-resolution digital video cameras and software that analyses image feed and autonomously detects, tracks, and photographs each contact with a 180-degree pan. It can be incorporated into the Scan Eagle as two fuselage slices, ahead of and behind the wing, without affecting performance. The ViDAR can cover an area greater than 13,000 square nautical miles (17,000 sq mi; 45,000 km²) over a 12-hour mission, and detected small and large surface, air, and even submerged targets during the demonstration.

- **Redress Four days before the next picture; 14th April 2016:** The U.S. Navy awarded Raytheon a \$1 billion contract to build 15 engineering development models of the Next Generation Jammer (NGJ), its future electronic warfare pod. The contract calls for completing work in December 2020, in advance of the Navy beginning initial operations with the pod on the Boeing EA-18G Growler.



- **Redress 18th April 2016: Above,....is there a thirteenth RAAF EA-18G Growler?: A46-577??** Growler Crew: Flying Officer Michael Hoddinett, RAAF Wing Commander Grant Fifield, RAAF Air Commodore Mike Kitcher, director, General Capability Planning, Capt. Scott Farr, commodore, Electronic Attack Wing, Pacific, and RAAF Flying Officer Spencer Harry pose next to Electronic Attack Squadron (VAQ) 129's EA-18G Growler 577 (Bu No 168770) MSN G-84, sporting an Australian paint scheme. Note 6 Sqn Boomerang apex forward!! Pic: U.S. Navy photo by Mass Communication Specialist 2nd Class John Hetherington
- **Retro: 24/06/2010: Former Ansett DC-9-31 VH-CZJ/N932ML** is in the US Navy, as a NC9D, as BuNo168277. This is a modified version of the basic DC-9-30 that has permanent modifications: modified power converters, control circuits, distribution boxes, wiring, ECU cooling systems, radios, mission systems, equipment racks, reinforced floor, antennas, bulkheads, seating, skin, bulbous modified nose with various test equipment. As a special US Navy test aircraft, it will support evaluation of aircraft capabilities in support of US forces.



Vultee Vengeance Mk.IA EZ999 (A27-99) Will the real EZ999 please stand up?

by John Bennett@2016



About a year ago, an old RAF Vengeance pilot from WWII operations in Burma challenged the provenance of the Harold Thomas' Narellan Museum's Vultee A-31 Vengeance Mk.IA EZ999. This was on the UK-based "PPrune" military aviation website, so some of you may have seen it.

The old chap, using the pseudonym Danny, is still sharp and amusing, and he had seen photographs of EZ999 on display and in particular its cockpit, which he suggested had components from an A-35 Vengeance Mk.IV – therefore the Camden aircraft could not be a Mk.IA, and hence EZ999 was a spurious serial number. Shock, horror.

Now we Aussies know that not to be the case, so I politely challenged the audacity of this elderly Pom (as he is a respected old pilot after all), and put forward some evidence for us to discuss. What follows here are an abbreviation of his challenges, my rebuttals, and finally the late arrival on the scene by one who had helped with Harold Thomas to restore EZ999 in the 1960s.

Danny's Challenges

Danny's suspicion of EZ999 was caused by several factors. (1) The armament displayed on EZ999 at the Museum: it has a rear-firing .50-cal gun and .50cals in the wings, which were not the standard Mk.1A .300 or .303 armament, as the 0.5 was only carried by the Mk.IV. (2) The "weird" cockpit panel with Mk.IV components. (3)

And finally, a reference in Pete Smith's book "Vengeance", where Smith states (page 172) that "the markings EZ999 now carries are fictitious". So it came down to the M.IV bits and pieces, and a misunderstood reference to the aircraft's markings (which had been interpreted to query its provenance).

My Initial Input to the Argument

"Danny, I believe it is indeed EZ999:

1. The serial number painted on it is not fictitious, as I am sure this aircraft's history is consistent with the RAAF E/E.88 aircraft data card. Unfortunately I no longer hold a copy of this card.
2. These cards are official documents, and although sometimes contain errors, cannot be doctored to change 'one airframe into another'. If there are Mk.IV VV components, then I would argue this would be consistent with its post-Service role, of being a plaything for technical trainees at the Sydney Technical College through the 1950s and early 1960s. I imagine the Mk.IA was quite unsophisticated and empty by the time it was struck off charge and given to the Tech College, so a multitude of goodies were added from cannibalised Mk.IV bits.
3. Now the 12 SQN "NH" codes are well and truly fictitious - and I remember this was well known back in the 1960s when the museum owner Harold Thomas painted them on. He wanted something easy with straight lines and no tricky curves - hence the fictitious NH-Y. He may be turning in his grave to know he has caused this controversy over his prized exhibit.

A shame you can't get out Danny, and put your finger on all the bogus Mk.IV components..."

Then my Follow-ups

"Danny,

Further to your quote from Pete Smith: ***'The markings EZ999 are fictitious and the code NH-Y represents the code carried by an aircraft of 12 Squadron RAAF, in late 1943'***.

The meaning of this has been twisted. What Smith says in his book, page 172 is:

'The markings EZ999 now carries are fictitious and the code NH-Y represents the code carried by an aircraft of 12 Squadron RAAF, in late 1943'. You can see those deleted two words completely changes the meaning of Smith's statement. 'EZ999' is not fictitious, the markings it now carries are fictitious. Cheers BB [my alias on PPrune]"

Danny then replied: "BB, First I must come out with my hands up! You're right, of course. I can only offer in excuse that the copying of Page 172 was carried out late at night, and my eyesight is not as good as it once was. The omission was inadvertent, I assure you, and not intended to "twist" the meaning in any way to deceive. Nevertheless, it should not have happened, and I apologise for it."

Having said that, we are really of the same mind, I think. No one disputes that there was an EZ999, or that it came out to the RAAF, and that its subsequent life is fully documented, and that the Museum says that it is what they've got on display.

The doubters question that last statement. Originally, we based our case on the fact of the rear 0.50 Browning. But now we know (Wayne Brown) that this was a replacement. Why they could only get hold of a 0.50, when they had another 167 Mk. I & II's from the "British" allocation to scrap, all with the "proper" twin 0.300/303 fit, is a mystery. You would think the Museum would take pains to display their "Mk.IA" with all the right kit - even if they had to make wooden "dummy" guns.

Now to Peter C. Smith: as I see it, it is immaterial if he says "*the markings EZ999 now carries are fictitious*" or "*the markings EZ999 are fictitious*". Either way, his meaning is clear: what we are looking at is not EZ999. How he based that statement we don't know. But he is an enormously respected aviation historian, and he would have not have said that without good reason.

As I said, we have to wait and see. Cheers, Danny."

What the ?? Poor old Danny changed his tack here in one message, again reverting to it not being EZ999 !

I had to respond... "Hi Danny, I have PM'd you and have some pics to send over to you.

However, you are still misinterpreting PC Smith's statement when you say:

'And Peter C. Smith's statement (that the airframe serial EZ999 doesn't belong - i.e. that we've got a "ringer" here) hangs in the air with no back-up.'

He does not say the 'serial EZ999 doesn't belong'. He says, as I stated in my post: - *'The markings EZ999 now carries are fictitious and the code NH-Y represents the code carried by an aircraft of 12 Squadron RAAF, in late 1943'*. I explained in my post how the erroneous 12 SQN NH-Y code was added in the 1960s.

The nose art 'Dina Might' is also fictitious, as is the nose art 'Beau-guns-ville' on their displayed Beaufighter A8-186.

All added - and I dare say was the addition of a 0.50cal - purely for the entertainment of the general public, with no deference to historical accuracy that we now expect from our museums. Cheers, BB"



"Hi Danny You ask: *'(and where did that weird cockpit panel come from ? - it is unlike any Mk. I-III, which all had the same panel, no reflector sight, just a simple ring 'n bead)'*.

I am trying to source its E/E.88 Aircraft Status Card (equivalent of the RAF Movement Card) which might shed more light on the particular dates, but my understanding is it probably went direct from storage (in its wooden box) to the Sydney Technical College in 1949. Now I think the late Mr Harold Thomas at the Camden Museum got his hands on it in the early 1960s.

So what we have are those pesky undergraduate apprentices climbing all over your beloved steed for almost 15 years, and stripping bits, changing components, and adding to what may have been a basic Mk.1A all the goodies from the spares boxes (which may have been from a Mk.IV aircraft).

By the sound of it, they had instruments and dials and switches, and being trainees let loose on a real aircraft, manufactured brackets and panels (oblivious to the confusion caused 60 years later!).

This to me is a logical conclusion from its life as an instructional airframe, and its cockpit condition was of no great concern to the Museum. But I do not mean to denigrate this approach - as Mr Thomas stepped in and saved this precious unique airframe.

I will write some notes too on the colour scheme/markings of the basic airframe. I last touched it 15 years ago, and

its "bottle-green" and earth camouflage just looked a bit suss. Perhaps we can learn some details from this, but who knows - maybe some of those apprentices were trainee surface-finishers, and painted it !! Cheers BB"

Vengeances – My Observations on Colours and Markings

To continue our research into EZ999, I think it is appropriate to briefly discuss the Vengeance in Australia with the RAAF, and in more depth its (primarily) RAF camouflage. Now for those here who do not want to get into an "anorak trainspotter" conversation, perhaps you need to leave now. It is just that you may get bored.

In Australia, the RAAF received 342 Vengeances, all of which were delivered from the US through Lend-Lease, and many of which were diverted by the British Purchasing Commission from RAF contracts:

- 99 x A-31 Vengeance Mk.I/IA all Northrop-built and ex RAF contracts – A27-1 to A27-15 V-72 Mk.I (in AN853 to AN898 block); and A-31-NO A27-16 to A27-99 Mk.IA (EZ800 to EZ999 block, USAAF 41-30848 to 41-31047 block).
- 122 x A-31 Mk.II and Mk.IIA, A27-200 to A27-321, either Vultee-built (with RAF AN serials up to AN837) or Northrop-built (AF serials).
- 121 x A-35A and A-35B Mk.IV-2, all Vultee-built to USAAF orders:
 - A27-400 to -422 Vultee-built A-35A-VN ex USAAF (23),
 - A27-500 to -549 Vultee-built A-35B-5-VN ex USAAF (50),
 - A27-560 to -566 Vultee-built A-35B-10-VN ex USAAF (7),
 - A27-600 to -640 Vultee-built A-35B-15-VN ex USAAF (41).

Green/Brown Camouflage

The aircraft camouflage was:

"With British and Australian air forces being the ones interested in the Vengeance from the outset, the initial production paint finish for all production at both Vultee and Northrop factories was to be solely the one which conformed to the RAF's 'Temperate Land Scheme', which was a two-colour disruptive upper camouflage consisting of a green called *Dark Green* and a brown called *Dark Earth*.

As the Vengeance was a day-flying type, underside camouflage would be the light grey-green colour first phased into RAF use during 1940, called *Sky*. (Early model Vengeances subsequently diverted into the USAAF were also delivered in this scheme; only later were some deliveries to USAAF orders made in that service's regular *Dark Olive Drab* with *Medium Green* 'splotches' and *Neutral Grey* undersides.)"

US and Canadian paint manufacturers supplied American aircraft builders with paints intended to replicate the required British colours, but sometimes the colour match varied. To expedite production, it appears that in March 1942 the US *Dark Olive Drab* was substituted for the British *Dark Green*, and all aircraft would simply be sprayed *Dark Olive Drab* on their upper and side surfaces, with aircraft earmarked for British and Commonwealth air forces could have the second colour, *Dark Earth*, added later.

When RAAF Vengeances' paintwork was touched up, RAAF colours *Foliage Green*, *Earth Brown* and *Sky* would have been used, until May 1944 when the scheme was rationalised to overall *Foliage Green*.



How you ship a A31.



Pre 1943 USAAF Markings being Australianised, AF793 became A27-284 in RAAF Service. Note some even had Post 1943 Star and Bar. GRB Collection.

EZ999 may have been repainted at some stage. This may have been during its service at the hands of the technical trainees at Sydney Technical College or when procured by Mr Thomas at Camden in the early 1960s. Its “bottle-green” shading does not look consistent with olive hue of *Dark Green*. Either way, its roundel was changed from the RAF ‘Type A1’ to the post-1942 RAAF blue/white roundel and fin flash, either when it emerged from its storage crate in 1949 by the apprentices at Sydney Tech, or more likely by Mr Thomas in preparation for display at Camden airfield. In 1979, it was moved by Mr Thomas’ museum to its new site in Narellan (near Camden).

National Markings

Vengeances delivered to Australia came in either RAF markings or USAAF markings. Some RAF Vengeances were diverted directly to the USAAF, and carried RAF camouflage and RAF serial numbers, but the US star national marking (as per EZ856 on the cover of P C Smith’s “Vengeance” book). RAF aircraft were delivered with the red-white-blue 5-3-1 ‘Type A’ roundel (where diameter of 5 is the outer blue circle, diameter 3 is the white ring, and diameter 1 is the inner red disc), with a yellow ring around this roundel, ‘Type A1’ (7-5-3-1). The ADF Serials web page for the Vengeance (A27) has a nice colour pic of an early RAAF Vengeance line-up in 1942, and they have ‘Type A’ roundels, with apparently the yellow of the A1 roundel over painted with *Dark Earth*. EZ999 was probably delivered with the ‘Type A1’ fuselage roundels.



Newly unpacked, assembled and lined up by 2AD at Richmond NSW. 1942 ADF Serials.com.au

In the RAAF, the national markings were changed from mid-1942 from the RAF 'Type A' fuselage red-white-blue roundel, deleting the red (and avoid confusion with the Japanese red 'meatball'), and similarly with the red-blue 'Type B' wings roundel. This deletion of the red disc led to variations in the blue-white roundel.

In 1942, the red was simply over-painted making a large white disc, but by 1945 the blue had become wider, making a primarily blue roundel with smaller white centre.

In the case of EZ999, it appears from the photos that the red was either just over painted (i.e. a two-colour 5-3 roundel), or all new roundels were applied at some stage. Now assuming it had remained in its packing crate from delivery in 1943 until disposal in 1949, which is quite likely as it never flew, perhaps Sydney Technical College applied all new roundels (in these 5-3 proportions), or they were sprayed on at Camden by Mr Thomas in the early 1960s.

Consistent with this, the fin flash had been changed from the RAF tricolour to the white-blue (i.e. white leading) flash.

Squadron Code

Now remember that EZ999 had no operational or flying history with the RAAF. From delivery in 1943, until release by the Commonwealth Disposals Commission in 1949, it remained in its crate.

So for EZ999, this 'NH' code is fictitious, but it is painted in the correct *Medium Sea Grey*. The 12 SQN 'NH' code applied by Mr Thomas at Camden in the early 1960s was intended to be kept simple - with straight letter strokes, and 'NH-Y' was formulated. 12 SQN operated the Vengeance throughout northern Australia.

The New Guinea deployed units were 21 SQN (MJ-), 23 SQN (NV-) and 24 SQN (GR-), while a fifth unit was 25 SQN (SJ-) in Western Australia.



A27-209 Dianne NH-L of 12Sqn RAAF in a Brenden Scott Colourisation. ADF-Serials.com.au.

The three New Guinea squadron operated under the US 5th Air Force, and therefore over the 1943-44 period had the mandatory white empennage. Now this marking instruction could be misinterpreted - so some aircraft had a complete white empennage, some had a white fin, some a white rudder. Perhaps to avoid making a mistake, or to save painting too much white paint, this option was fortunately not exercised at Camden on EZ999.

Similarly, the 'Dina-Might' nose art was fictitious, but made for a colourful (albeit inaccurate) public display.

Serial Number

As EZ999 was never flown by the RAAF and remained in its crate, the serial number was never changed to the RAAF allocated A27-99. The RAF serial appears to be of accurate size and strokes, and the black colour is correct for a newly delivered aircraft of 1943.

This similarly was the case with the two crated Spitfires referred to previously, MV154 and MV239. However, by the time these were delivered in late 1944/early 1945, they were marked with the then standard RAF 'Type C1' type roundel (i.e. thin yellow outer ring, thin white inner ring between the blue and the red, 9-8-4-3).

Notes:

1. *British Military Aircraft Serials 1878-1987*, Bruce Roberston, Midland, Leicester, 1987, ISBN 0 904597 61 X, pg.141.
2. *Vengeance*, Peter C Smith, Airlife, Shrewsbury, 1986, ISBN 0 906393 65 5, pg.175-6.
3. *Lend-Lease Aircraft of WWII*, Arthur Percy, Airlife, Shrewsbury, 1996, ISBN 1 85310 443 4, pg.158.
4. *ADF Serials* website, A27 Vultee Vengeance.
5. *Aviation History Colouring Book no.23 Vultee Vengeance*, Ian K Baker, Queenscliff, 1996, ISSN 1322-0217, pgs.1-3.

The Service History : E/E.88– A27-99

Rec 2AD ex USA 20/06/43.

Rec 2AD 30/10/44.

Issued 2CRD ex 2AD for storage 12/02/46.

Authorised for write off 16/05/46.

Rec 2AD ex 2CRD 05/06/46.

Approval to transfer to RANFAA for ground instruction 27/04/48. Cancelled 11/06/48.

Passed to DAP 24/06/48. Issued to DAP 17/09/48. SOC 06/09/49.

So EZ999 stayed at 2AD 1943-46 and, as has been suggested, possibly in the back of the hangar. Post-war to storage at 2CRD (2 Central Recovery Depot) which was also at Richmond as part of 2AD. At the conclusion of the War, 2CRD was responsible for storing, classifying and preparing equipment for either retention or in many cases disposal. Its history says "passed to DAP (Dept of Aircraft Production) 1948" - but this might have been a paperwork transfer which often happened, and not a physical move from Richmond. Struck off Charge (SOC) 6 SEP 1949 probably represents the time of gifting to Ultimo.

RECORD CARD--AIRFRAMES, AERO ENGINES, MECHANICAL TRANSPORT & MARINE CRAFT.				R.A.A.F. Form E/E.88. (June, 1933)	
Type	VENGEANCE	No.	A27-99	Chassis	
Order No.	EZ 999	Engine		Airframe	Fitted GR2600
Received from	U.S.A.	Date Received	20.6.43	No.	A5B5
HISTORY (MOVEMENTS, CASUALTIES, Etc.)					
Date.	Details.	Authority.	Date.	Details.	Authority.
20.6.43	Rec'd 2AD ex USA	62P3	11.6.48	approval for Free issue to RAN	AS 14414 11.6.48 9/1/77
30.10.44	Issued 2AD ex 2AD	ERD 33/10		Cancelled	
30.8.45	Allocated 2CRD ex 2AD for storage	01298 1/1			
	pending further disposal.				
28.11.45	ISSUED 2CRD ex 2AD 01	01298 1/1			
12.2.46	Allocated 2AD stored 2CRD	Q011471 12/2			
22.5.46	Order to be stored in situ	011834			
	AGI 31A/3 later 143454				
10.4.46			16.5.46		
5.6.46	Rec'd 2AD ex 2CRD	2AD 46	24.6.48	ISSUED FOR D.A.P.	AS 75713 77/2/2461
27.4.48	approved for Free issue to R.A.N.	AS 694	25.6/9/49	ACTION COMPLETED BY	332 27/6/296 29/8/1977
		27/1/48	17/9/48	ISSUED TO DAP.	6/5/53 17.9.48
		9/1/77			
(20.6.43 579/3/104) now owned by Camden Museum of Aviation					
VENGEANCE A27-99 2AD SIGN TYPE 1 Camden NSW					

The E/E-88 Card of A227-99 above, shows the noted history by the RAAF

An Interesting Input from *adf-serials*

When I raised this on *adf-serials* on 6 August 2015 [<http://www.adf-messageboard.com.au/invboard/index.php?showtopic=2678&st=0&#entry16639>], what should turn up from our own Gordy on 7 August was EZ999's Bill of Lading of 31 May 1943 for shipment from LA to Sydney.

Gordy also had its E/E.88 showing receipt by 2AD from USA as 20 June 1943, and records discussing 0.3 / 0.303 armament. Martin Edwards was also able to add an Archive photo of EZ999 in overall silver with students at the Technical College.

As for the mix of Vengeance IV parts that made their way onto the aircraft. The aircraft was missing some hardware when he received it, particularly from the rear fuselage and empennage. He drove across Australia to Kalgoorlie in Western Australia (back in the 60's and early 70's that meant travelling over hundreds of miles of corrugated dirt roads).

Kalgoorlie was the wartime site of No.4 Aircraft Depot and became the last resting place for many of 25 Squadron's Mk II and Mk IV aircraft. Harold loaded his booty onto his trailer and drove the 1500 miles home...only to find the replacement tail fairing he had found had become dislodged and was lost overboard along the way. I believe this trip accounts for the number of Mk IV items fitted to the aircraft.

Anyway...there you have it. A27-99 is alive and well. All the best, SF."



Some more from SF:

"BB, Danny, et al,

I have always assumed the original paint was stripped or the aircraft repainted silver by Sydney Tech. The Meteor F8 currently also held by Camden Museum of Aviation, A77-868, was repainted silver whilst in the care of the Tech College, so that may give us a clue.

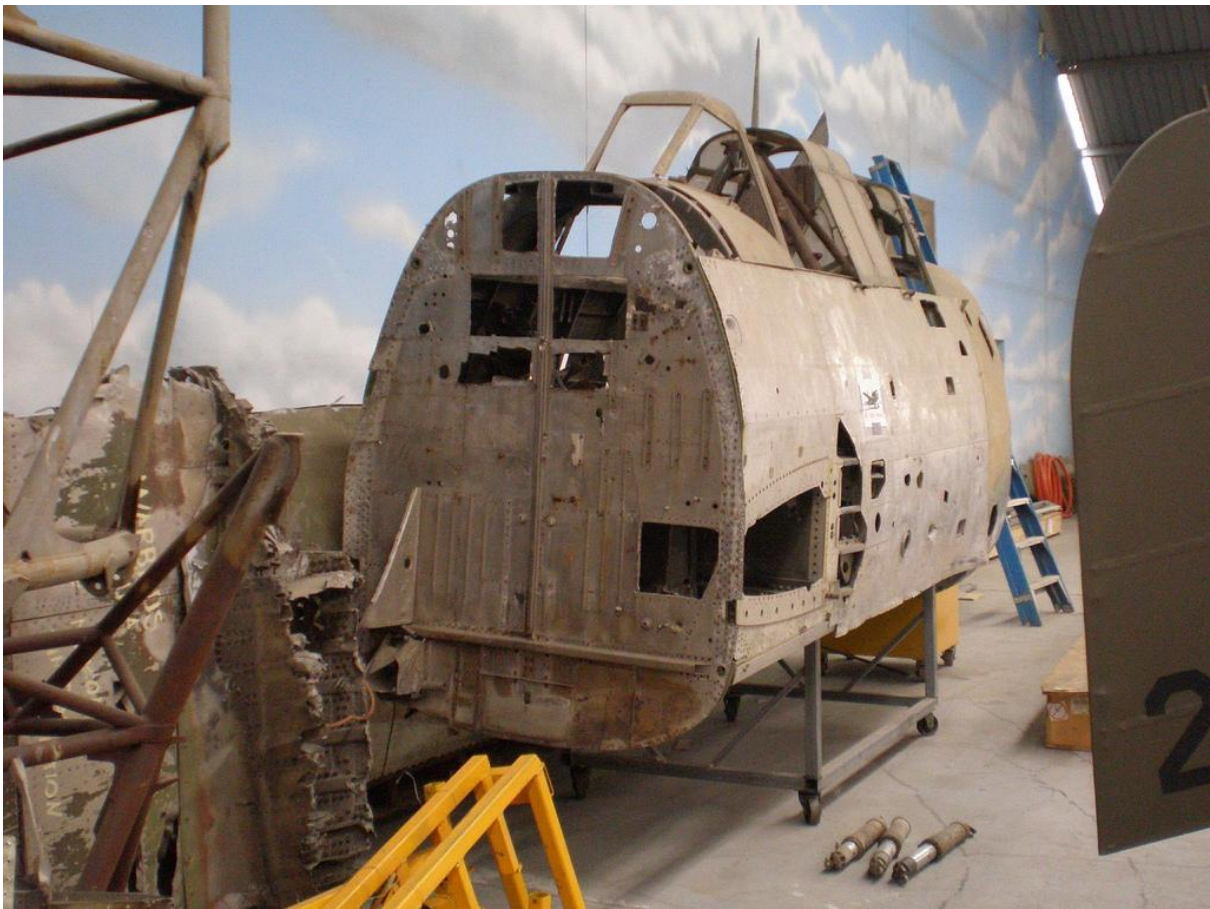
Of additional note: I once commented to Harold that the Foliage Green on EZ999 looked a little too blue. He promptly went into the shed and came back with an original wartime tin of RAAF Foliage Green paint....end of discussion. Cheers, SF"

Conclusion

So a very interesting finalisation by "SF", aka Wayne, who took many of the contemporary photos of the restoration.

And from old Danny too... "So the Great EZ999 Mystery is solved at last; I can pipe down now and rest on my oars. My thanks to all who have helped me on this three-year old quest. EZ999 lives still in Narellan - long may it remain so, as a standing reproach to an Air Force which commissioned it, bought it, used it in a desperate time and then turned its back on it."

This was an interesting online discussion. I may have gone into unnecessary discussion on colours and markings - given that we now know the aircraft was silver at the Technical College, and Wayne described its repainting at Camden in the 1960s, and the appearance of the Mk.IV bits. But it discusses an individual aircraft's provenance, thoughts on what may have happened, and final proof of the identity of world's only complete Vultee Vengeance... but A27-247 is also out there in the wings, and perhaps one day will also be complete.



A27-247 as it is. ADF-Serials.com.au

Editor Note: *not to compound the history of A27-99, but she was a **USAAF Preloved Contract Reverse Lend Lease Northrop built A31-NO** that had been used in training in the USA up to mid 1943. As some fourteen had been lost or reallocated in the USA¹ before arriving in Australia, some additional USAAF Airframes were sent out to fulfil the Australian Contract and she was one of them. Having found that there was little documentation of use and hours, it was decided not to use this airframe on delivery, along with two others, by the RAAF. Note#1 one Australian Contracted Mk.1 even in fact went to the Brazilian Air Force: AN545.*

P-40 Operations in Australia: Supplementary #7

"The ever confusing evidence of early 1942 RAAF P-40E/E-1 A29 Serial allocations, as seen by a novice, in search of the identity of missing A29-73 allocation.

Thus,...."Analytically by the numbers and all recorded sources uncovered" @ Gordon R Birkett 2016

The supply of RAAF P-40E/E-1s were coming from several locations in early 1942, but these were traceable, so it seemed, by the block of A29 Serials allotted to them;

- **1AD Laverton:** from those delivered by sea to Geelong (SS Mormac Star or Phoenix Convoy), or damaged aircraft abandoned there by the transiting Provisional Squadrons (33rd and 13th PS(Prov) to Freemantle (1E: A29-75). *Post numbering of **A29-1 to A29-25 (Entry dated 08/03/42)** was made on 13th March 42 at Townsville, with first four serials , **A29-1 to A29-4, being allotted in retrospect after their accidents in sequence***. The **1AD** allocations would recommence on deliveries from **A29-31 to A29-48 (Entry dated 18/03/42)**. As an example of A29 Serial application and allotment lag, when **A29-33** had its accident on the 20th March 1942, it was still marked as **41-5518** per Form PT81, though the card said it was allotted on 18th March 1942!

(a) AIRCRAFT:	Type: Number:	P.40 41-5518	A29-33
(b) UNIT:	No.1 A.D. LAVERTON		

- **2EFTS Archerfield :** (This training School, equipped with DH82A Tiger Moths was in process of transferring location, with ground crews repairing five damaged USAAF P-40E/E-1s)(**A29 start Number was A29-26**, with the last of those five issued being **A29-30 per Entry date 10/03/42**)See Note 4
- **Pearce RAAF WA :** As noted above between the first extract and then on the second extract, there was a distinct "19 Aircraft" break in A29 Serial allocations, from **A29-49 to A29-67 per Entry date 18/03/42**; these being those allotted in for some nineteen ex USAAF P-40Es delivered for 77 (F) Squadron from Maylands Airport and RAAF Pearce, after offloading from the SS Robin Tuxworth.
- Resumption of A29 Serials in the East Coast would start again at **A29-68 per entry date 23/03/42, with some random, some a day earlier on the 22/03/42(A29-72) and would thereafter under the responsibility of 1AD to allocate per FY Serial, as advised solely by them. This March 42 date period seems to be the centre issue per A29-70's allotment issues**
- The preloved USAAF P-40E supply dried up for a further 14 day period before a further allocation date , per **Entry Dated 6th April 1942**, were actioned for **A29-76** onwards.

There you have it, five actual allocation dates of A29 Serials : 10th, 18th, 22nd and 23rd of March 1942 and the 6th of April 1942, for the first 81 Second hand P-40E/E-1 A29 Serials,....well so it seemed.

So, bare with me: Its seemingly a complex weave of substitutions and errors due to the source locations and RAAF induction centres(Laverton/Archerfield/Townsville):

The Early A29 numbers Game

The first real errors seem to be originated by 2EFTS on the 10th March 42. It was on those five repaired ex USAAF P-40E/E-1s that had been damaged by one of the first five Provisional USAAF Squadrons, causing 1AD originally administratively re- numbering these five ex USAAF P-40E/E-1s.

- IE **P-40E 41-5336** as **A29-75** whereupon 2EFTS Archerfield had made its own E/E-88 card up and allotted and painted it as **A29-28**. As such, **A29-75 Serial** was reallocated to **P-40E 41-5555** held by 1AD. All five were Allotted to 76Sqn originally

10-3-42, Allotted 76 Sqn ex 2-E.F.T.S HQS4. 10/3

Type KITTY HAWK No. A29-28
Order No. LATE P-40 41/5336
Received from

RECORD CARD—AIRFRAMES, AERO ENGINES, MECH

Type KITTY HAWK No. A29-75
Order No. LATE 41/5336 5555
Received from

All 2EFTS Allocations were hand written, it is shown that **41/415** was overwritten over another serial which had been rubbed out and it is just, only just, discernible as "5508", whereas the rest of the five were just hand written, without erasing.

RECORD CARD—AIRFRAMES, AERO ENGINES, MECH

Type KITTY HAWK No. A29-26
Order No. LATE P-40 41/415
Received from

RECORD CARD—AIRFRAMES, AERO ENGINES, MECH

Type KITTY HAWK No. A29-27
Order No. LATE P-40 41/5586
Received from

Type KITTY HAWK No. A29-28
Order No. LATE P-40 41/5336

Type KITTY HAWK No. A29-29
Order No. LATE P-40 41/5612
Received from

Type KITTY HAWK No. A29-30
Order No. Late P-40 41/5463
Received from

So , per Entry date **10/03/42**, five P-40E/E-1s were numbered by 2EFTS first, following the original "25" A29 serials issued to 75 Sqn's aircraft, including those four lost to accidents on delivery or prior to 10/03/42,.....and these ranged, and painted eventually, from **A29-26 to A29-30**.

Interesting, P-40E **A29-27, ex 41-5586 #184 Black** was damaged prior on landing at Williamtown on the 13/02/42, by 2ndLt K.L.Glassburn USAAF #0-425075, of the 13th PS(Prov), who broke his wrist. The A/c was repaired at Williamtown or transported to Bankstown for repair, and allotted to RAAF at Archerfield.

P-40E A29-28, ex 41-5336, was a ex Hanger Queen for the 17thPs(Prov) at Amberley in January 1942. It arrived ex USA without a Rudder.



B-26s in rear, A29-31(ex 41-5463 #186 Black) and A29-28 at Archerfield early March 42

However one of those Archerfield five being prepared there, **41-5508**, was not ready because of more repairs needed, and thus was substituted by another locally sourced ex USAAF P-40E, and with original serial rubbed out, overwritten, it was replaced by **41-5395** (CW#415), as **A29-26#2**.

Of interest, **41-5508** was seemingly allotted yet again by 1AD, as **A29-76#1** on the E/E-88 Card, before itself again, due to not being repaired, was replaced by another P-40E, **40-663**, as allotted by 1AD, **A29-76#2** on 06/04/42 ex USAAF Bankstown.



P-40E **41-5508** would be repaired and ready for acceptance by the RAAF until the 31/03/42 ex Archerfield as **A29-81**, being its third A29 Serial allocation.

A29-81 was issued ex Archerfield 31st March 1942 (no longer written as 2EFTS who had since moved), and was E/E-88 Carded as A29-81 by 1AD.

Type	KITTY HAWK	No.	A29-81
Order No.	LATE 41/5508		
Received from	U.S.A		

Things were back in order the week before (23rd March 1942) by the time **A29-68** was allotted its USAAF Serial,..or in this case a CW Line # 366.

RECORD CARD—AIRFRAMES, AERO ENGINES, MECHANICAL

Type	KITTY HAWK	No.	A29-68
Order No.	LATE 41/366		
Received from			

This was a ex USAAF P-40E damaged with the FY Serial of FY **40-663**. Allotted Philippine Air Defence (PHAD) 06/10/41, PROJECT "X", arrived Brisbane SS Meigs, 20/12/41 CONDEMNED 18/01/42. As #6 White Flown by 2nd Lt Brion Brown 17th PS(Prov), Damaged at Townsville on landing in January 1942. 40-663 extant 06/03/42 on 7thFS Books and listed 22/02/42 HQ Archerfield Order#1 recorded as 41-6 with 2nd Lt B. Brown as Pilot. Per ACS4 Doc "Deliveries to RAAF", 40-663 ex Laverton became **A29-68** 23/03/42.

RECORD CARD—AIRFRAMES, AERO ENGINES, MECHANICAL

Type	KITTY HAWK	No.	A29-69
Order No.	LATE 41/5550		
Received from			



41-5550 left Sacramento Air Depot on 17/12/41 for Project "X" 30/12/41 via Copper (Hawaii) 22/01/42 resent "X" 27/01/42 ex SS Mormac Star to "X" arriving 22/02/42. 26/02/42, Order S42-1763 28/02/42, tfr to RAAF as **A29-69**. Crashed 27/4/1942 on beach near Cooktown, QLD, on its ferry flight to 75 Sqn RAAF PNG. *Rarest Pic per A29-69 ex Buz.*

The last of the manual 23/03/42 1AD entries were **A29-72** and **A29-74**, both dispatched to 77 Sqn at Pearce WA urgently.

Type KITTY HAWK No. A29-72
Order No. 41/527-
Received from

This was Curtiss Wright P-40E Line Number 527, (See Note #1 for collation) a ex USAAF with the FY Serial of FY **41-5507** earmarked for Defence Aid Russia per xyz, 1941. USAAF Card reads: "xyz repo "X" DAAC(Defence Army Air Corp) , meaning, that was sent as part of Project X, arriving 15/1/42 on SS Polk, Brisbane and struck off on the 15/3/42 to the RAAF. Due to urgency, this ex Provisional P-40E named "Yehundi" went to 77 Sqn in Pearce WA as **A29-72**.

RECORD CARD—AIRFRAMES, AERO ENGINES, MECHAN

Type KITTY HAWK No. A29-74
Order No. 41/24862-
Received from

This was **P-40E-1, 41-24862**, which was repossessed on the production line for the USAAF: Project X 01/01/42 X 21/02/42. arriving on the SS Mormac Star. Became **A29-74** on the 22/03/42

Back in sequence,...A29-77 #1, P-40E 41-5556 was seemingly allotted as **A29-77#1** on the E/E-88 Card, before being replaced by **P-40E 41-5528**.

RECORD CARD—AIRFRAMES, AERO ENGINES, MECH

Type KITTY HAWK No. A29-77
Order No. IATE 41/5556-5557
Received from

Type KITTY HAWK. No. A29-77.
Order No. IATE 41/5528.
Received from U.S.A.

The replacement P-40E aircraft, **41-5528** per Card change was issued ex 1AD on the 5th April 42. Why was the first designated aircraft had not taken up this serial?

The last of the scraping up of repaired ex USAAF P-40E/E-1s came on the first week of April 1942 from Mascot (**A29-80**) and Archerfield (**A29-81**)

Type KITTY HAWK No. A29-80
Order No. IATE 41/24870
Received from U.S.A

This P-40E-1 aircraft was delivered by 2 Aircraft Park via Mascot ex 7th PS, 49th PG USAAF on the 06/04/42 to Archerfield.

By USAAF Accounts, 81 P-40E/E -1s were handed over to the RAAF before the first RAF DA3 Contracted P-40E-1 ex NEIAF Allotment arrived,..A29-82.

Our Query: had they been sequenced by 1AD, would the "**Archerfield five**" (**A29-26-A29-30**) have taken up the missing **A29-73 to A29-77 Block ??**



So, per USAAF (USAFIA) ACS4 Records, it seems that P-40E CW#415, (ex 41-5395) 2EFTS's substituted as A29-26#2, was the 81st P-40E/E-1 Transfer to the RAAF by their last count. And I counted them, repeatedly and there's Sixty-eight (68) P-40E/E-1s on first page "Deliveries to RAAF" (RAAF Copy vis Buz)

DELIVERIES TO RAAF									
P 40E	ENTRY	DELIVERED	TOTAL	ENTRY	DELIVERED	TOTAL	ENTRY	DELIVERED	TOTAL
MURKIN									
41-5513 MAY	✓	1		41-5518 MAY	✓	1	33		
41-5584	✓	1		41-5556 MAY	✓	1	28		
41-5652	✓	1		41-5600 MAY	✓	1	45		
41-5322	✓	1		41-5597 MAY	✓	1	60		
41-5363	✓	1		41-5546 MAY	✓	1	62		
41-24806	✓	1		41-5525 MAY	✓	1	76		
41-5653	✓	1		41-5599 MAY	✓	1	70		
41-5615	✓	1		41-5632 MAY	✓	1	71		
CHAS									
41-5310 MAY	✓	1	8	41-5585	✓	1	69		
41-5374	✓	1		41-5522	✓	1	46		
41-5590	✓	1		41-5527	✓	1	47		
41-24828	✓	1		41-366	✓	1			
41-24797	✓	1		41-527	✓	1			
41-24820	✓	1		FREMANTLE					
41-24834	✓	1	15	41-5738	✓	51			
3 PURSUIT SQUADRON									
41-24871 MAY	✓	1		41-13527	✓	52			
41-5318	✓	1		41-5742	✓	55			
41-5308	✓	1		41-5736	✓	56			
41-5324	✓	1		41-13522	✓	53			
41-5746	✓	1		41-13524	✓	57			
41-24814	✓	1		41-5741	✓	58			
41-24860	✓	1		41-13525	✓	59			
41-5317	✓	1		41-5739	✓	60			
41-5517	✓	1		41-5740	✓	61			
41-5524	✓	1	25	41-5734	✓	62			
MURKIN									
41-5494 MAY	✓	1	32	41-13521	✓	49			
41-5463 MAY	✓	1	31	41-5737	✓	50			
41-5638 MAY	✓	1	41	41-13528	✓	63			
41-5519 MAY	✓	1	43	40-386	✓	64			
41-5532 MAY	✓	1	39	41-5743	✓	65			
41-5533 MAY	✓	1	39	41-5735	✓	66			
41-5526 MAY	✓	1		41-13526	✓	67			
41-5530 MAY	✓	1	37	41-5744	✓	54			
41-5523 MAY	✓	1	35	298					
			-233-	202 MAY					
				41-24862					
				74					

There's thirteen P-40E/E-1s with an additional 5 entries deleted, of which one unidentified P-40E, **Box#205³**, the 82nd Airframe was not accepted on last page of "Deliveries to RAAF" authorised by ACS3(Brig General level) Seemingly it was earmarked as **A29-34#1!!**.

Note the Oldest RAAF P-40E was a six month old preloved FY40-386 which became A29-64, was the 29th Produced V1710-39 Powered P-40D/E (RAAF Copy via Buz)

DELIVERIES TO RAAF				RECEIVED	DELIVERED	TOTAL
ARCHERFIELD						
41-5508	✓	✓	LETTER ACS-3	✓	81	-
41-5332	✓	✓	3-20	✓	28	
41-5612	✓	✓		✓	29	
41-5556	✓	✓		✓	-	
41-610	✓	✓	LETTER ACS-3	✓	-	
LAVERTON			3-23			
41-5555	✓	✓	LETTER ACS-3		75	
41-5528	✓	✓	3-23			
ARCHERFIELD			LETTER A-3		77	
41-24825	✓	✓	3-28		-30	
41-55508						
41-5336						
41-5612						
41-5556						
LAVERTON						
41-5564	✓	✓		✓	78	
41-5651	✓	✓	LETTER ACS-3	✓	79	
41-24870	✓	✓	3-30		80	
40-603	✓	✓			76	
41-208					75	
41-415					-	80
41-25115					26?	81
41-25113					86	
41-25124					-	89
41-25112					84	
41-25122					85	
41-25111					83	

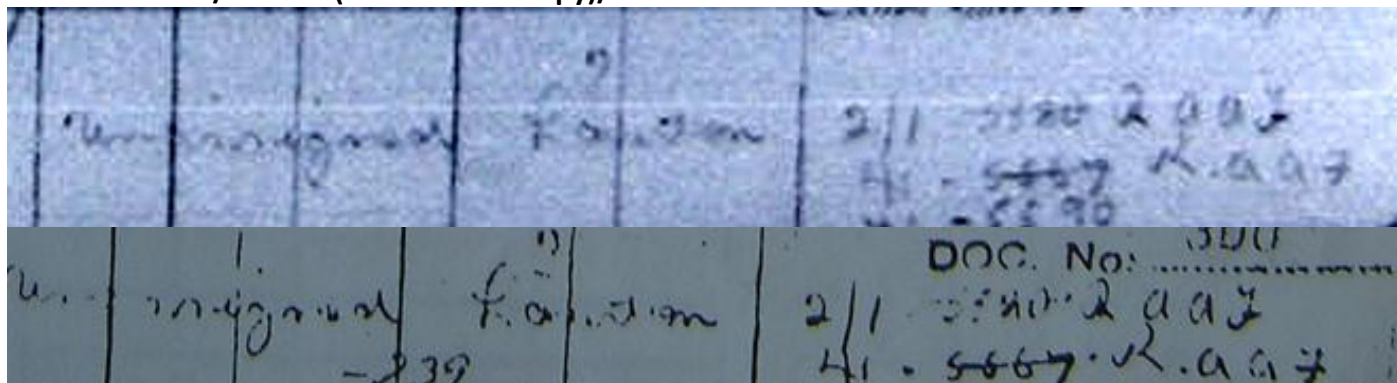
Thus it seems that 81 Airframes match 81 A29 Serial A29-1 to A29-81 allotments, before the NEI Contract P-40E-1s were accepted, from A29-82 onwards. Not 82 Airframes,...the right number,...81 per A29-1 to 81



El Natural metal A29-28 at ZOTU in late 1944

Unassigned Laverton Vic P-40Es ex USAAF to RAAF that didn't get a A29 Number: (USAFIA verses RAAF Copies via Buz)

P-40E's 41-5556/41-5557(5567 USAFIA Copy)/41-5590



The 2/1 Line on both copies of the List show different interpretations: 5586 (or 5386, but that was with USSR in 152IAP) verses,... 5320 (Which was in Australia)

P-40E 41-5586 ac AD 27/12/41 Project "X" 30/12/41 to "X" 29/01/42 R22/02/42 off LEFT 31/10/44. Cancelled 27/03/42 condemned off LEFT* 31/10/44. Transferred to Depot(USAAF) 26/03/42. (*LEFT is Location Theatre Code for 5th AAF).

But this became A29-27 at Archerfield per entry date 10/03/42, though USAAF has it transferred to Depot on the 26/03/42



P-40E 41-5320 Box#228/ #91 Philipn PHAD 15/10/41 Project X 15/1/42 Aust 26/2/42 SUMAC , off LEFT, Deliv Aust issued to 2nd Lt Albert T Dutton 0-421064 26/02/42. Lt Larry Smith 14/03/42 Cloncurry ground looped on landing. Down as tfr to RAAF . Not issued,. and when repaired, used for performance tests 06/04/42 with reduced weight sans 2 x 0.50cals and various equipment deleted. Then still marked as #228. Re-issued to 9thFS for Lt Gardiner/ Smith. as #91 04/06/42. Eng# 40-428 With Shark mouth. Assigned to Lt. Gardner post 4/4/42 loss of his 41-5551 on Cox Peninsula

The next 2/1 line shows 5557; though it seems its 5567(but it was in Alaska) or 5667 (This was in the AVG), was replaced by 5590. USAAF Copy is cropped thereafter and 5590 is unreadable.

P-40E 41-5567 Alaska San Antonio 10/01/42 Elmendorf 8/3/42 Kodiak 26/03/42 Unmak 20/10/42 s/d 28/12/42 Aleutians off Unmak 22/01/1943

P-40E 41-5667 CBI Theatre 24/03/1942 **AVG** Olive 12/01/42 R24/03/42 off DAUB 07/08/43

So,..only 5590 came to Australia

P-40E 41-5590 Project"X" 19/12/41 Copper 14/01/42 to "X" 21/01/42 off LEFT 31/10/44 Down as Ship# 610 (CW#610) on ACS-4 49th PG dated 06/03/42. Thereafter no records.

The two Horn Island Transfers: March 1942, that didn't get a A29 Serial

41-5553						FORCED LANDING - APR 1/42
41-5622						TRFD to RAAF at Horn Island 4/19/42
41-5313						
41-21868						TRFD to RAAF at Horn Island 4/19/42

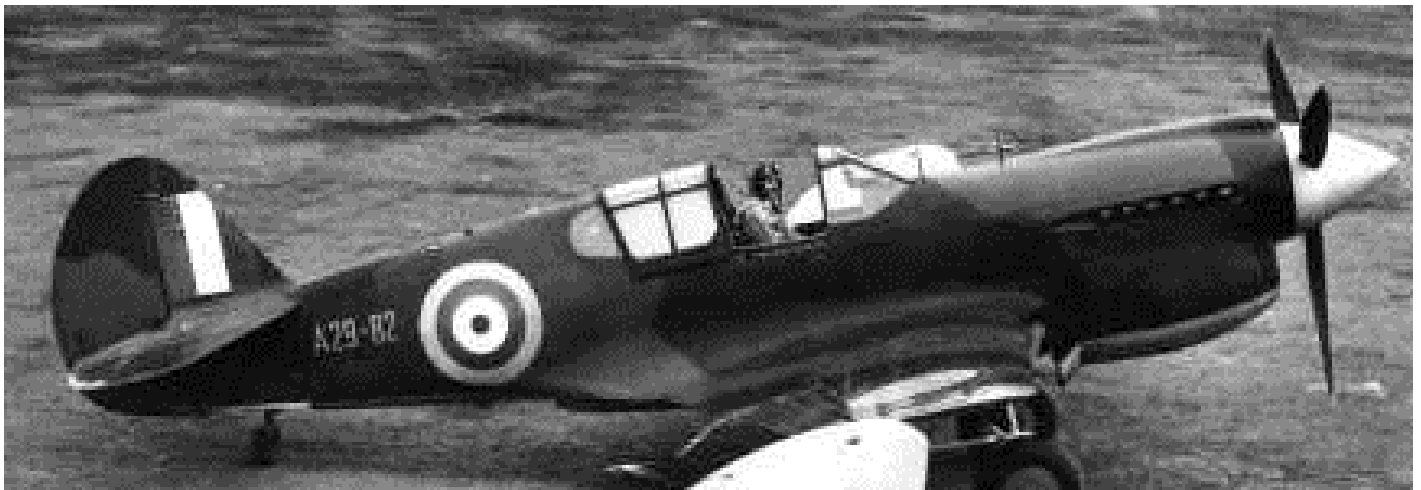
Both of these were involved in the defence of the first raid on Horn Island on the 14th March 1942.

P-40E 41-5553 Box#204Black/#11 "Pistoff"/Jeanne/"Susie" 27/12/41 Project "X" 26/02/42.. Was flown by 2nd Lt Donald H. Lee 7th FS 49th FG as "Pistoff" Condemned 27/04/43 **Marked down as transferred to RAAF Horn Island. It was not and was repaired:** and stayed in the 49th FG: Flown by Lt Duncan Myers up to 07/12/42 and even s/d a Jap Bomber on 07/12/42.

P-40E 41-5313 Box#303 Black/#15 "Bitzahawk" . Location Horn Island , March 1942. Philipn PHAD 17/10/41 Project X 15/1/42 Aust 26/2/42 SUMAC issued to 2nd Lt James A Watkins 0-427786 26/02/42. Flown by 2nd Lt A.T House 14/03/42 Horn Island **Tfr to RAAF HORN ISLAND 19/04/42 to be sent SAD V1710-39 Engine #41-5538. But it was repaired insitu,** and RTS 49thFG.Update. Cipher Message A2581 Serial 5/211 01/05/42. RAAF Form A.14 P-40 303 being made serviceable to fly south dated 29/04/42. Message copy to Capt Mausberger Eng Officer USAAF.

Returned to service as #04 HQ Flight 49thFG. Wrecked 2/11/42 Bootless Inlet PNG,..Pilot 2Lt Bryant V Weasley when he landed in water - Material Failure".

Thereafter there would be a gap of fourteen days before the first RAF DA3 NEIAF diverted Allotted P-40E-1, 41-25110, A29-82 arrived on the 13th April 1942.



Problems of FY and A29 allocations wouldn't surface again until eight US Pool preloved P-40E/E-1 replacements ex Charters Towers arrived for the RAAF in August 1942 onwards.

So the question is still begging, and therefore we could assume that one would be A29-73 Designate,..somewhere amongst that list, per another renumbered aircraft by 1AD ????

More on,...Note 3: "205"; A USAAF P-40E in RAAF Hands, that got away or already counted?

Thus,..somewhere during this hectic time period, **A29-73 designated**, never appeared administratively ex Bankstown, nor from Archerfield or on the floors of the 1AD Offices , per the A29 Allocation schedule and,..... the vague back and forth RAAF Cipher Messages. A29-73 was never issued on a RAAF P-40E/E-1 Airframe. Here-on,..there is no more research on the that subject needed again.

Type	KITTY HAWK	No. A29-71
Order No.	LATE 41/5632	
Received from		

HISTORY (MOVEMENT)		
Date.	Details.	Authority.
23.3.42	Rec 1. A-D ex U.S.A.A.C	1949.23/3



The Start of those A29-70 erks, :A29-71??

Notes:

1. These DAR (Defence Aid Russia) were shipped denuded of all FY Serials due to the stringent Neutrality Act requirements of the USA per the October 1941 Moscow Protocol, before the 8th December 1941 when War was declared,.. a few days later it didn't matter anymore, as Germany declared war on the USA.
2. CW# Line numbers are duplicated between P-40E versus Kittyhawk/P-40E-1s, in relation to P-40E/E-1 FY Serials, but not in c/ns
 - a. **P-40E 40-358** CW#1 (c/n13233) to **P-40E 40-681** CW#324 (c/n13556)
 - b. **P-40E 41-5305** CW#325 (c/n16297) to **P-40E 41-5744** CW#764 (c/n 16736)
 - c. **P-40E 41-13521** CW#765 (c/n16737) to **P-40E 41-13599** CW#843 (c/n16815)
 - d. **P-40E-1 41-24776** CW#561 (c/n18975) to **P-40E-1 41-36953** CW#2060 (c/n20786)(Lend Lease)
 - e. **Kittyhawk Mk1/1A AK571 to AK999/AL100 to AL230** : CW#1 to 500 (**UK Contract and none, repeat none were delivered to Australia from this batch**) prequel to P-40E-1s. c/ns are: 14952 to 15251, 15342 to 15421, then gap, 18695 to 18874.

Sources:

- USAF AHRA Microfilm Reel A7501: Aircraft Status Report USAFIA
- USAF AHRA Microfilm Reel 7/8/9th Fighter Sqns, 49th Fighter Group
- A50 History Sheets/ORB 75 and 76 Sqn RAAF: NAA
- E/E88 A29 Cards RAAF :NAA
- USAFIA tfr to RAAF Aircraft Status Reports ex Buz Busby



Curtiss Corner:P-40N-40: A29-1117 "Barbara-IV"



P-40N-40 44-47791 was ordered for the USAAF on Contract W535-AC34423. As part of the final allotment of Production P-40Ns for the RAAF it was supplied to Australia under Project#41444; RAAF Kittyhawk Indent 2270, vis RAF RFDA-322A, Diversion 1158-A, as RAAF P-40N Aircraft: Aus 62#18. It left the Curtiss Wright Factory on the 17th October 1944 with Munitions Advisory Commission -Air Number **A29-1441** on the fuselage , and painted in standard US Army Olive Drab and Neutral Grey, without US Army Markings applied. Standard RAAF Markings were painted on in Australia.



An example of a Mac Air P-40N-40, A29-1427 sans Markings, later becoming A29-1103: at 13ARD Det Garbutt 1944

It was then exported via the United Nations Warehouse site located at San Francisco and loaded on Cargo ship CV #445A as part of a shipping consignment of 20 P-40N-40s to Townsville Harbour , leaving the USA on the 20th November 1944.

It Arrived on the 22nd December 1944, and was unloaded and trucked to Garbutt to be assembled by a 13Aircraft Repair Depot Detachment based at Garbutt (Townsville RAAF Base) .

*On No 1 Air Depot instruction (16/02/44), the aircraft had already renumbered as **A29-1117** on RAAF A Stores Records, as in RAAF practice , to ensure that the aircraft did not carry consecutive numbers, should it be shot down and examined by Japanese Air Intelligence Officers to ascertain exact numbers on strength in the RAAF. A numbering practice that had continued since 1942.*

It was received by 76Sqn RAAF from 13ARD on the 3rd March 1945. On receipt in theatre on the 22nd March 1945, it was coded SV-L by No 22 Recovery and Salvage Unit , and after a short time, carried the name of "Barbara-IV" on Cowl and Motif of a Baby Donald Duck holding a bomb on round disc on lower cowl.

Flown by Sqn Ldr Wilson, F/Lt Muirhead, F/O Henry ,W/O George, F/O Forbes in the later months, June-July 1945. The last month of August,1945, Squadron records show that the aircraft was not used on operations.



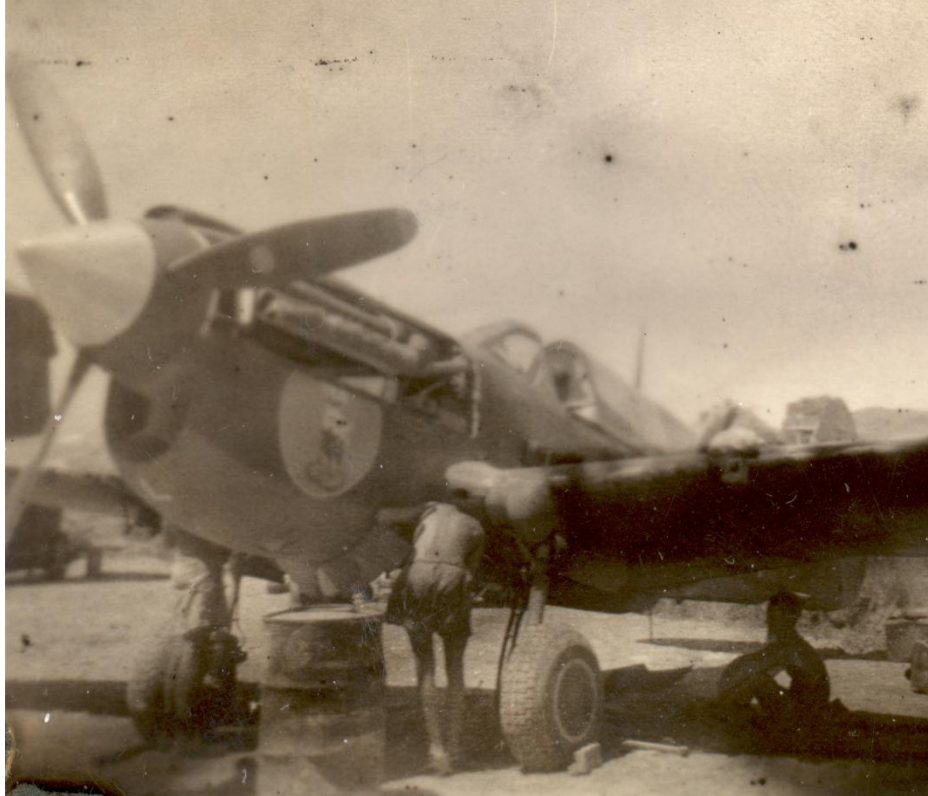
As 76 Sqn was being re-equipped with P-51K Aircraft and the old P-40Ns were handed over to No 1Repair and Salvage Unit Store on the 10th October 1945.

Allotted 6AD Store ex 1RSU on the 20th October 1945 and was then ferried south to Australia on the 20th November 1945.

Two days later, it was received at No 6 Air Depot at Oakey Queensland and placed in storage, initially in category D opened, but inhibited for possible further use.

With the full withdrawal of all P-40 Aircraft Type from the RAAF in 1946, it was downgraded to Category E Storage on the 1st October 1946. Authorised for write off on the 19th November 1946 .

Below , is a picture of her at rest 6AD in 1947. Passed to DAP for disposal 26/09/47.



Photos ex Peter Hunter Collection and Buz Collection.

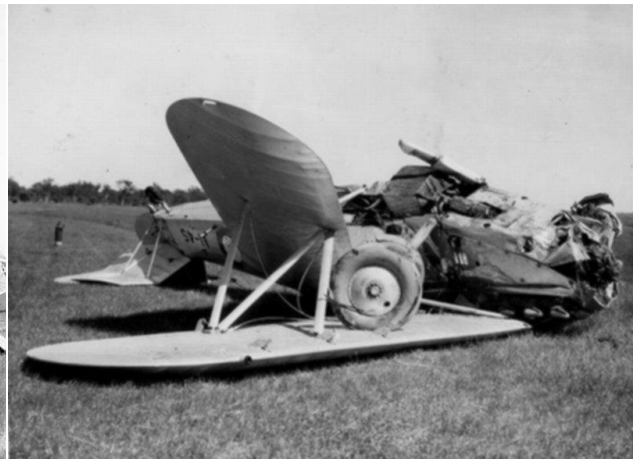
Struck off charge from the RAAF on the 15th November 1948 at the Care and Maintenance Unit, Oakey. The picture below that is when she was operational.

The last engine fitted, a Allison V1710-115 , was Eng#33783 per 6AD Records.

Odd Shots: The 30's in "Hind" sight



A1-45 on its nose in 1937 twice. In hind sight,....."Do not throttle up on brakes, and remember stick, back!!!"



A year on, 1938,...doesn't matter,...its bent for good!



How a Hind should look like.



Editor's Notes:

Special thanks to John Bennett for his leading article: Ed

Next Issue, the Spring 2016 edition, will be out circa late September 2016

Articles to be included in future editions:

Contributors are most welcome to provide written articles or even topics to be covered by others.

Cheers

Gordy

