



ADF Serials Telegraph News

News for those interested in Australian Military Aircraft History and Serials

Volume 6: Issue 3: Winter 2016 Editor and contributing Author: Gordon R Birkett,

Message Starts: In this issue:

- **News Briefs** by Gordon Birkett @2016
- **Story: Photoshopping and Colourisation of old Black and White Aircraft Pictures.** Written by Brendon Scott @ 2016.
- **Story: RAF Thunderbolt P-47, with RAAF Pilot's involvement,** Written by Gordon R Birkett@2016
- **Curtiss Wright Corner: P-40E-1 41-36080 ala A29-130**
- **Message Traffic Selections:** Please address any questions to: question@adf-serials.com.au in the meantime

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

News Briefs

- **10th March 2016:** The Indonesia Government has requested a possible sale of thirty-six (36) AIM-120C-7 AMRAAMs and one (1) Missile Guidance Section from the USA(DCSA) for their F-16C/D Block 25s. (*Refer our purchase of 450 plus AIM-120Ds on 25/04/2016!!*)
- **15th March 2016:** The RAF has requested notification via DCSA for the possible procurement of up to nine (9) P-8A Patrol Aircraft, associated major defence equipment, associated training, and support. The estimated cost is \$3.2 billion. The proposed sale will allow the UK to re-establish its Maritime Surveillance Aircraft (MSA) capability that it divested when it cancelled the Nimrod MRA4 Maritime Patrol Aircraft (MPA) program. *As a Island Nation, as indeed Australia is, one would have questioned the sanity of the people*
31st March 2016: Airbus EC.135 T2+ N52-001, marked as VH-AQG, lands at Nowra *pollies that made the original decision.*



- **11th April 2016:** The US Department of State has approved the possible sale of Boeing's Small Diameter Bomb I to Australia to support the acquisition of the F-35 Lightning II. The estimated cost of the potential deal under the Foreign Military Sales (FMS) program is US\$386 million, the Defence Security Cooperation Agency stated, and covers up to 2,950 GBU-39/B Small Diameter Bomb I and up to 50 Guided Test

Vehicles (GTV) with GBU-39 (T-1)/B (Inert Fuse). The principal contractor for production is Boeing in St. Louis, Missouri.

- **15th April 2016:** The US Marine Corps has started arriving in Darwin for its fifth rotation through northern Australia, with this year's rotation including about 1,250 marines and four Bell UH-1Y Venom utility helicopters from Marine Light Attack Helicopter Squadron 367 out of the Marine Corps Air Station at Kaneohe Bay, Hawaii.
- **25th April 2016:** The Government of Australia requested a possible sale of Major Defence Equipment (MDE): Up to 450 Advanced Medium-Range Air-to-Air Missiles (AIM-120D), Up to 34 AIM-120D Air Vehicles Instrumented (AAVI), Up to 6 Instrumented Test Vehicles (ITVs), Up to 10 spare AIM-120 Guidance Sections (GSs), The total estimated value of MDE is \$1.08 billion. The total overall estimated value is \$1.22 billion. This proposed sale is in support of the Royal Australian Air Force's (RAAF) F/A-18F, E/A-18G, and F-35A aircraft. This proposed sale will provide the RAAF additional air-to-air intercept capability and increase interoperability with the U.S. Air Force. Australia will have no difficulty absorbing these missiles into its armed forces. *(Ed: No Doubt!!)*
- **13th April 2016:** The RAAF's No 5 Flight has been flying the Heron from Amberley for an initial 10 day period (13th-22nd April 2016), where it has operated alongside C-17 transports, F/A-18F Super Hornets and the KC-30A tanker transport. 5 Flight is based at Amberley, but until now has primarily conducted Heron flying operations from RAAF Base Woomera over the remote Woomera Test Range in South Australia (Picture Defence Dept)



- **18th April 2016:** The Australian Army's Tiger Armed Reconnaissance Helicopters have finally achieved its final operating capability (FOC) after then more than 11 years of troubled issues long after the type first entered service. The first two Tigers, **A38-001** and **A38-002**, were in fact delivered to Army during a ceremony at the Army Aviation Training Centre, Oakey on 15th December 2004, while the final Tiger, **A38-022**, was delivered in late 2011.
- **18th April 2016:** The new RAN Sea 5000 Frigate program has short listed three designs: Italian Fremm Frigate (nearly 6700tonnes), Navantia Modified F100 Design (over 6000 tonnes) and the RN Type 26 Global Frigate (Nearly 7000 tonnes). All are designed to carry two medium size helicopters.
- **27th April 2016:** A flight test team from the Aircraft Research and Development Unit successfully conducted the first air-to-air refuelling trials between a 33 Sqn RAAF KC-30A Multi Role Tanker Transport 001 A39-001 and a 36 Sqn RAAF C-17A Globemaster III A41-213 off the Queensland coast.



- **Redress: 7th January 2016:** L-3 Communications Mission Integration, Greenville, Texas, has been awarded a \$93,632,287 firm-fixed price contract action for two Australia Government G550 ISR aircraft procurement and maintenance. The announcement that the Royal Australian Air Force (RAAF) is to acquire and field the G550 as a special mission platform is somewhat surprising given that no official requirement was previously disclosed. It is assumed that these aircraft will replace the role of the two Intel /ISR Orion. What Unit will be formed to fly these is unknown, but another three airframes are to be purchased.
- **Redress: 2nd February 2016:** The Australia Government has delivered AAv Redundant UH-1H helicopter parts, free of charge, to the Lebanese Army to help combat threats imposed by the neighbouring crisis in Syria. *I wonder, had we known of Channel 9's Child Rescue/retrieval attempt, whether leverage could have been used to get the now stranded ex Aussie Retriever out as well! Maybe we can offer them an UH-1H airframe.*
- **Redress: 22nd July 2015:** Ex-NT News: by **COURTNEY TODD.**
Top End local John Korn was driving towards the new prison at Howard Springs around 2.30pm when he spotted an Australian Army ARH Tiger on the side of the road.

"I was thinking 'what's going on here' when I first saw it," he said. "I thought it was a police stop and then I noticed the helicopter on the side of the road. "I was quite shocked.

A defence spokesman said the Tiger was on a routine training exercise when a light came on in the chopper around noon. The pilot landed the \$40 million machine on the side of the road and waited for aviation mechanics to solve the mystery of the light.

By 4pm the chopper was deemed safe to fly and it was flown back to its home based at 1st Aviation Regiment on Robertson Barracks. (Ed: Do we have details on A38 Serial?)



- **6th May 2016:** First RAAF P-8A Poseidon flight: **A47-001**, after being rolled out on 27th April 2016,..***in 11 MR Sqn Markings!! US Rego is N940DS***



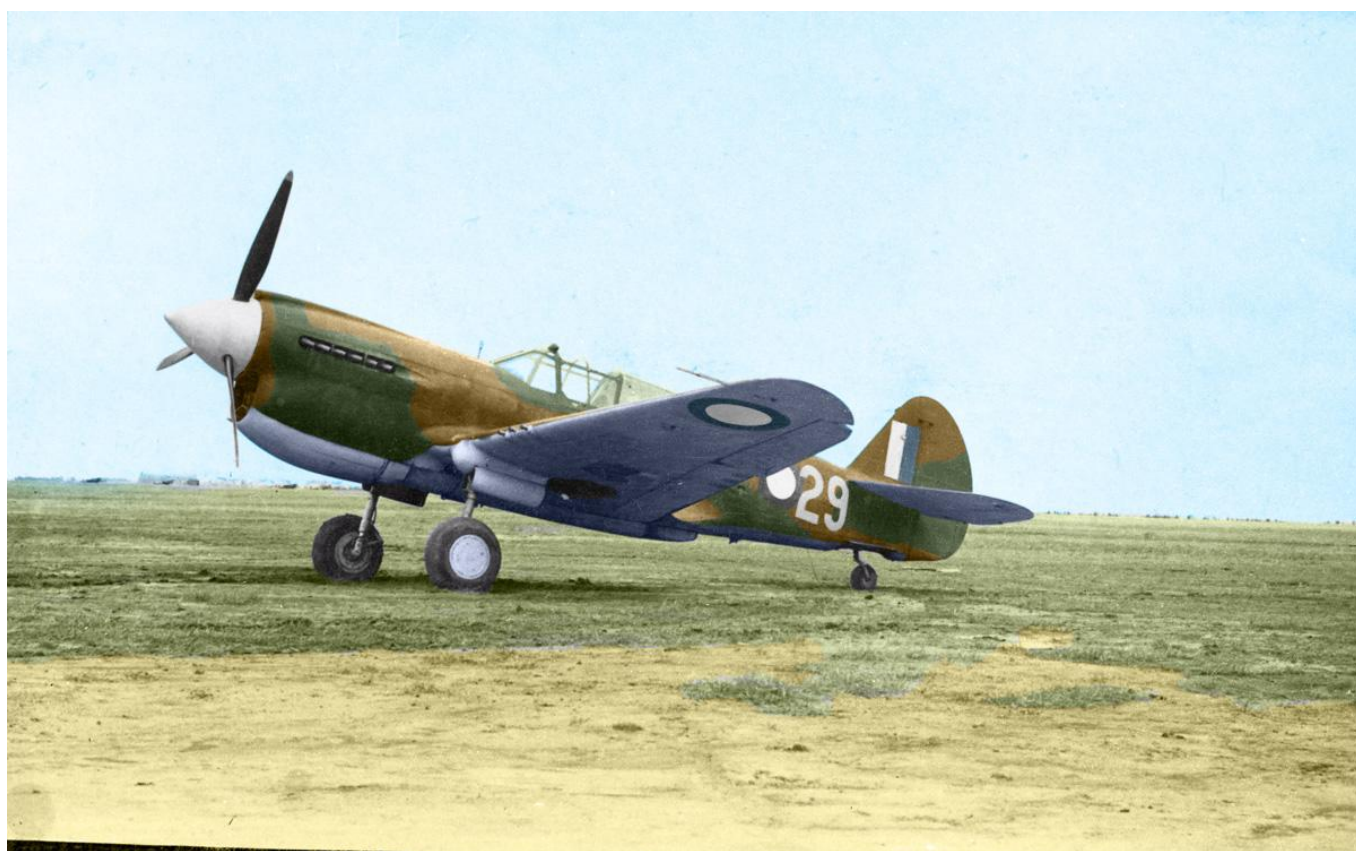
Photoshopping and Colourisation of old Black and White Aircraft Pictures.

Brendon Scott of ADF-Serials.com.au @2016

I have always liked researching world war 2 and RAAF information since I was a little kid. I can blame my old man for my hobby. In recent times I have looked for colour photos of RAAF aircraft in service during ww2 as this was to help with my other hobby of modelling of RAAF aircraft. Through my research I found that there was not a great deal of colour images of RAAF aircraft around. I have visited my local museum RAAFAWA Bullcreek, and others around the country to only find limited photos.

So I ended up purchasing plenty of reference books, looked at restorations, visited the Australian War Memorial, took plenty of my own photos and then one day I got an idea. What if I could do some research and turn black and white images into colour. So off I went down to RAAFAWA Bullcreek and got in touch with Mike Mirkovic who helped me out with some high resolution black and white images.

Below is the first image that I did, which was a P-40E-1 Kittyhawk, A29-129, from the Ash Briggs collection.



The technique involves many hours in Photoshop, and I have self-taught myself over the past 2 years. I have realised that in that time no matter how hard I try to get the colours right I can only have a good guess. However if I can at least achieve some success from the work I do for the younger generations in years to come I feel that I have contributed to our history.

One thing that I have learnt over the past two years more than anything is the massive variety in paint colours, application, and schemes applied to aircraft. It is just a huge minefield. Not to mention previous artworks, and books which since have found to have some wrong information. There has been a huge amount of work done in the past by people such as Gordon Birkett, Peter Malone, Peter Arnold, Geoffrey Pentland and others. These people managed to interview the people who flew and maintained our fighting machines.

The Second image is from Mike at the RAAFAWA and is of some 14Sqn RAAF Hudsons from Pearce RAAF, near Perth



As you can imagine you can only do so much in Photoshop. The biggest thing that I have found with colourising images is the type of film used during the period. The shades and tones of colours vary so much that no one technique works the same on each image.

The biggest issue I have is getting the skin tone correct. Some images I get the tone right, others it is orange, or too pale. I am yet to work out the best technique for this.

In the next article I will provide some methods of working in Photoshop.



An actual rare Colour shot of a A29 Hudson in USAAF Service!

Thunderbolt P-47, with RAAF Pilots, *Written by Gordon R Birkett@2016*

Background: Here comes the Jugs to the SW Pac

The arrival of the 348th Fighter Group as the first P-47 group in the Southwest Pacific area coincided with the opening of the Allied offensive in New Guinea. The group's P-47D Thunderbolts began to arrive in Brisbane in the same month, and by the end of July after they had "run in" their engines on local training flights, the group began long-range missions to strike at Japanese targets in New Guinea.



P-47D-2-RE 42-8125 was an original June 43 Eagle Farm assembled aircraft from the first consignment. It later served with the 341st Fighter Squadron as #51.



P-47D-11-RE 42-75332, "somewhere in Australia", which later served in 311th Fighter Sqn, 348th Fighter Group, then marked as V69. Note DF Loop Antenna.

In mid-June the 348th's three squadrons (340th, 341st, 342d) made the 1,200-mile flight from Brisbane to Port Moresby, New Guinea.

The group met its first air combat over Tsili on 16 August 1943, when two squadrons tangled with the fighter cover of an enemy bomber formation, and shot down three aircraft. The Group's CO, Col. Neel E Kearby, flew P-47D-2-RE 42-8145 #73 "Fiery Ginger" during this time.

Nb: It, was part of the first batch of 70 (Numbered from FY 42-8053 to 42-8152) landed in Brisbane.



Col. Kearby in his IP-47D-4-RA, FY 42-22668 "Fiery Ginger IV" for "Life Magazine" Publicity shots. Sadly he would be later killed on the 05/03/44 in the very same aircraft. Life

The group operated the "Jug" from New Guinea and Noemfoor until November 1944, flying patrol and reconnaissance missions and escorted bombers to targets in New Guinea and New Britain.

The 460th Fighter Squadron, stationed at Noemfoor, New Guinea, was also later attached to the 348th Fighter Group on 23 September 1944.

Four further Groups flew the type in SW Pac; the 35th/58th FGs fully equipped in three Sqn's, and the 8th and 49th FGs, partially, each with a single allotted Squadron of P-47Ds (36th FS and 9th FS respectively) at one time.

Group	Sqn	Gp#	Sqn	Gp#	Sqn	Gp#
8th FG	36th FS	alpha				
35th FG	39th FS	10-39	40th FS	40-69	41st FS	70-99
49th FG	9th FS	70-99				
58th FG	69th FS	A1-33	310th FS	H34-66	311th FS	V67-99
348th FG	340th FS	01-25	341st FS	26-50	342nd FS	51-75

The First Australian based P-47D Connection, with a RAAF Pilot.

After successfully serving as 75 F Sqn Commanding Officer from the 29th April 42 to the 2nd January 1943, Sqn Ldr Les Douglas Jackson DSO, DFC, was deservedly transferred to Headquarters, RAAF Command, Allied Air Forces SWPA, based at Brisbane, for rest.



Sqn Ldr Les Jackson, pictured above left, eight months prior, at Milne Bay,..and his final service picture, then of a war weary Wg Cdr, at the end. At that time he had logged more the 1637 hours and 35 minutes flying on 20 types, either as pilot or co-pilot since his award of wings in 1940.

Types Qualified to Fly	Hours on Each Type			
	Day		Night	
	As Captain	As 2nd Pilot	As Captain	As 2nd Pilot
Wapiti ✓	27.55	22.50	.15	1.25
Demon	.15			
Moth Minor	13.25	.10		
Tiger Moth	.40	1.55		
Brewster Buffalo	60.20		1.00	
Lockheed Vega	11.40			
Douglas Dauntless	1.00			
Boomerang	.40			
Jap. Zero (Hamp)	6.00			
Fairchild	.30			
Spitfire	4.35			
Wirraway	691.45	5.40	32.55	
Aircobra	1.00			
Vulture Vengeance	.45			
Kittyhawk	576.50			
Thunderbolt	.55			
Lockheed Lightning	1.50			
Anson	119.00			
Hudson		50.00		1.45
Catalina		.35		

Noted, was an entry of 55 minutes of Thunderbolt time on his Log history, which started my enquiry as to why?

With some research, it was found that on the 9th July 1943, a report was written up by himself, regarding his recent air test of newly delivered 348thFG destined P-47D, that had only been recently re- assembled at Eagle Farm following its long sea journey from the United States.

Sqn Ldr Les Jackson flew a total of fifty-five minutes in the type and commented on the type, per below:

TO: S.A.S.O. + A.O.C. for info 10/7.
Ops.1 gh

This aircraft is an 8 gun (.5's) single seater fighter weighing approximately 13,000 lbs.

2. The aircraft is essentially a high altitude fighter with a rated altitude of approximately 28,000 ft.

3. I climbed this aircraft at 42" and 2550 revs to 20,000 ft. and 44" and 2570 revs from 20,000 ft. to 25,000 ft. At 25,000 ft. the aircraft was climbing at 1900 feet per minute. The time to 25,000 ft. was 14 minutes but this could have been bettered had I been familiar with the aircraft.

4. The T.A.S. at 25,000 ft., straight and level, using 44" and 2570 revs was 375 m.p.h. However, this was by no means maximum power.

5. The aircraft is nice to handle and possesses an excellent rate of roll. All controls are light except the rudder.

6. I formed the following opinions regarding the aircraft :-

- (a) It is essentially a high altitude fighter, ideally suited for dive and zoom tactics.
- (b) The aircraft is virtually a flying destroyer, having 4 - .5 machine guns in each wing.
- (c) The P.47 is far superior to the Kittyhawk for interception of enemy bombers over 22,000 ft.
- (d) This aircraft is comparable with the P.38 (Lockheed Lightning) and is much easier to manoeuvre. However, I would prefer the P.38 to the P.47.

/Page 2.....

- (e) The P.47 is normal in all respects except that, I am told, considerable difficulty is experienced in recovering from a high speed vertical dive. The take off and landing is viceless due to the abnormally wide undercarriage.

9th July, 1943. S/Ldr. J OPS.1A

The type, as he noted, did suffer from a compressibility problem that plagued the type in dives.

The basis of this was that some "muted" consideration to standardise the fighter types between the 5th AAF and the RAAF's 9th Group by General Kenny; much to consternations of the AMSE on yet another possible type to operate by the RAAF, as supplies of Kittyhawk, Spitfire and Boomerang types, already operating, were coming in sufficient streams ex USA by then.

In real truth, it was thought General Kenny wanted to standardise his Fighter Groups on Allison powered P-38s, P-39 and P-40s types, as these could carry two wing mounted Long Range tanks, whereas these early P-47D-2-RE models could carry only a single belly tank.



Early P-47Ds at Moresby with single belly tanks

As it turned out, the later P-47D models would eventually replace the older P-39D-1/P-400, and P-39N/Q Airacobras in service with the 8th and 35th FGs in time, though the former Fighter Group would eventually equip fully on P-40Ns in 1944.



2nt Lt Forrest Edward Lynn, 39thFS/ 35thFG, standing in front of his P-47D #17, fitted with a single belly tank. Photo: F E Lynn Collection

The Empire strikes back: with Taxi Ranks and Cabs, in Burma, along with some help from EATS trained RAAF Pilots.

The following RAF squadrons 5, 30, 79, 123 (later became 81), 134 (later became 131), 135 (later became 615), 146 (later became 42), 258 and 261 Squadrons RAF in 1944, and the 34, 42, 60, 81, 113, 131 and 615 Squadrons RAF formed or equipped with Thunderbolt I and IIs in 1945.

However, many of these late Squadrons that were formed were not in time to see any action.



RAF P-47D Thunderbolt II's in a rare Colour period shot. Life

The Royal Air Force was supplied via Lend Lease with a total of 830 P-47Ds. They were divided into two types: some 240 "razorback" P-47D, known as the Thunderbolt I delivered in two batches-serials **FL731 to FL850** and **HB962 to HD181**, and another 590 "bubble canopy" P-47D, known as Thunderbolt II, from P-47D-25/-30-RE and the P-47D-30/-40-RA production blocks, within four main batches being delivered with serial blocks: **HD182 to HD301**, **KJ128 to KJ367**, **KL168 to KL347**, and **KL838 to KL976**.

The RAF Thunderbolts were evaluated in Europe, but most of them were shipped to the CBI theatre, where they fought against the Japanese.

One of the first RAF squadrons to see action was the 5 Squadron RAF, which was based in Burma and which had previously flown Mohawks and Hurricanes. They flew patrols under the direction of visual ground posts and caused tremendous damage among Japanese troops and supply lines.

RAAF Thunderbolt Pilots in the RAF CBI?

Well they were well represented in all RAF Thunderbolt squadrons operating in China/Burma/India Theatre. For that matter, during 1944-45, two actual RAF Thunderbolt squadrons were commanded by Australians:

- Squadron Leader Donald Kewin McDonald, RAAF#402748 DSO DFC, of Randwick, NSW, commanded 134 Squadron RAF, (Sqn Code GQ-*), between 01/12/44 to 19/04/45, finishing with some 440 Hours on Thunderbolts in total.
- Squadron Leader Roy David (Gatty) May RAAF #402204 DSO, of Condoblin NSW, commanded 79 Squadron RAF, (Sqn Code NV-*), between 07/12/44 to 20/08/45, finishing with some 310 hours on Thunderbolts in total



AUSTRALIAN WAR MEMORIAL

SEA0038

Dated 06/12/44, pictured above, are RAAF members of No. 134 (Thunderbolt) Squadron RAF, that was operating in the Arakan against Japanese positions in Burma. Left to right: 412521 Warrant Officer (WO) Neil Godfrey of Coogee, NSW; 413358 WO P. H. Cuthbertson of Rockdale, NSW; 414671 WO F. Gould of Hamilton, Qld; 403731 Flight Lieutenant J. E. Franks of Kogarah, NSW (holding dog, Patch); Squadron Leader D. K. McDonald DFC of Randwick, NSW. Source: AWM

Following V-J Day, most of the Thunderbolts rapidly disappeared from RAF squadrons, which had been either disbanded or being reequipped with British-built aircraft.

The last RAF squadron (No 60) disposed of their Thunderbolt IIs in October of 1946.

Sadly, some known RAAF Pilot accidents and losses in P-47 Thunderbolts in the RAF FEAF Service, and their fates.

CAMBRIDGE, Thomas Hudson - (Flying Officer); Service Number - 410213; File type - Casualty - **KIA**; Aircraft - Thunderbolt IIA KJ232 **261 Sqn RAF**; Place - Gangaw, Burma; Date - 21 December 1944. **Wreckage found in 1947 by RAF Search Party, 2 miles east of Gangaw, Burma.**

COWPER, Donald David - (Warrant Officer); Service Number - 409879; File type - **Slight Injury** - Repatriation; Aircraft - Thunderbolt II HD231 **261 Sqn RAF**; Place - India; Date - 27 November 1944

HARDY, Ian Griffiths - (Flight Sergeant); Service Number - 420880; File type - Casualty - **KIA**; Aircraft - **Thunderbolt I HD298; Coded RS-U 30 Sqn RAF** Place - Chittagong, India; Date - 17 November 1944

JACK, Russell Stuart - (Pilot Officer); Service Number - 410340; File type - Casualty - **KIA**; Aircraft - Thunderbolt II HD292 **79Sqn RAF**; Place - Over target, Toungoo, Burma; Date - 25 September 1944

KELFT, Frank Trevor - (Pilot Officer); Service Number - 420390; File type - Casualty - **Repatriation**; Aircraft - Thunderbolt MK II KJ310 ZT-* **258 Sqn RAF**; Place - India; Date - 3 April 1945

KNODLER, Keith Jack - (Warrant Officer); Service Number - 420211; File type - **Flying Accident, Killed**; Aircraft - Thunderbolt I HB995 **30 Sqn RAF**; Place - **Bidare, near Bangalore, India**; Date - 14 August 1944

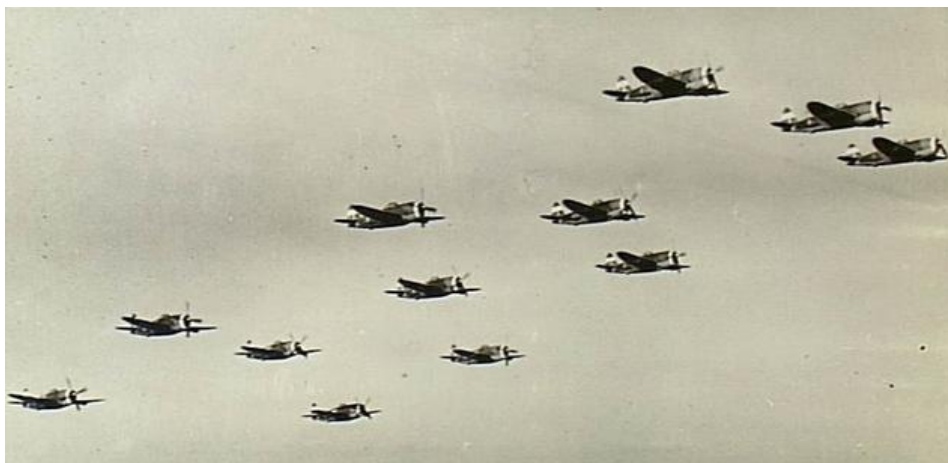
McKENZIE, Ernest Alek - (Flying Officer); Service Number - 420772; File type - Casualty - **Accident broke leg**; Aircraft - **Thunderbolt II KJ193 Coded GQ-G 30 Sqn RAF** ; Place - India; Date - 30 June 1945

PALESY, Ralph Vincent - (Warrant Officer); Service Number - 413027; File type - Casualty - Accident, **Mid Air Collision during joining formation, non-operational, Right Leg Broken**; Aircraft - Thunderbolt II FL 827 (Palesy)and HD641(W/O Vart 1091379 RAF)ZT-* **258 Sqn RAF** ; Place - **5 miles south west of Yelahanka, Bangalore, India**; Date - 29 September 1944

TURNER, Colin Grant - (**Warrant Officer, later commissioned Pilot Office 05/01/45, then F/O**); Service Number - 408939; File type - **Missing on Non-operational flight** - Repatriation; Aircraft - Thunderbolt II HD272? **5 Sqn RAF**; Place - Indian area; Date - 20 October 1944. **Picked up 06/11/44, OK.**

WESTGARTH, Donald Dudley - (Warrant Officer); Service Number - 413463; File type - Casualty - **KIA** Repatriation; Aircraft - Thunderbolt II KJ325 NA-* **146Sqn RAF**; Place - Myingyan, Burma; Date - 25 April 1945

WHITE, Arthur Alfred - (Flight Sergeant); Service Number - 432912; File type - Casualty - **KIA**; Aircraft - Thunderbolt II KJ169; 73 OTU Place - RAF Fayid Egypt; Date - 13 January 1945





AUSTRALIAN WAR MEMORIAL

SUK13534

Flying Officer Phil Cummings (RAAF) CBI, ready to taxi his Thunderbolt.AWM



AUSTRALIAN WAR MEMORIAL

SUK13535

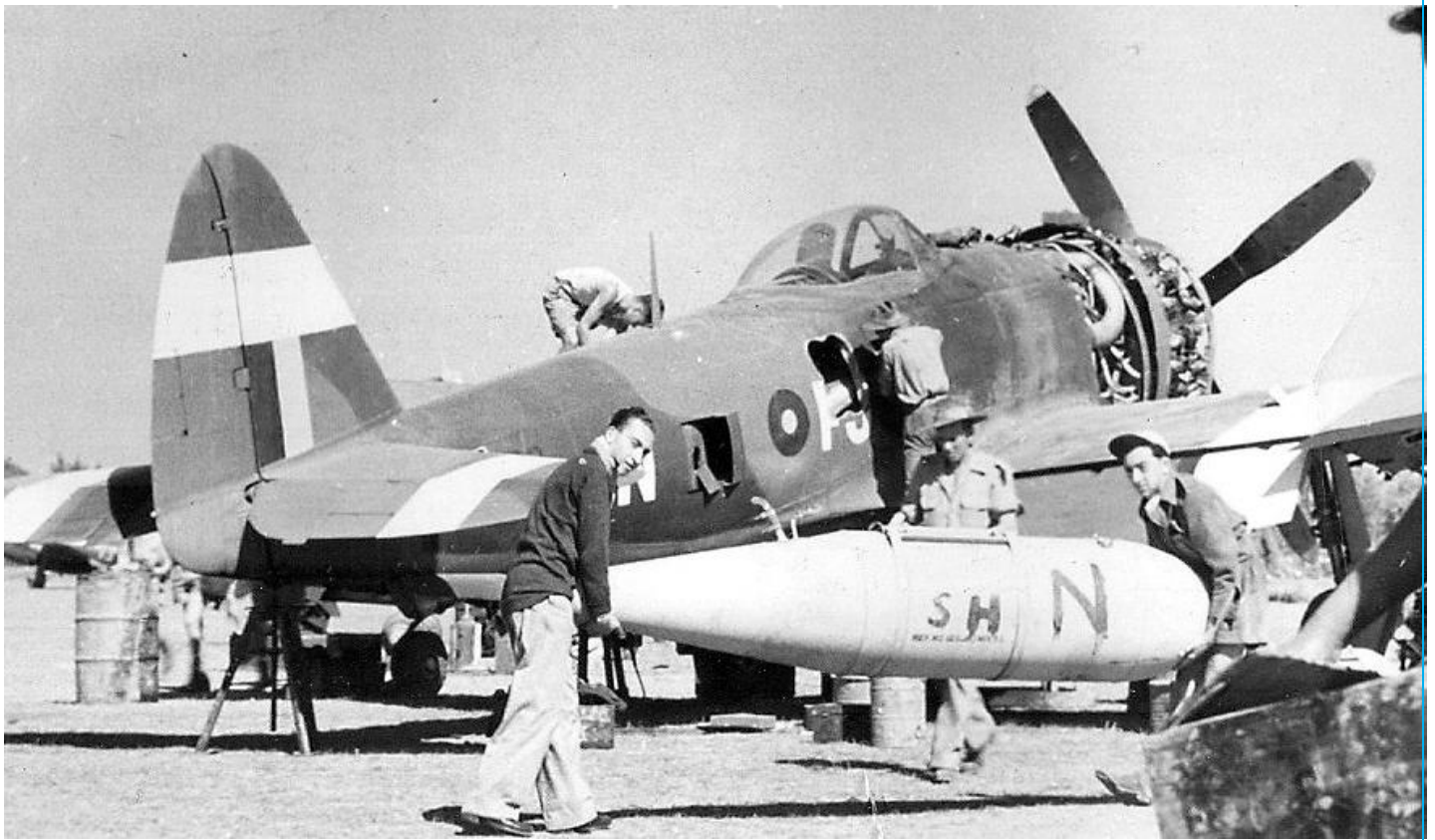
A 134 Sqn RAF Thunderbolt I being worked on whilst a flight overflies the pilots. AWM



A 30 Sqn Thunderbolt II , HD289 RS-U taking off. 30Sqn RAF Assoc



30 Sqn Thunderbolt II s KJ140(RS-B) and HD2** (RS-G) share a apron with a B-29 in India . Life



Sources:

AWM: Pictures

AWM Video Film: [https://www.awm.gov.au/collection/F02143/Thunderbolts in action on the Arakan and Mandalay Fronts \(RAF J66A\)](https://www.awm.gov.au/collection/F02143/Thunderbolts%20in%20action%20on%20the%20Arakan%20and%20Mandalay%20Fronts%20(RAF%20J66A))

http://www.joebaugher.com/usaf_fighters/p47_17.html

NAA :Casualty Files, RAAF

NAA File: RAAF Thunderbolt

NAA: Wg Cdr L D Jackson Service File

www.wikipedia.org/Thunderbolt

Life Magazine Pictorial Archives

RAF Thunderbolt Assoc



Curtiss Corner: P-40E-1 41-36080 ala A29-130



A29-130 Pictured at Horn Island in transit to Milne Bay during July 1942. Can anyone advise of the cowl name and motif? Pic Buz

USAAF FY41-36080 CW# 1187c/n19913 ET726 A29-130 75SqnRAAF/2OTU/CGS

Shipped ex New York 05/05/1942 to Sydney Australia. Rec 2AD ex USA 08/06/42. Numbered A29-130. Received by 75 Sqn from 2 AD 21/06/42, and served with them during the Battle for Milne Bay; on 14/12/42 it was received back at 75 Sqn after having an engine change by 12 RSU; On 07/1/43 it was received at 10 RSU.

Rec ex 10RSU at 75Sqn 12/01/43. Was flown by Sqn Ldr Arthur 01/03/43. 17/03/43, Engine trouble on interception sortie, with F/O Campbell. Repaired, flown by Sgt Stirling on 19/03/43. Again on 25/03/43, F/O Campbell again landed with engine trouble. Checked, F/O Atherton flew it on an engine test on the 04/04/43.

On 09/04/42, F/O Campbell again forced landed after engine trouble.

Note: With an influx of 13 x ex 77Sqn overhauled P-40E/E-1, arriving, some airframes were seldom used after this.

On 30/04/43, F/O Campbell carried out a test climb flight with belly tank attached. 18/05/43, F/O Campbell performed a recce flight to Wedau.

After an engine change, aircraft test flown by F/O Campbell on the 19/05/43. Again 03/06/43, F/O Campbell test flew A29-130. On the 08/06/43, he flew the aircraft on another test.

On the 09/06/43, F/O Campbell landed the aircraft during a security patrol owing to engine trouble, after earlier that day, as leader, escorted a transport aircraft to Goodenough Island with three other 75 Sqn P-40Es. On 16/06/43, F/Sgt Hunt carried out a 15 minutes engine test flight.

On 26/06/43, F/O Campbell took the aircraft up for a 10 minute Test Flight. The following day, 27/06/43, F/O Campbell landed from a Practice Defence and Attack Exercise owing to engine trouble. Of note; US Allison Engine Representative, Mr R Russell, arrived on 03/07/43 and spent a few days inspecting and advising any engine issues.

On the 06/07/43, A29-130 was flight tested after servicing and checks for 11 minutes by F/O Weston. After an engine change, on the 25/07/43, it was test flown by W/O Stewart for 30 minutes and immediately flown again by Sgt Pitt for another 30 minutes. The following day, Sgt Pitt slow timed the engine on another 1 hour test flight. On the 28/07/43, this slow timing flight was repeated again by Sgt Pitt, and again on the 29/07/43.

Next recorded flight was on the 12/08/43 when used in a Airmanship flight by F/O Campbell.

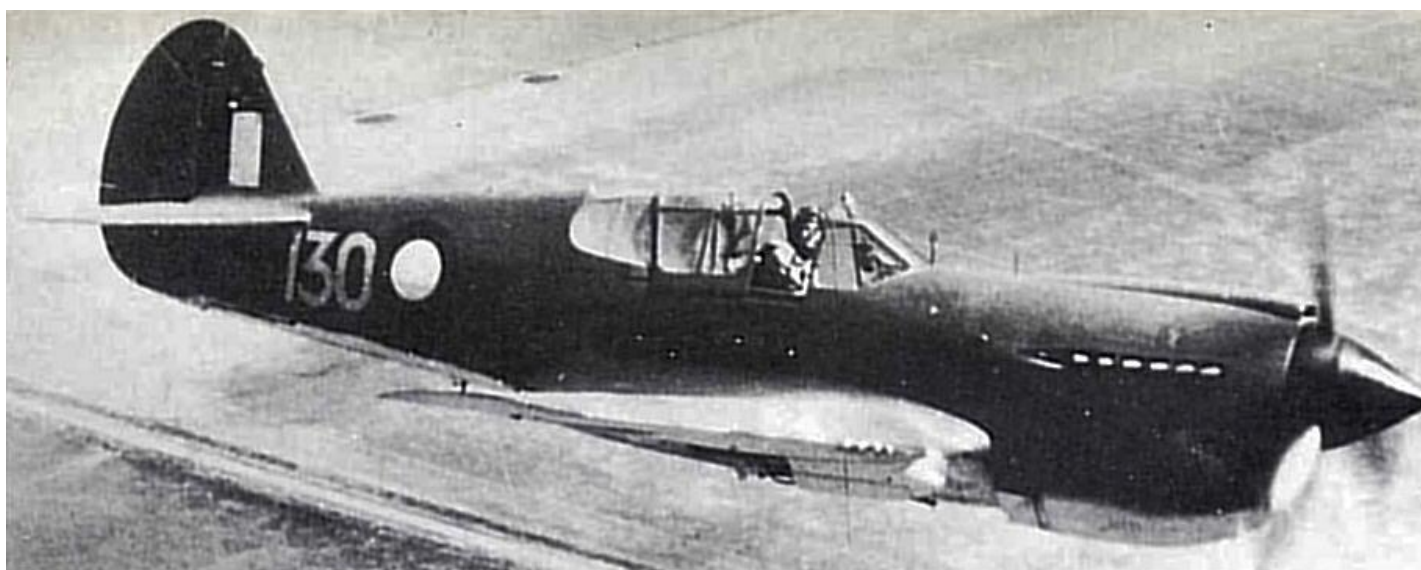
On the 24/08/43, F/O Campbell who was with 8 other aircraft on a travel flight to Vivigani, had to return to Turnbull Strip with engine trouble.

One of 14 P-40E/E-1s to be allotted to 82 Sqn on 31/08/43, after receiving some 24 new P-40N-1s. 82 Sqn Allotment cancelled, along with one more airframe, leaving only 12 to be transferred.



Pictured after overhaul, now with 2OTU in late 1943. Pic GRB Collection

Rec 26RSU ex 75 Sqn 14/09/43. 3/11/43 it was received by 2 OTU ex 26 RSU and then 05/01/44, it was sent to CGS from 2 OTU. 9/11/44 it was received back at 2 OTU from CGS.



Well worn, and with Central Gunnery School in mid 1944. Pic Buz

Accident 1950Hrs 7/8/45; the aircraft was written off soon after taking off, when it banked too sharply and then stalled and crashed one mile west of Mildura, Vic, during a night time take-off. F/Sgt Malcolm John Russell killed. Airframe SOC and approved for conversion per File#9/16/2833 16/11/45. Hulk issued to 1CRD ex 2OTU 20/11/45.



Editor's Notes:

Special thanks to Brendon Scott 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

