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News for those interested in Australian Military Aircraft History and Serials

Volume 7: Issue 1: Summer 2017 *Editor and contributing Author: Gordon R Birkett,*

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Message Traffic Selections: Please address any questions to: question@adf-serials.com.au

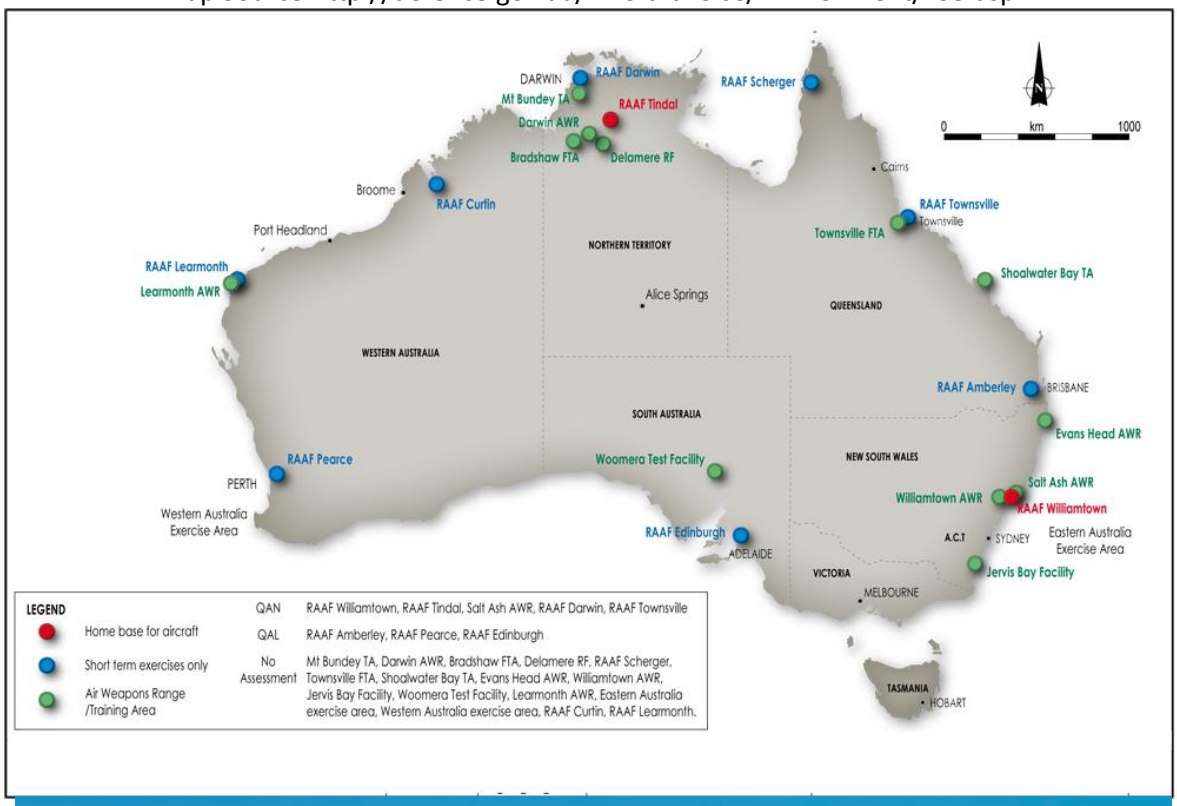
Message Board – Current hot topics: These boards can be accessed at: www.adf-messageboard.com.au/invboard/

News Briefs

- **Redux Budget 2017 Air 6500:** RAAF may be spending up to $2 Billion Dollars on acquiring a Ground Based Integrated Air and Missile Defence System, with first possible Gate "0" Approval as early as February 2017. Missile Type selection includes possibly PAC-3 Patriot or the National Advanced Surface to Air Missile System (NASAMS Medusa System).
- **7th November 2016: F-35A Update:** The F-35 joint program office announced the countries that will be responsible for sustaining 65 out of 774 repairable components on the F-35. The United Kingdom picked up the lion's share of the initial work, and will provide support for 48 of those components from 2021 to 2025. The UK, Netherlands and Australia will be charged with the global sustainment of these 65 components from 2021 to 2025. During this early period, the Netherlands will conduct maintenance, repair, overhaul and upgrade (MRO&U) services for 14 components, while Australia will oversee three components. The countries will be responsible for an array of parts that span 18 categories, with the Netherlands focusing on landing gear and Australia on life support systems, among other components. The F-35A Lightning II will provide for Australia's future air combat and strike needs. Australia has committed to 72 F-35A aircraft for three operational squadrons at RAAF Base Williamtown and RAAF Base Tindal, and a training squadron at RAAF Base Williamtown.
  The first F-35A aircraft will arrive in Australia in 2018 and the first squadron, Number 3 Squadron, will be operational in 2021. All 72 aircraft are expected to be fully operational by 2023. The F-35A aircraft will be based permanently at two main operating bases (MOBs), RAAF Base Williamtown (New South Wales) and RAAF Base Tindal (Northern Territory). RAAF Base Williamtown will host two operational squadrons and one training squadron and will operate F-35A aircraft for up to 240 days a year. RAAF Base Tindal will host one operational squadron and will operate F-35A aircraft for approximately 155 days per year. RAAF Base Tindal will also be used for exercises from two to four weeks per year by visiting squadrons. Salt Ash Air Weapons Range (SAAWR) is the main air weapons range for the F-35A aircraft due to its close proximity to RAAF Base Williamtown. SAAWR is approved for use by a diverse range of military aircraft, and therefore represents the most efficient and cost effective option for the F-35A aircraft training out of RAAF Base Williamtown. Training operations for the F-35A aircraft are also likely to include air-to-air and air-to-surface weapons firing activities at a number of other air weapons ranges and exercise areas within Australia. The forward operating bases (FOBs) that will support occasional and short-term proposed flying operations of the F-35A aircraft (such as military training exercises) include RAAF Base Darwin (Northern Territory) and RAAF Base Townsville (Queensland). Other FOBs located near populated areas, which will support short term flying operations of the F-35A aircraft but will be used less frequently; include RAAF Base Amberley (Queensland), RAAF Base Edinburgh (South Australia), and RAAF Base Pearce (Western Australia).The MOBs and the FOBs were chosen due to their geographical location and existing infrastructure which will support F-35A aircraft squadron training and conversion training. RAAF Base

Williamtown will support both types of training while RAAF Base Tindal and the FOBs will predominately focus on squadron flying activities. The proposed flying operations of the F-35A aircraft are similar to the existing flying operations of the F/A-18A/B Hornet aircraft that have been developed over time in response to Defence preparedness requirements and commitment to reduce the potential impact of aircraft operations on communities and civilians.

Map Source:http://defence.gov.au/AirCraftNoise/Environment/F35.asp



- **16th November 2016:** The first of a planned fleet of 15 Boeing P-8A Poseidon maritime surveillance aircraft for the RAAF, A47-001 Call sign SELN54 , was officially welcomed in Canberra after landing there on the 16th November 2016. (Picture: Australian Aviation, Gerard Frawley). P-8A serial A47-001 had actually touched down in Melbourne on the 14th November 2016. Twitter user and defence journalist Mike Yeo Tweeted this screen capture from flight tracking website Flightradar24 that shows P-8A A47-001, using callsign 'ASY 21', on approach to Avalon Airport near Melbourne after crossing the Tasman from Auckland. Note raked flatten Winglet. Source AA. NB:*Norway has become the next Customer with an order of 5 P-8As*

- **21st November 2016:** A $50 million upgrade to the Singapore Armed Forces' facilities at the Oakey Army Aviation Centre, has been awarded to Toowoomba-based construction company FKG Group. The project will include refurbishment of helicopter training facilities and the construction of new logistics and maintenance facilities and airfield infrastructure for the Republic of Singapore Air Force (RSAF), which bases its helicopter training at Oakey. The new work is being done to support an additional detachment of Singaporean Boeing CH-47D airframes that is due to be deployed to the RSAF's Helicopter Squadron.
- **22nd November 2016:** Canada will explore an interim buy of 18 F/A-18E/F Super Hornet fighter jets from Boeing, a blow to Lockheed Martin that it now defers a final decision on whether to procure some 65 F-35A later. The RCAF could become a market for any surplus 18 RAAF F/A-18Fs in light of future shaky second tranche F-35A 28 aircraft buy and consolidation of mixed 6 F/A-18F+/12 EA-18G aircraft fleet within one Sqn Pool perhaps. Since Canada is taking a page out of Australia's playbook, they might as well follow their example by insisting on Super Hornets that are compatible of being converted to perform electronic warfare duties. The addition to EA-18G Growlers to the RCAF's fleet but would add a valuable new capability. For the record, the RCAF currently operates approx 76 CF-18A/B aircraft, out 103 extant and stored airframes from 138 originally bought from 1981. CEA-118G Grizzly Growler #118961

- **22nd November 2016:** Last of 15 HATS EC135T2+ delivered under JP9000 Phrase 7 Project
- **5th December 2016:** The US of A State Department has made a determination approving a possible Foreign Military Sale to Australia for AEA-18G Electronic Warfare Range System and related support, equipment, and training. The estimated cost is $115 million.

- **20th December 2016:** First live Weapon Carriage trials on RAAF F-35A A35-002

- **Near future in February 2017 at Amberley:** Guess who's coming down under to thunder in a next month or so? A first tranche of five or six Growlers will be arriving to their new home. Deliveries of all 12 aircraft will be concluded by the mid-late 2017 and initial operational capability (IOC) is expected in 2018. RAAF Aircrew trained with VAQ-129 Vikings, the Fleet Replacement Squadron for the Growler, and builds upon the already strong RAAF-US Navy partnership from a similar setup during the RAAF's initial Super Hornet training at NAS Lemoore. Why the two year gap from the first delivery in 2015? Following their graduation, the newly-minted Growler crews are slated for two-year tours with US Navy fleet expeditionary squadrons. *Nb: As discussed, per 6Sqn Boomerang change, reversed yes..as that's how you hold it when you're out hunting; forward swept.*

Flight Lieutenant Todd 'Woody' Woodford took the spectacular picture inside his EA-18G Growler during a live fire exercise off the Californian coast in August 2016. Woody is one of six Australians serving in US Navy expeditionary EA-18G squadrons as part of a bilateral Personnel Exchange Program, and the first RAAF member to launch an AGM-88 High-speed Anti-Radiation (HARM) Missile from a Growler. *Damn Nice Roo motif on helmet!! Ed*

RAAF AIRCRAFT MARKINGS SINCE 1950

SQUADRON MARKINGS – PART 1 – THE SABRE

John Bennett 2016

In the last instalment I covered that since WWII, the RAAF had largely stripped off aircraft camouflaged finishes back to bare metal, and again I mention Ian Baker's fine series of books which take us to 1950 with his *Aviation History Colouring Book* #35 – "Into the Silver Years". Also I have previously generalised RAAF aircraft finishes over the seven decades from 1950 into three distinct periods – largely determined by the RAAF's operational tempo into:

- 1950 to 1963 as *Silver*,
- 1963 to 1990 as *Tactical Camouflage*, and finally
- from 1990 as *Toned Down*.

This article will address primarily that first period, and cover Sabre squadron markings. This is because all Sabres were silver, the type was withdrawn from service in 1971, and as a young enthusiast in the early 1960s I was hypnotised by the sleek lines of the Sabre and would travel as far as my parents could be forced to take me to see the *Black Diamonds* and the *Red Diamonds* perform. Once again, I have relied on the image library of *adf-serials*, so thank you to all those who have contributed imagery.

SABRE SQUADRON MARKINGS

Basically from the late 1950s, the squadrons were deployed at Williamtown as part of 81 Wing and at Butterworth, Malaysia, as part of 78 Wing:

81 Wing. 81 Wing had reformed in 1961 and initially comprised 75 Squadron which had equipped with Sabres in 1955, 2 Operational Conversion Unit (2OCU from 1958, which had previously been 2OTU) and 76 Squadron which had only just switched from Vampires to Sabres. 81 Wing disbanded in 1966 with the introduction of the Mirage, to later reform with the Hornet.

78 Wing. Having been deployed to Malta in the early 1950s, 78 Wing (then comprising 75 and 76 Squadrons with RAF Vampires) was reformed to equip the forward Sabre base at Butterworth in Malaysia as part of the British Commonwealth Strategic Reserve. 3 Squadron was the first unit to fly north from Williamtown in October 1958, followed by 77 Squadron in February 1959. All of 78 Wing's Sabres were the latest Mk.32 variant. 78 Wing disbanded in 1967 as the Mirage began to replace the Sabre; it reformed later as the Hawk training wing.

81 Wing's role primarily was the air defence of Australia, and indeed deployed north to Darwin during the Confrontation period with Indonesia from 1964. The squadrons also were tasked with the forming of aerobatic teams which delighted the public during the 1960s at the annual RAAF air displays.

78 Wing's role, as part of 224 Group in the Strategic Reserve, was to provide air defence and ground attack support to British Commonwealth and SEATO missions in the region.

This was very operational focussed, and initially comprised bombing missions against Communist terrorists in the Malayan Emergency in the "Operation Firedog" missions until July 1960, providing a long-time air defence commitment to Thailand at Ubon from 1962 to 1968, and also Indonesian Confrontation air defence in Singapore from 1963 and Labuan from 1965. Indeed, with such an operational focus, 78 Wing could not extend to the luxury of dedicated squadron constituted aerobatic teams, and when requested, for instance to Manila or Bangkok would form a Wing four-ship formation with representatives from each squadron.

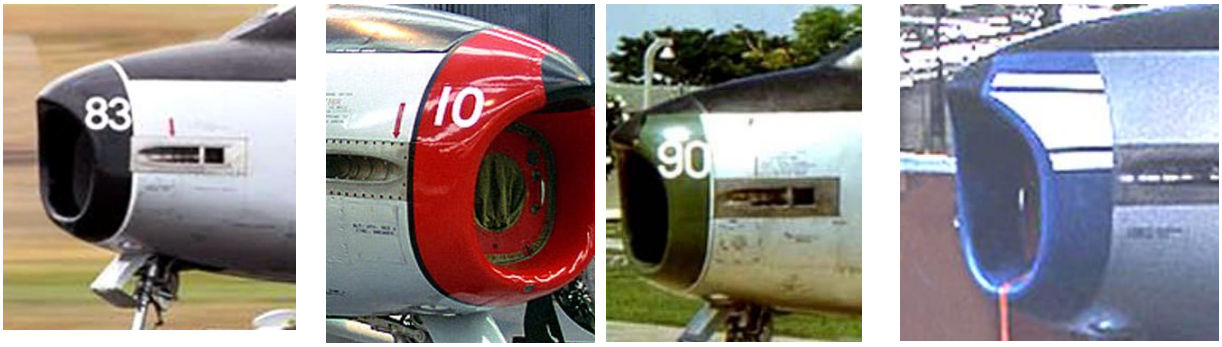
Squadron colours

Each fighter unit had a main aircraft colour, with a second colour used in the trim. These colours adopted are listed below.

3 Squadron. 3SQN was formed out of the Sabre Trials Flight to become the second Sabre squadron in 1956. 3SQN's initial colour was an orange shade of red band across the tail, with a matching ring around the nose intake, with black trim. By the time 3SQN left Williamtown in late 1958 for Butterworth, some aircraft had a "3" with superimposed sabre/sword on the fuselage, and red wingtips. As 3SQN changed their markings in 1961, the tail became a deeper red with white southern cross stars. There are no recorded 3SQN markings on the drop tanks. In Labuan for Confrontation duties, both 3 and 77SQNs had a thin stripe across the tail – although this appears to be a black strip in many photos it could have been blue. 3SQN, like 77, also supported 79SQN in Thailand with men and machines from 1962 until 3SQN was withdrawn from Butterworth in 1966.

75 Squadron. 75SQN was the first Sabre squadron in 1955. Originally devoid of markings it appears the black and white colours were added to the Sabre over 1959-60. This included black and white diamond markings on the droptanks. The initial black/white nose intake trim was later replaced by a black intake ring, used initially for 75SQN's "Black Diamonds" aerobatic team – all squadron aircraft had black wingtips.

76 Squadron. 76SQN re-equipped from Vampire trainers to the Sabre in 1961. The side profile of a black panther's head was retained from the Vampires (although the earlier marking had been with rudder red/black checks) and marked across the tail on a red/black band. The panther's head was later changed to reflect the approved panther's head of the Squadron badge, the intake ring was red with black trim, and there were various forms of red/black drop tank markings including one design with the panther's head. 76SQN's various aerobatic teams maintained this red/black theme for the "Red Diamonds" and later the "Black Panthers".



Nose intake rings: 75SQN, 76SQN, later 77SQN and 79SQNs, and 5OTU

77 Squadron. 77SQN deployed from Williamtown to Butterworth in early 1959, with a tail marking of green and white checks in three rows, and a green nose intake ring with white trim. Some aircraft were also noted with the green/white trim on the rear off the sliding canopy frame and also green wingtips. As 3SQN changed to their spectacular red tail in 1961, not to be outdone 77SQN added two more rows of green/white checks to their tail band, to make five rows in total.

As aircraft were diverted to 79SQN in 1962, this green/white check tail band was simply over-painted with black. In Labuan for the Confrontation duties in 1965, both 3 and 77SQNs had a thin stripe across the tail – although this appears to be a black strip in many photos it could have been blue.

As the Confrontation and Ubon commitments reduced, 77SQN returned to green/white tail markings in 1968, adopting green and white diamonds with a black chess knight's head. A green intake ring with white trim was also returned, and this 77SQN shared with 79SQN until the latter was withdrawn from Ubon to Butterworth.

79 Squadron. 79SQN had been formed out of 77SQN in 1962, and for diplomatic reasons it was necessary for its aircraft to deploy to Ubon (Thailand) through Tengah (Singapore). For its time in Ubon until 1968, 79SQN comprised personnel and aircraft of both 3 and 77SQNs. The 77SQN tail marking had initially been overpainted with black, but this was soon stripped off and a basic black cobra was added to the now silver tail. Later as 3SQN withdrew to Australia, 77SQN and 79SQN shared a common green intake ring and band across the tail – the difference being 77SQN had green/white diamonds and 79SQN had a new stylised green cobra.

2 Operational Conversion Unit. By 1958 with the introduction of jet fighters and bombers, the RAAF re-designated the Operational Training Units (OTU) as Operational Conversion Units (OCU) – so 2OTU became 2OCU, and for the bombers 1OCU was formed. 2OCU had already adopted yellow/black tiger stripes on its Vampires and Sabres, with an "OCU" logo in the centre of the band. This centre was soon changed to a tiger's head, and the tiger has been carried on-and-off through to the present day on the Mirage, Hornet and F-35A. Several tail markings on the yellow/black theme were used – deleting the tiger's head to a simple yellow band, to a completely striped tail for the "Marksmen" aerobatic team, to a black band with tiger's head, then finally an all-black tail with yellow trim for the 2OCU Transition Flight in 1969. In 1970 the Sabres were handed over to 5OTU.

5 Operational Training Unit. Operating the Sabre of 1970-71 as an interim holding unit before the pilots' transition to Mirage conversion, a new colour was chosen as a unit marking, which at last saw the introduction of blue. Two tail designs were considered – a complex blue and white diamond checkerboard, or harlequin, design (which would have been difficult to maintain) and a simple blue band with white "GT stripes", which were repeated on the intake ring. From 1971, the sole Sabre operation at Williamtown was for very "new" looking silver refurbished Sabres, which were being overhauled for gifting to Indonesia.

National markings

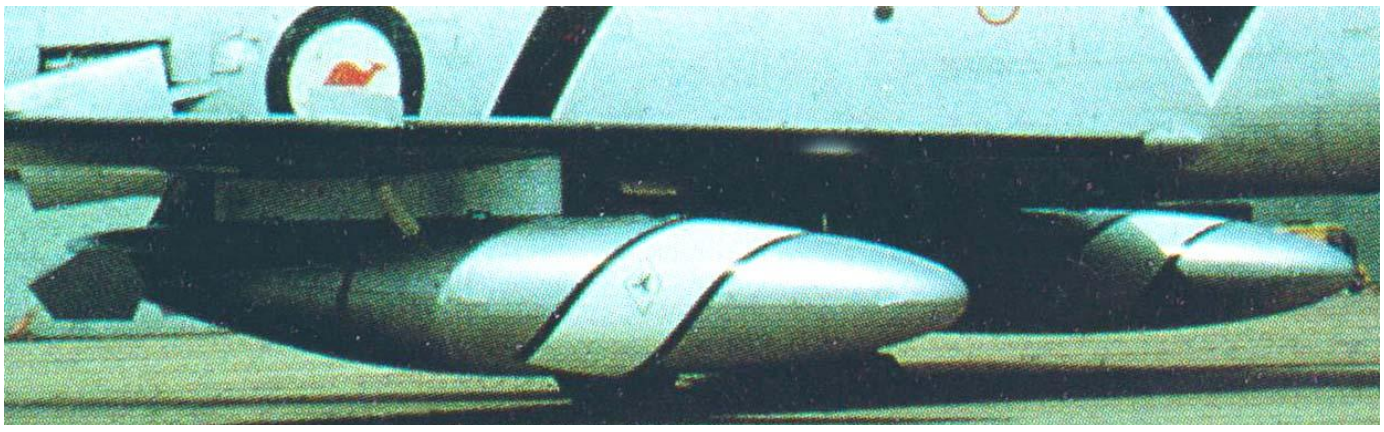
The dimensions of the national markings for the Sabre are provided below. The roundel diameters are consistent with the "D"-type 3:2:1 proportions, with the inner red circle "bullseye" being replaced on the fuselage by the leaping red kangaroo in 1956. The colours are the 1948 RAAF designators.

Fuselage roundel	Mainplane roundel	Fin flash	RAAF Colours
Blue diameter 33" White diameter 22" Red diameter 11", red kangaroo from 1956	Blue diameter 42" White diameter 28" Red diameter 14", red kangaroo from 1965	Height 24", Width 18", each colour width 6"	K3/343 'Royal Blue', K3/242 'White', K3/346 'Bright Red'

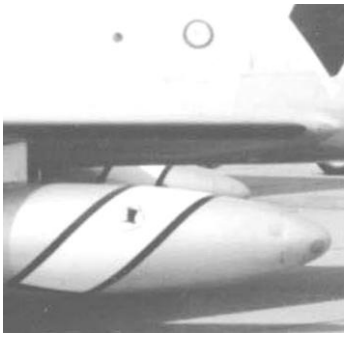
The slanted fin flash was adopted for fighter aircraft from 1966. As previously related, the new Mirage fin flash was approved in July 1966 "to fit in better with the 'swept' look of the aircraft" and the flash became parallel to the leading edge of the rudder.
For the Sabre, the flash paralleled the leading edge of the fin, changing the Sabre's flash from 24"x18" to 32"x18"; the swept flash was also applied to the Macchi, and eventually the Hornet and Hawk.

A look at drop tanks

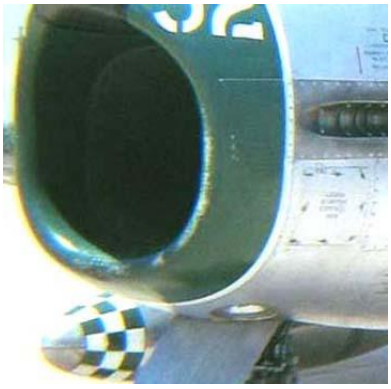
To add to the colourful flair of the Squadrons' markings, drop tanks were also marked in the squadron colour to match the tail, nose intake ring, or sometimes the band across the fuselage. Drop tanks came in two sizes – 100 imperial gallons, or the larger 167 imperial gallons (shown below with a 75SQN "Black Diamond" in 1964).



2(F)OCU Sabres c1966-67 – note the yellow-tipped drop tank marked on the rear aircraft


Squadron coloured drop tanks - 75SQN 1961; newer tank marking 75SQN 1964; 76SQN 1962-64


Squadron coloured drop tanks – 76 SQN from 1965; 77SQN 1961; 77SQN 1968-69



Squadron coloured drop tanks – 2(F)OCU original late 50s; the new definitive tip 1963 to late 60s

The squadron logos

Football team symbols/badges have featured in the design of fighter squadron markings. The first fighter unit to adopt an aggressive creature as its badge was 2(F)OCU, which used Melbourne's Richmond VFL team's tiger logo – although some might say it was from Sydney's Balmain league club. 76SQN adopted the panther, and the Penrith Panther's black cat marking was used by the "Black Panthers" aerobatic team. 75SQN adopted the exact Collingwood Football Club's magpie badge, even to the extent of using it as the centrepiece of the Chester Herald's approved 75 Squadron badge.

Black Panthers for 76SQN… and Tigers for 2(F)OCU, with OCU Sabre instructors below

Magpies – Collingwood Football Club and the 75SQN approved badge

An unusual 81 Wing marking

In 1963, GPCAPT Mick Mather DFC was OC 81 Wing at Williamtown. He adopted a "Top Cat" logo on the side of his personal Sabre. (Top Cat, or "TC", was a TV cartoon character at the time.) I believe this marking, similar to the one shown below, was carried on his Sabre's port fuselage below the cockpit, but cannot identify the aircraft.

Similar to the 81 Wing "Top Cat" marking – any information?

3 SQUADRON

3 Squadron operated Sabres from March 1956, being formed from the Sabre Trials Flight. The Squadron undertook Operation “Sabre Ferry” in October 1958 for its deployment from Williamtown to Butterworth, and was followed by 77 Squadron in February 1959 to form 78 Wing.

From 1962, 78 Wing provided aircraft and personnel for 79 Squadron for air defence at Ubon in Thailand, and during Indonesian Confrontation over 1963 to 1965, maintained air defence alerts in Singapore, Malaysia and Labuan. Confrontation ended in 1966, and 3 Squadron re-equipped with the Mirage at Williamtown, returning to Butterworth in 1967.

A94-986 with a 3SQN line-up at Williamtown in late 1958 prior to deployment to Butterworth

A94-980 with a 3SQN line-up at Penang c1959 when based at Butterworth

A94-957 3SQN Sabre Mk.32 at Butterworth c 1960 with 77SQN

A94-966 3SQN Sabre Mk.32 c1960 with 77SQN

3SQN 1958 to 1961

3SQN 1961 to 1962

A94-974 at Butterworth

3SQN Sabre 1959-62

At time of 3SQN tail changeover from red stripe to Southern Cross, Butterworth 1961-1962

A94-975 in a 1962 line-up of a dozen 3SQN Southern Cross tails (77SQN in the distance) – unfortunately this bright marking did not last long as it was stripped off as 78 Wing started 79SQN rotations through Ubon, and then also the Confrontation alerts at Singapore and Labuan

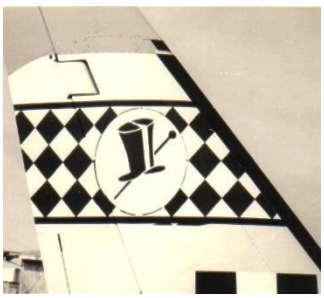
3 Squadron pilots under the Southern Cross 1962

78 Wing Sabres at Labuan, and tail marking 1965

75 SQUADRON

75 Squadron operated Sabres from April 1955 until replaced by the Mirage in August 1965. During this period the Squadron was based at Williamtown and formed the aerobatic team the “Black Diamonds”.

A94-361 Sabre Mk.32 with early 75SQN markings, on transit through Woomera



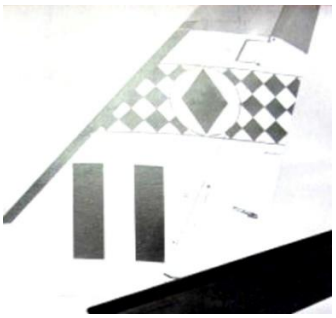
75SQN Mk.32 A94-361 75SQN A94-983 restored standard 75SQN 1960-65 75SQN early nose ring

75SQN at Darwin in October 1961 for Exercise “High Hackle” – standard black/white intake nose ring and diamond-checked drop tanks, but a non-standard tail as it is only half completed

75 SQUADRON – "Black Diamonds"

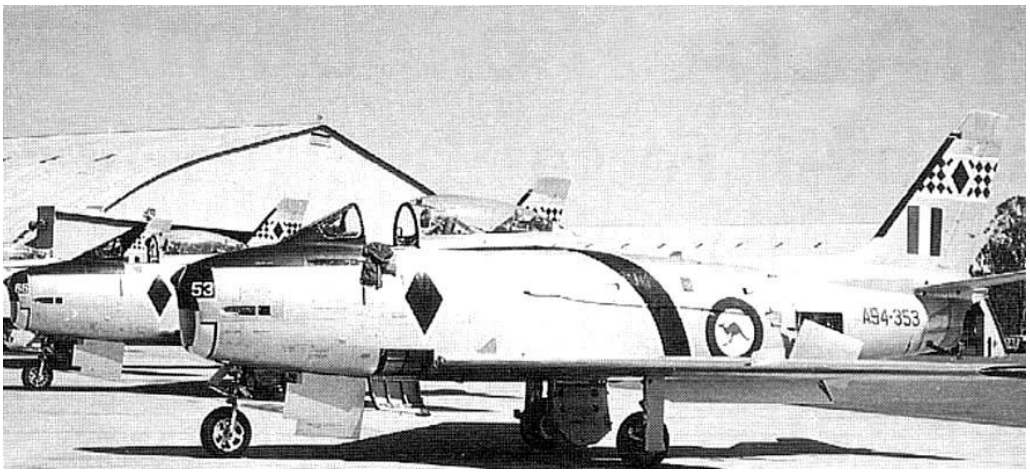
75 Squadron's "Black Diamonds" were formed in October 1961, and flew as a 5-ship aerobatic team until 1964. The team in 1961 comprised: FLTLT Barry Weymouth (leader), FLTLT John Pyman, and FLGOFFs Maurie Baston and Mick Parer, with MAJ Steve Shiner USAF as solo. A later leader was SQNLDR Vance Drummond (known team members were Roger Lowery and Dick Waterfield) and the team kept the display routine as a 4-ship plus solo. Team markings were initially the 75 Squadron black & white intake ring (but later, a black ring only), black wingtips, and a black diamond below the cockpit with black fuselage band aft of the canopy. In its first year, the team did a subtle change to the 75 SQN tail marking - the top hat in the centre was replaced by a black diamond. Aircraft noted as "Black Diamonds" over these years were A94-352, 353, 355, 359, 363, 364, 365, 366, 368, 371 and 970 (all Mk.32s).

In more recent years, A94-983 – which had never been a 75 SQN aircraft (and subsequently was transferred to the RMAF/TUDM) – was returned to airworthiness and is based at Temora in "Black Diamonds" markings. Unfortunately, it is currently grounded due to ejection seat un-supportability.



Early "Black Diamond" fin band

A94-983 Mk.32 restored as a "Black Diamond" with small tanks



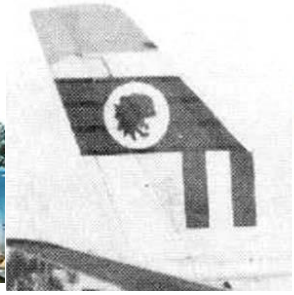
A94-353 Sabre Mk.32 very early markings, B&W nose ring and diamond on the fin

Sabre Mk.32 A94-983, is restored in "Black Diamond" markings and operates from Temora

76 SQUADRON

76 Squadron replaced its Vampire T.35 trainers with Sabres from May 1961 as part of 81 Wing at Williamtown, operating until replaced by Mirage in 1968.

76SQN Sabre Mk.31 A94-939, circa 1964



76SQN tail 1961-64 The new panther 1964 adapted from 76SQN badge 76SQN 167-gall tank

The original tail marking showed a panther's head in side silhouette, similar to what had been on 76's Vampires in 1960. The later panther was the design from the 76 Squadron heraldic badge (which had been approved in 1961) was introduced in 1964. An all-red tail was adopted in 1965.

A94-915 Sabre Mk.31 in Darwin during Confrontation, with the later panther tail 1965

76 SQUADRON – "Red Diamonds"

76SQN's "Red Diamonds" were formed in 1962 and performed until 1964. Like the "Black Diamonds", the team was a constituted 5-ship, with a formation of four and a solo. The 76SQN red intake ring and red wingtips were maintained, with a narrow red diamond with a trail below the cockpit. Subtle changes to markings were made: the narrow 1962 red diamond on the fuselage (containing a white '76') was narrower compared to the 1963 diamond, which was more square-shaped.
Aircraft noted in the Red Diamonds were A94-925, 930, 939, 942 and 947 (mainly Mk.31 aircraft, as that is mainly what 76 operated at that time).

Red Diamonds 1962

1962 Red Diamonds tail

later 1963 diamond

A94-947 Mk.32 later diamond design, 1963-64

A94-970 Mk.32 restored to the Red Diamonds early style markings of 1962

76 SQUADRON – "Black Panthers"

76SQN formed the "Black Panthers" in November 1964, and flew initially as a 4-ship and then with a solo until December 1965. The name came from 76SQN's recently-approved heraldic badge. While the "Red Diamonds" had retained the normal 76 SQN tail marking, the "Black Panthers" did not, and introduced a red tail band, with white circle containing black '76'. Later in 1965, the 76SQN tail was changed by the new CO SQNLDR Jim Flemming to an all-red tail with a white '76'.

"Black Panther" aircraft maintained the 76SQN red intake ring, red wingtips, and also had a red fuselage band (similar to the black band of the "Black Diamonds") and a leaping black panther on the forward fuselage. The team flew with inert Sidewinder missiles, as these added drag and kept minimum engine RPM above the acceleration control unit (ACU) operating range for better throttle response.

The team was formed by FLTLT John Chesterfield (leader), and comprised PLTOFF Sam Bastick, FLGOFF Geoff Warrener, PLTOFF Geoff Coleman, and later Dennis Robertson and Ian Burke. Aircraft were A94-901, 933, 939, 352, 353, 357, 359, 361, 362, 363, 368, 370 (some ex-75 aircraft, as that unit had by then converted to Mirage). Other 76SQN aircraft used by the team for practices, but not necessarily in "Black Panther" markings, included: A94-906, 919, 932, 365 and 366.

76SQN Panthers 1964-65

new 76SQN tail 1965

76SQN Panthers' leaping panther 1964-65

A94-901 Sabre Mk.31 of the "Black Panthers" with the 1965 red tail

The “Black Panthers” 1964-65: FLTLT “Chesty” Chesterfield (leader), PLTOFF Sam Bastick, FLGOFF Geoff Warrener, PLTOFF “Speedy” Coleman, with Sabre Mk.32 A94-363

A94-901 restored at HARS Albion Park, pilot’s name SQNLDR Flemming (then CO 76SQN)

A94-914 (doubtful if this was a real “Black Panther”) restored at Darwin Air Museum

77 SQUADRON

77SQN operated Sabres from November 1956, deployed to Butterworth in February 1959 as part of 78 Wing with 3SQN, and re-equipped with the Mirage at Williamtown in March 1969. The Butterworth Sabre period had a busy operational tempo, with the forming of 79SQN out of 77SQN in 1962 and supporting this deployment with 3SQN until 1967-68. In addition, Confrontation commitments with deployments to Singapore and Labuan gave the Squadron a wartime footing over 1963-65.

A94-963 as part of the 77SQN deployment to Butterworth through Townsville in Feb 1959

77SQN 1959-61

77SQN 1961 5 check rows

A94-964 blacked out 1962

77SQN tail 1968-69

A94-952 in May 1962 showing the revised tail marking and green checkered drop tanks

A94-967 at Butterworth showing the 1961-62 two extra rows of checks

A94-989 with the 1961 tail, and squadron checks around the drop tanks and on the tank fins

A94-978 with the 1961 tail in the Philippines for the Manila Air Show, November 1961

Indonesian Confrontation

77SQN and 3SQN both maintained alert during the Confrontation period from July 1963 to 1965 at Butterworth Tengah (Singapore) and Labuan, in addition to supporting the 79SQN commitment to Ubon (Thailand). In 1965, 78 Wing aircraft were devoid of squadron markings, and deployed to Labuan through Tengah marked with the thin stripe across the tail.

A94-960 77SQN Tengah 1965 – in colour this stripe appears to be blue with very thin red trim lines

Labuan markings during Confrontation on A94-962 (ex 3SQN) 1965

Confrontation A94-957 and A94-960 in 1965 Tengah **77SQN original nose 1959-62, later 1968-69**

The end of Ubon

In August 1968, 79SQN was withdrawn from Ubon after six years of service and was absorbed into 77SQN at Butterworth.

77SQN pilots at Butterworth in 1968

A94-978 in 77SQN markings at Butterworth in 1968

The final 77SQN Sabre markings at Butterworth, note the new drop tank marking

79 SQUADRON

79SQN was formed with 77SQN Sabres in June 1962 at Tengah Singapore. The Squadron deployed to Thailand through Don Muang (Bangkok) to Ubon, to conduct air defence of the RTAF and USAF base. Initially the aircraft tails had their 77SQN marking painted over with black, and were soon completely stripped of unit markings. Eventually a rudimentary tail marking was adopted, this being a black cobra painted on the bare silver fin, which is believed to have been carried in the 1963-1964 period.

A94-964 with blacked out 77SQN markings at Tengah in 1962 to form 79SQN on deployment to Ubon

A94-952 having blacked-out 77SQN markings removed on arrival with 79SQN at Ubon in June 1962

A94-971 operating from Ubon with 79SQN's initial cobra marking, circa 1963

A94-990 in 79SQN markings deployed back to Butterworth in August 1968

79SQN readopted the cobra (in green) in 1968, as 77SQN adopted the green/white diamond markings. The green intake band with white and black trim was common to both squadrons, as was the white band with green trim across the tail – the 77SQN diamonds or the 79SQN cobra could be easily added.

79SQN at Tengah 1962

79SQN Ubon black cobras c1963-64

the green cobra 1968

The timing of the Sabres being marked again in bright colours followed 3SQN's Sabres returning to Australia and 75SQN Mirages arriving at Butterworth in May 1967. 79SQN disbanded in August 1968.

'Fighterworld' restoration of A94-959

From 1981 to 2013, Sabre Mk.32 A94-959 was displayed in 76SQN markings mounted on a pole at Raymond Terrace, NSW. It ended up in very poor condition suffering from the elements and vandals. The local council was undecided what to do with it, so it was removed from the pole in March 2013 and transported to Fighterworld at Williamtown for restoration.

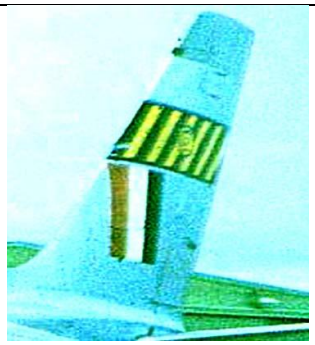
A59-959 is now displayed in both 77SQN and 79SQN markings (see below), but these are unfortunately inaccurate. The 77SQN tail is supposed to represent the early Butterworth days (1959-1961) but comparison with the actual photos of the period, as shown previously, show the wrong broader dimensions of the checkerboard band, and the incorrect number of checks.

Similarly the 79SQN tail band, to represent 1968, is too broad when compared with the actual photos of the era, and the green intake ring needs the 1968 style white and black trim. Notwithstanding, Sabre A94-959 does definitely look better in Fighterworld's hands than when it was up a pole in Raymond Terrace.

2016 - A94-959 has been restored in 77SQN markings (port) and 79SQN markings (starboard)

2 OPERATIONAL CONVERSION UNIT

The Sabre Trials Flight was formed in 2 Operational Training Unit (2OTU) in November 1954, and 2OTU was renamed 2 Operational Conversion Unit (2OCU) in September 1958 and at that stage was equipped with Vampires and Sabres. The unit – commonly referred to as 2(F)OCU – had markings of yellow/black stripes, representing a tiger, on a band across the tail with an 'OTU' logo in the centre which was changed to 'OCU'. This was changed again to a tiger's head in the centre of the band, only to be deleted completely, to leave the 2OCU marking as yellow/black stripes on the band, and then again to be simplified in 1966 to a yellow band.



2OCU "OCU" tail c1958, and similar to the Vampire "OCU'"tail **2OCU tiger's head 1959-61**

A94-902 Sabre Mk.31 with the first 2OCU tail, with "OCU" in the centre of the band, c1958

A94-920 Sabre Mk.31 2OCU with the tiger's head

A94-934 Sabre Mk.31, with 2OCU tiger's head, armed with HE rockets at Darwin, December 1960

A94-920 Sabre Mk.31 with the tiger's head 2OCU tail marking in 1961

The tiger gets dropped – A94-906 Sabre Mk.31 with the later 2OCU fin marking, circa 1962-63

A94-913 Sabre Mk.31 in 1963 showing yellow intake ring, yellow wingtips and drop tank marking

2OCU striped band 1961-66

2OCU yellow band 1966-69

2OCU "Marksmen" tail 1966-67

Swept national tri-colour fin flashes, as introduced to the Mirage from July 1966, were also added to the Sabre, prompting a new 2(F)OCU tail flash of a yellow band outlined in black.

A94-366 Sabre Mk.32 in 1967 with the introduction of the swept national fin flash

A94-357 Sabre Mk.32 with the 2OCU tail over 1966 to 1969

A94-983 with the 2OCU black band with yellow trim tiger tail, c1967 and prior to the all-black tail

A94-949 2OCU unique tail c1968-69…

possibly inspired by Melbourne's Richmond VFL team

In 1969, a new 2(F)OCU tail was introduced – an all black fin and rudder outlined in yellow. This designated the 2OCU "holding", or "transition", flight for student pilots who had finished Sabre conversion but waiting to go onto the Mirage after accumulating 250 hours of Sabre flying. 2(F)OCU Sabre operations finished in April 1970 as 5OTU was formed, to allow 2OCU to concentrate solely on Mirage training. At that time, it was muted that this holding unit would be called 78 Squadron, but 5OTU was deemed more appropriate. 5OTU took over Sabre conversion in Instructional Flight, and advanced training and holding in Operational, or Transition, Flight.

2OCU yellow band 1966-69

2OCU black band and tiger 1967

2OCU Transition Flight 1969-70

A94-946 Sabre Mk.32 of 2(F)OCU Transition Flight 1969, which became 5OTU in 1970

Ex-Butterworth Sabres with 2OCU in 1969 – A94-962 with black tail, and A94-963 with yellow band

2(F)OCU – "Marksmen"

The "Marksmen" 2OCU aerobatic team was formed with Sabre OCU instructors in April 1966, and operated as a constituted 5-ship team until September 1967. Markings were yellow and black diagonally striped fins and rudders, with the "Marksmen" logo in running black/yellow script below the cockpit on both sides. The aircraft retained the 2OCU yellow intake ring and yellow wingtips, and differed from the previous teams by not carrying underwing stores – drop tanks or inert Sidewinder missiles. Aircraft noted were A94-901, 902, 915, 922, 351, 354, 356, 357, 359, 362, 363, 365, 369, and 371. Team members included FLTLT Fred Freeman, 'Nobby' Williams, Bruce Grayson, Bob Walsh, Stu Back and Ron Johnson.

A94-359 "Marksmen" Sabre Mk.32 1966-1967

A94-365 (above) and A94-369 (below) "Marksmen" Sabre Mk.32s 1966-1967

5 OPERATIONAL TRAINING UNIT

5 Operational Training Unit (5OTU) was formed out of 2OCU in April 1970. In September 1970, 5OTU's Operational and Instructional Flights merged, and ten months later 5OTU was disbanded in July 1971. A competition for a new unit marking in 1970 saw the blue tail with white "GT stripes" chosen over the blue and white "Oktoberfest", or "harlequin", design.

5OTU Sabre, Macchi 1970

Sabre Mk.32 1970-71

A94-988 runner-up 1970

5OTU nose intake

A94-988 with the 5OTU diamond tail design in 1970

A94-910 of 5OTU 1970-71

A94-945 of 5OTU 1970-71

Special mention to Rod Farquar for his many Sabre pics in the *adf-serials* imagery library, including his unique pic of 5OTU's "harlequin" A94-988 – definitely more spectacular than my pic of A94-945 below!!

1954 Sabre Rattling, before colour applications, Roos and CAC fixes. Ed

International Call Signs Assigned to Netherlands East Indies Aircraft in Australia during 1946 By Shep.

The presence of Dutch air forces in Australia during and immediately after the Second World War is often overlooked. Whilst the information *that* I offer here is not comprehensive, I hope it brings together some information that might otherwise remain hidden in archives. In April, 1946, the following Australian (civil) international aircraft-station call signs were allocated to Dutch C-47's:[i]

VHRCA	DT983	VHRCQ	DT975
VHRCB	DT984	VHRCR	DT976
VHRCC	DT985	VHRCT	DT977
VHRCD	DT986	VHRCU	DT978
VHRCE	DT987	VHRCV	DT979
VHRCF	DT988	VHRCW	DT980
VHRCG	DT989	VHRCY	DT981
VHRCH	DT990	VHRCZ	DT982
VHRCI	DT991	VHREX	DT970
VHRCJ	DT993	VHREY	DT971
VHRCO	DT973	VHREZ	DT972
VHRCP	DT974		

The allocation for DT993 was provided towards the end of May, 1946.[ii]

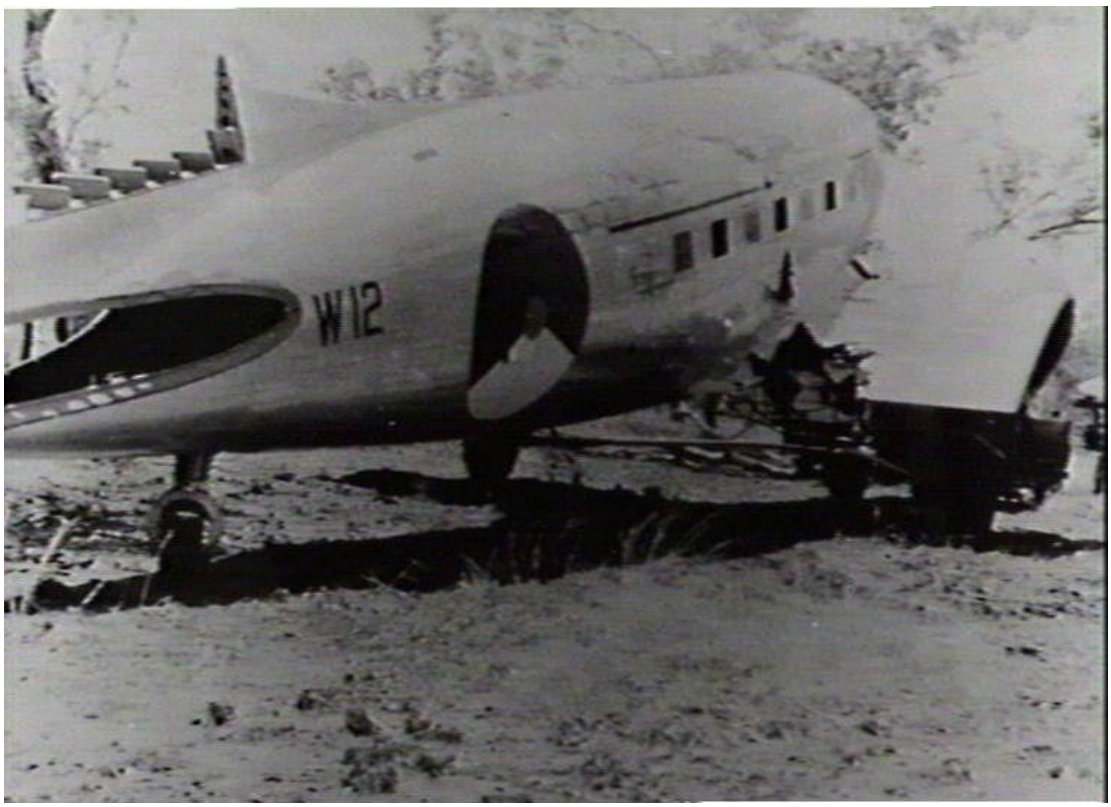
The sad demise of C-47A DT972 VHREZ on the 12th March 1947 in Indonesia. GRB Collection(Ed)

Before these allocations had been applied though, the Australian civil aviation block VHPAA to VHPAZ had been allocated during January, 1946, to the Royal Netherlands Naval Air Service in Australia for use by their C-47's;[iii] the following list includes amendments from February[iv] and March, 1946.[v]

VHPAB	C-47	Q-2	43-93234	VHPAJ	C-47	Q-10	42-93567
VHPAC	C-47	Q-3	42-23656	VHPAK	C-47	Q-11	42-93678
VHPAD	C-47	Q-4	43-15436	VHPAL	C-47	Q-12	42-93312
VHPAE	C-47	Q-5	42-23891	VHPAM	C-47	Q-13	42-92821
VHPAF	C-47	Q-6	42-23865	VHPAN	C-47	Q-14	42-92047
VHPAG	C-47	Q-7	43-48228	VHPAO	C-47	Q-15	42-23946
VHPAH	C-47	Q-8	42-93576	VHPAP	C-47	Q-16	42-23721
VHPAI	C-47	Q-9	42-23537				

All of these Australian allocations didn't last long though, because, with effect June 15th, 1946, the following Dutch allocations came into force:[vi]

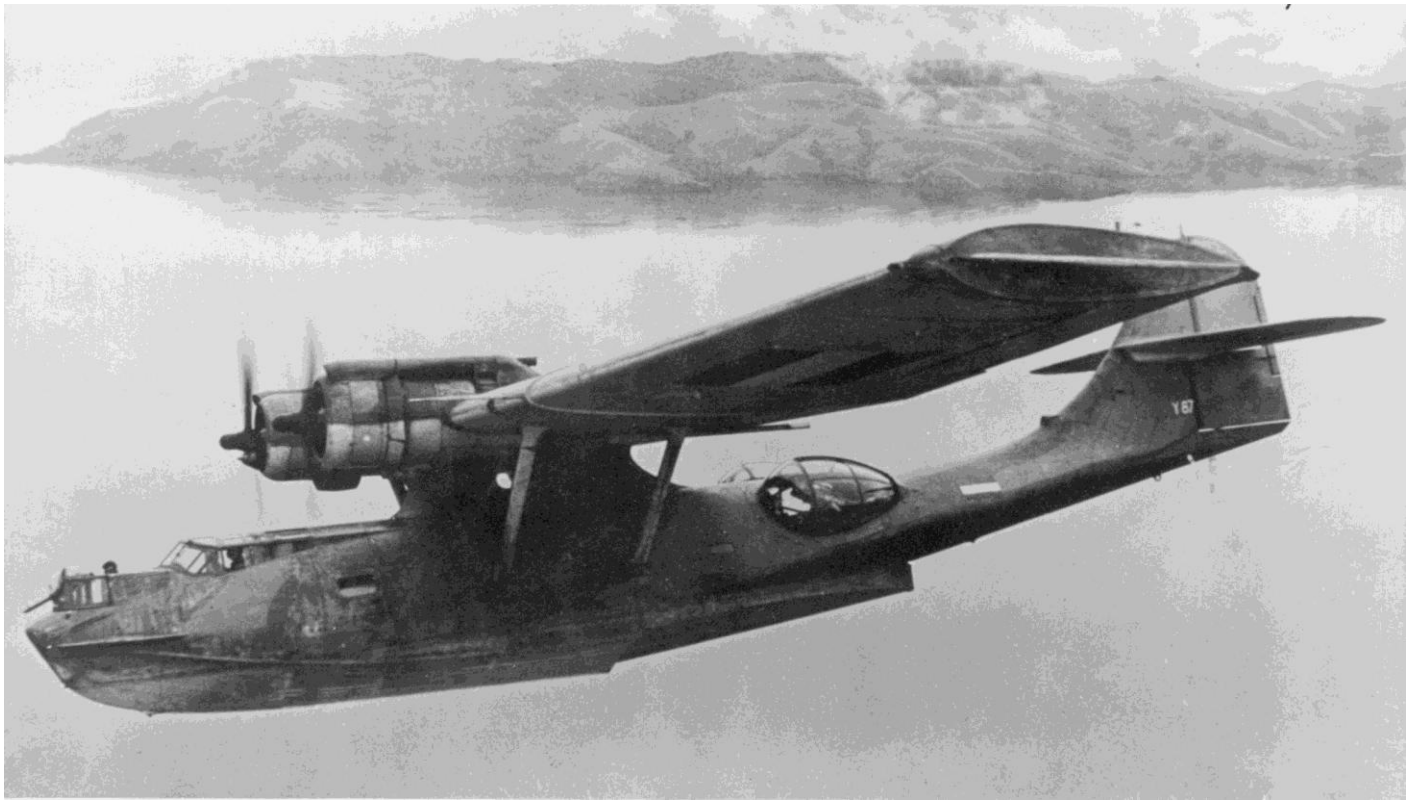
PMWAA	Q-11	ex VHPAK	PMWOC	Q-3	ex VHPAC
PMWAB	Q-12*	VHPAL	PMWOD	Q-4	VHPAD
PMWAC	Q-13	VHPAM	PMWOE	Q-5	VHPAE
PMWAD	Q-14	VHPAN	PMWOF	Q-6	VHPAF
PMWAE	Q-15	VHPAO	PMWOG	Q-7	VHPAG
PMWAF	Q-16	VHPAP	PMWOH	Q-8	VHPAH
PMWAO	Q-10	VHPAJ	PMWOI	Q-9	VHPAI
PMWOB	Q-2	VHPAB			



*Last operated by the Netherlands East Indies Navy as W-12, was ex Q-12 (PMWAB/VHPAL)GRB Collection

This list of new allocations also included the following Royal Netherlands Navy PBY's:

PMPFI	Y-69	PMPHF	Y-86
PMPGD	Y-74	PMPHG	Y-87
PMPGE	Y-75	PMPHH	Y-88
PMPGF	Y-76	PMPHI	Y-89
PMPGG	Y-77	PMPIO	Y-90
PMPGI	Y-79	PMPIA	Y-91
PMPHB	Y-82	PMPIB	Y-92
PMPHC	Y-83	PMPIC	Y-93
PMPHE	Y-85		



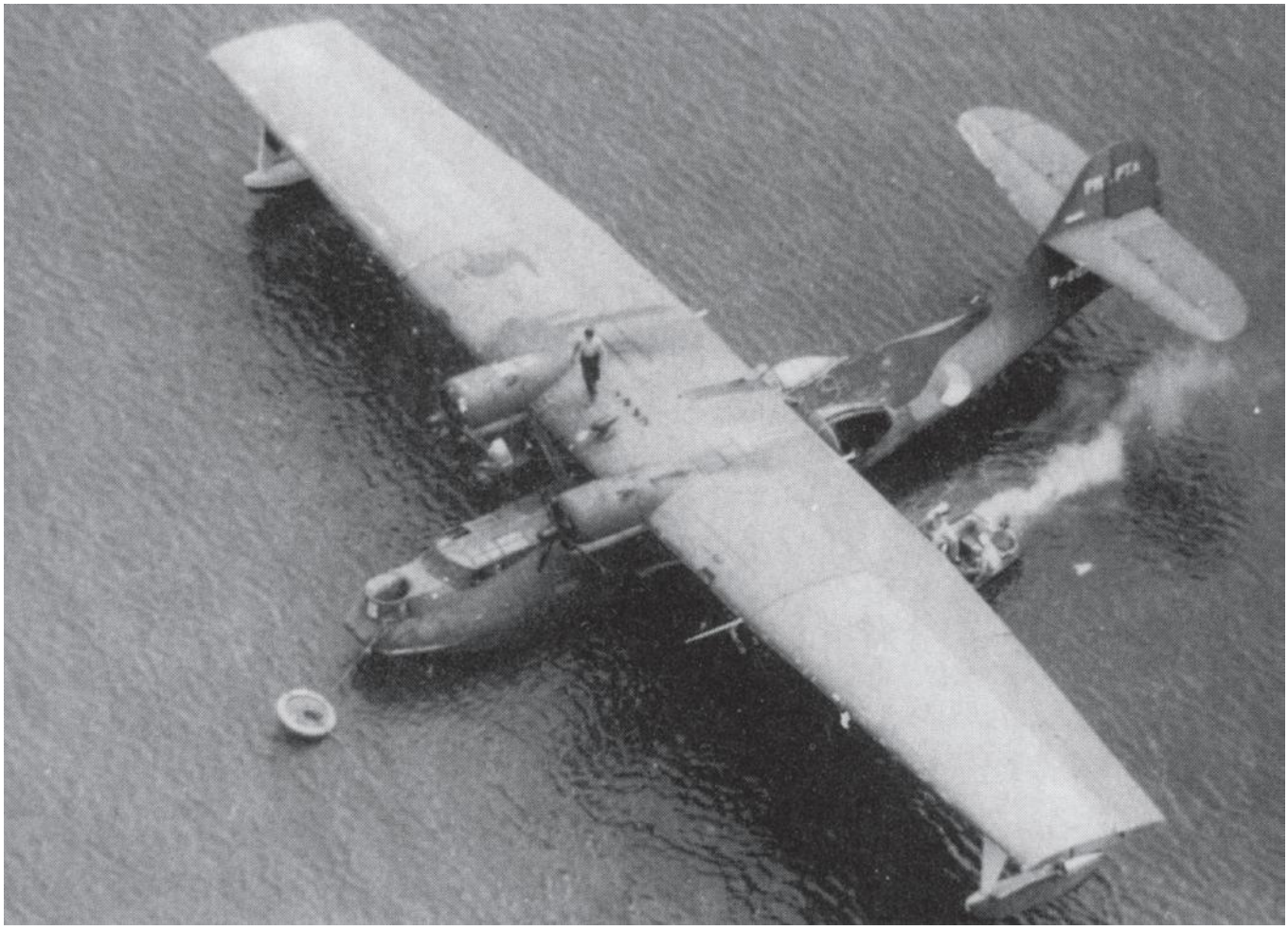
Y-87 banks away from camera ship. Radio Callsign: PMPHG: GRB TORNIJ Collection

Dutch Army Air Forces aircraft were also affected on that date. The new Dutch allocations made use of a system by which the operating service and the aircraft's serial number could be identified from the call sign letters. Aircraft of the Army Air Force carried the prefix "PL" and those of the Naval Air Service, "PM".

Then, for army aircraft, the following three letters indicated the serial number by substituting the letter with the appropriate number where A = 1, B = 2, etc.

The figure "0" (zero) was indicated by the letter "O" and if a serial number was in the thousands, that would be indicated by the letter "K". Dutch army B-25's carried low serial numbers (between 128 and 266) and C-47's had high numbers, so which type of army aircraft could also be determined. As an example, B-25 "260" would have the call sign "PLBFO" and C-47 "983" would become "PLIHC".[vii]

As can be seen from the Dutch allocations for the Naval Air Service aircraft, which had two-digit numbers, the third letter identified the aircraft type. "P" was for navy Catalina's and "W" for navy C-47's.



Afloat: Y-91 Radio Call Sign PMPIA, later P-207. GRB TORNIJ Collection

Related to NEI aircraft in Australia during the Second World War, but not specifically to international call signs, research that I have been conducting has shown that, despite popular belief, each and every 18(NEI)Sqn B-25 from the start of January, 1943, until well into 1945, had an individual identification letter assigned to it.

From April, 1943, full three letter codes were in use.

Now, this is not to say that these individual letters – or the full three-letter codes – were ever carried externally on any of the aircraft; I'm yet to find any evidence of that.

But they most definitely were individually allocated and constantly USED throughout that period. Perhaps the identification letter was applied to some part of the aircraft that was visible when parked, say, the inside of the crew access hatches; but, again, I've not found any evidence of that yet.

Whether it was marked or not though, there is a proven correlation between individual letters and particular serial numbers.

But that's another story. Shep@2016

In RAAF Service: Noorduyn UC-64A Norseman, complied by Gordon R Birkett@2016

Designed by Robert B.C. Noorduyn, the Noorduyn Norseman was produced from 1935 to 1959, originally by Noorduyn Aircraft Ltd. and later by the Canada Car and Foundry company.

With the experience of working on many ground-breaking designs at Fokker, Bellanca and Pitcairn-Cierva, Noorduyn decided to create his own design in 1934, the Noorduyn Norseman. Along with his colleague, Walter Clayton, Noorduyn created his original company, Noorduyn Aircraft Limited in early 1933 at Montreal while a successor company bearing the name, Noorduyn Aviation, was established in 1935.

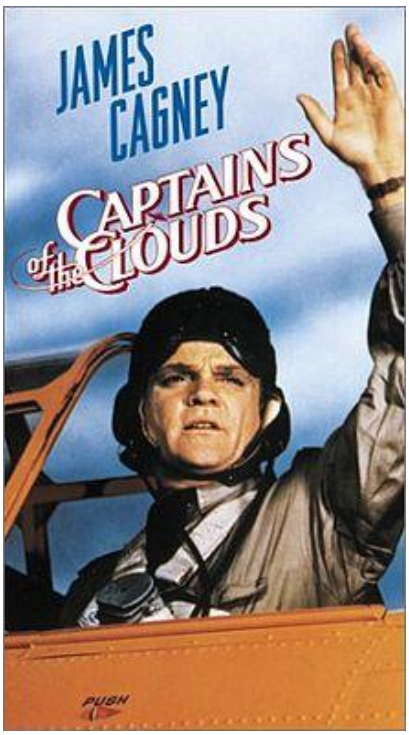
Noorduyn's vision of an ideal bush plane began with a high-wing monoplane airframe to facilitate loading and unloading passengers and cargo at seaplane docks and airports; next, a Canadian operator utilizing existing talents, equipment and facilities should be able to make money using it; last, it should all-around superior to those already in use there.

From the outset, Noorduyn designed his transport to have interchangeable wheel, ski or twin-float landing gear. Unlike most aircraft designs, the Norseman was first fitted with floats, then skis and, finally, fixed landing gear. The final design looked much like Noorduyn's earlier Fokker designs, a high-wing braced monoplane with an all-welded steel tubing fuselage. Attached wood stringers carried a fabric skin. Its wing was all fabric covered wood, except for steel tubing flaps and ailerons. The divided landing gear were fitted to fuselage stubs; legs were secured with two bolts each to allow the alternate arrangement of floats or skis. The tail wheel strut could be fitted with a wheel or tail skid.

Almost immediately, the Norseman proved itself to be a rugged, reliable workhorse with steady sales. The first aircraft, CF-AYO, was designated the Norseman Mk I. The next aircraft, "CF-BAU," having some minor changes required after the certification tests, and a new Pratt & Whitney R-1340 Wasp SC-1 engine up-rated from 420 to 450 hp, was designated Norseman Mk II while the next three aircraft were Norseman Mk IIIs: "CF-AZA" going to Mackenzie Air Service, Edmonton, Alberta, "CF-AZE" to Prospector Airways, Clarkson, Ontario and "CF-AZS" to Starrat Airways, Hudson, Ontario.

"CF-BAU" would be modified on June 26, 1937 to become the prototype Norseman Mk IV, powered by a Pratt & Whitney Wasp S3H-1. The Mk IV became the "definitive" model but the production run might have ended at a few hundred examples if not for the advent of the Second World War. Until 1940, the Noorduyn company had sold only 17 aircraft in total, primarily to commercial operators in Canada's north and to the Royal Canadian Mounted Police. With the outbreak of war in Europe, demand for a utility transport led to major military orders. The Royal Canadian Air Force and the United States Army Air Forces became the two largest operators; the RCAF ordered 38 Norseman Mk IVWs for radio and navigational training for the Commonwealth Air Training Plan. USAAF Colonel Bernt Balchen

had been involved in establishing a staging route across Greenland to facilitate the ferrying of aircraft from North America to Europe. He required a bush plane rugged enough to survive in the harsh conditions of the Arctic. After evaluating six Norsemans diverted from a previous RCAF order, late in 1941, he recommended the purchase of the Norseman Mk IV specially modified to USAAF requirements as the YC-64A.



The first Norseman, was powered by a Wright R-975-E3 Whirlwind, was flight tested on floats on November 14, 1935 and was sold and delivered to Dominion Skyways Ltd. on January 18, 1936, registered as "CF-AYO" and named "Arcturus." In summer 1941, Warner Brothers leased CF-AYO for the filming of "Captains of the Clouds" starring James Cagney as McLean. Principal aerial photography took place near North Bay, Ontario with CF-AYO carrying temporary registration "CF-HGO." CF-AYO was lost in a crash in Algonquin Park in 1952. The wreckage was recovered in November 1992 and is in storage at the Canadian Bush Plane Heritage in Sault St. Marie, Ontario.

MacLean's aircraft, CF-HGO in the scenes, was a Noorduyn Norseman flown by veteran stunt pilot Frank Clarke (who doubled for James Cagney in flying scenes) Lower yellow aircraft

After the US entry into the Second World War, the USAAF placed the first of several orders for a production version C-64A Norseman. The principal differences involved fitting two fuselage belly tanks bringing the standard fuel capacity to 201 Imp. gal (914 l); an additional cabin fuel tank of 32 Imp. gal (145 l) could also be installed. These

changes resulted in an increase of 950 lb (431 kg) in the loaded weight of the standard Mk IV. Deliveries began in mid-1942, with the American military eventually placing orders for 749 Norseman Mk IVs as the C-64A (later UC-64A).

The RCAF ordered an additional 34 aircraft as Norseman Mk VI. Noorduyn was the sole manufacturer, but when the USAAF considered ordering a larger number of C-64As, license production of 600 by Aeronca Aircraft Corp. (Middletown, Ohio) was contemplated before the contract was cancelled in 1943. Following the war, about another 100 Norsemen were produced by several Canadian aircraft manufacturers. The last of 904 Norseman aircraft rolled off the production line in January 1959.[viii]

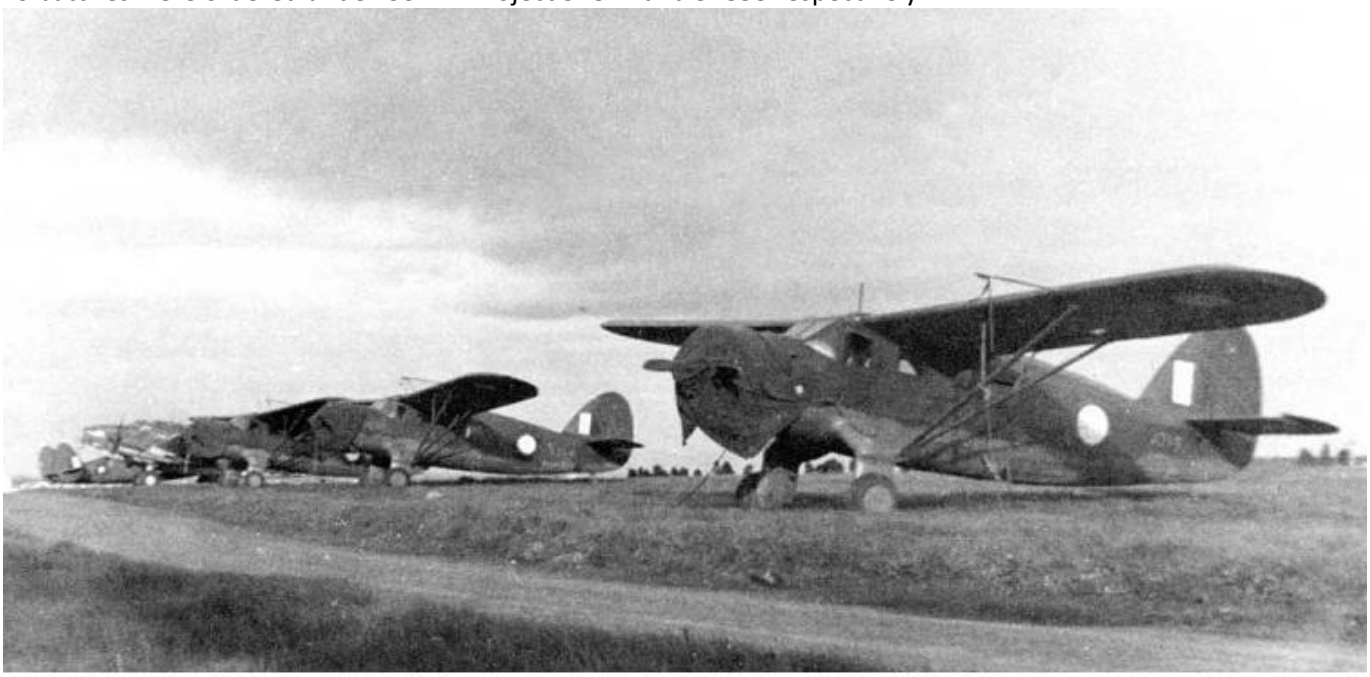
It was a UC-64A Norseman (s/n 44-70285) flown by F/O John R. S. Morgan in which USO Entertainer Major Glenn Miller was flying as a passenger when he disappeared over the English Channel on December 15, 1944, possibly due to aircraft carburettor icing or from jettisoned bombs from RAF Lancasters after an aborted raid.

The RAAF received 14 Norsemans which were issued to the Australian Government under Lend/Lease from the US Government, serials **A71-1** to **A71-14**. Ordered as part of USAAF Contract *W535*-AC-28393, the Canadian built Norseman utility transport was USAAF type designated UC-64A.

The first arrivals were four aircraft ordered through Lend Lease, MAC(Air) Case 200, under RAAF Indent 2227A Requisition 1171 Oct 1943 for 14 a/c , RDFA41026 Diversion #501 Aus #22 Allotment in August 1943, that arrived in Sydney October 1943.

5CU's A71-4, KF-B *was one of the first batch of four delivered in October 1943.G Goodall.*

Another five aircraft were ordered in November 1943 under Diversion# 598 Aus#32 Allotment , followed by the last five in Diversion#650 Aus#35 in December 1943, which made fourteen in all, ordered and finally delivered. The last two batches were ordered under USAAF Project 51841 and 51838 respectively.



***A71-7** right, **A71-6** centre and **A71-8** next to fellow 1CU Hudsons behind it. G Goodall*

Royal Australian Air Force operated those 14 aircraft from 1943 to 1946 with 1/3/4/5/6 Communications Units with the type eventually being retired in early 1946, whereupon the surviving Norsemans were flown to RAAF Tocumwal NSW . An exception was A71-8, which was held at RAAF Ground Training School at RAAF Forest Hill, Wagga NSW.

At Tocumwal the remaining Norsemans were stored and maintained in good condition because of a proposal that RAAF Norsemans, with floats, may be used in a future Antarctic Expedition.

Copy of Case 200 below:

"NORSEMAN"

	A/C Serial No.	At Contractor	At Const	B/L	Sailing	Signal #	
Aug. 1	43-5188	23.8.43	Newark CV 167	1035	729	WL 775	22.9.43
" 2	43-5189	23.8.43	Newark CV 167	1035	729	WL 775	22.9.43
" 3	43-5190	23.8.43	Newark CV 167	1035	729	WL 775	22.9.43
" 4	43-5191	23.8.43	Newark CV 167	1035	729	WL 775	22.9.43
Nov. 5	43-5268	16.11.43	"	LLC360	825	WL 1410	3.1.44
" 6	43-5258	16.11.43	" 25/11	LLC360	825	WL 1410	3.1.44
" 7	43-5259	16.11.43	" 25/11	LLC360	825	WL 1410	3.1.44
" 8	43-5260	16.11.43	" 24/11	LLC360	825	WL 1410	3.1.44
" 9	43-5261	16.11.43	" 24/11	LLC360	825	WL 1410	3.1.44
Dec.10	43-5278	2.12.43	" 13/12	WS 36	841	WL 4920	17.1.44
" 11	43-5279	2.12.43	" 13/12	LLC360	825	WL 1410	3.1.44
" 12	43-5280	6.12.43	" 13/12	WS 36	841	WL 4920	17.1.44
" 13	43-5281	4.12.43	" 13/12	WS 36	841	WL 4920	17.1.44
" 14	43-5282	13.12.43	"	LLC274	853	WL 673	24.1.44

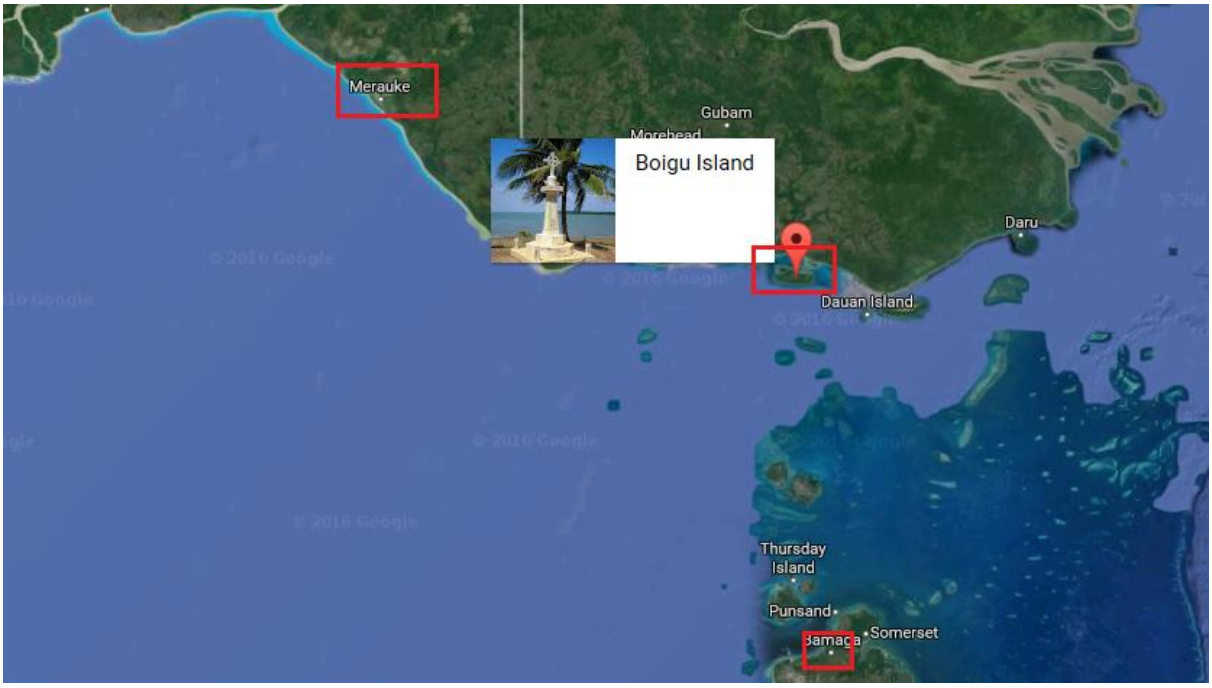
In any event, RAAF Vought Sikorsky Kingfisher floatplane aircraft, **A48-15** (A48-13 held Res), was taken to Antarctica in 1948. All Norsemans were then handed over to the Commonwealth Disposals Commission for civil sale.

A71-1 Ditching: Torres Straits; 22nd August 1944.[ix] Written by Gordon R Birkett@2016

A71-1: *Ordered under USAAF Contract W535-AC-28393, UC-64A (FY#43-5188)Diverted to RAAF under Case 200 Diversion# 598 Aus#32 Allotment of four a/c: Shipped 22/09/43 ex USA, Rec 2AP Mascot, Sydney ex Ship CV167, Newark USA, 31/10/43. Rec 5CU(5 Communications Unit, based Garbutt RAAF). Ditched near Boigu Island 22/08/44. AMSE Approval to Write off per File# 9/16/1941, 01/09/44. P&W R-1340 #8808*[x]

On the 22nd August 1944, 2200Hrs Zulu , a No 5 Communications Flight's first Noorduyn UC-64A Norseman, **A71-1 KF-T**, carrying a crew of two (pilot and Fitter) and four passengers on a posting to No 1 Repair and Salvage Unit Detachment at Merauke, Dutch New Guinea took off from Higgins Field near Bamaga.

Around 1000hrs, the pilot experienced engine trouble, followed by power loss, was then forced to make a forced landing in the sea some eight miles south west of Boigu Island, the Torres Straits. The sea depth at this location was 50 feet.



All evacuated the aircraft, but sadly the pilot, F/Sgt Frank Henry Rossiter Serv#432268, perhaps after being injured in the forced ditching, lost his life by drowning shortly after the accident due to a faulty or non-inflated life vest.

Three of the Passengers, Cpl Victor C Robinson Serv#33134, Lac Leslie James Hart Serv#63374 and Lac David Roy Tomasetti Serv#41715 reached safety, with the arrival and assistance of a unnamed local Boigu Islander in a Canoe.

The second crew member, Lac John Norman George Dunn Serv#28046 (Fitter II) and passenger Lac Clifford David Searle Serv#76295 were lost from sight by the three rescued passengers and the intrepid Boigu Islander. [xi]

Air and Sea Searches were carried out on the 22nd, 23rd and 24th August 1944 with negative results for the missing men, and it was considered by North East Area Command, that by the number of sharks sighted nearby on the day following the accident, those two soles were lost when they perhaps tried to swim to Boigu Island by themselves.

Aircraft involved included five sorties were made by two units over two days. No 7 Squadron Beaufort **A9-397 KT-U** (HIG84)[xii], flown by W/O Smith, on the 22nd August 1944, Survey Flight Hudson **A16-130 SU-H**[xiii], flown by F/Lt Hill, on the afternoon of the 22nd August 1944[xiv].

On the 23rd August 1944, Survey Flight Hudson **A16-130 SU-H**, again flown by F/Lt Hill, searched 20 miles either side of Boigu Island .

Finally, No 7 Squadron Beaufort two aircraft Flight (HIG37)s, **A9-241 KT-B** F/O O'Farrell and **A9-397 KT-U** F/O Smylie, search around Boigu Island on this day.

A9-397 *marked as* ***KT-M****, preJune 44, Ross River Strip, which was later re-coded to* ***KT-U*** *after RSU Service July 1944. GRB*

The three surviving passengers were brought back to Thursday Island and admitted to the No 6 Australian Camp Hospital on the 24th August 1944.

A71-10 at 1AD during trials

Curtiss Corner: P-40E-1 -CU: A29-125 No1

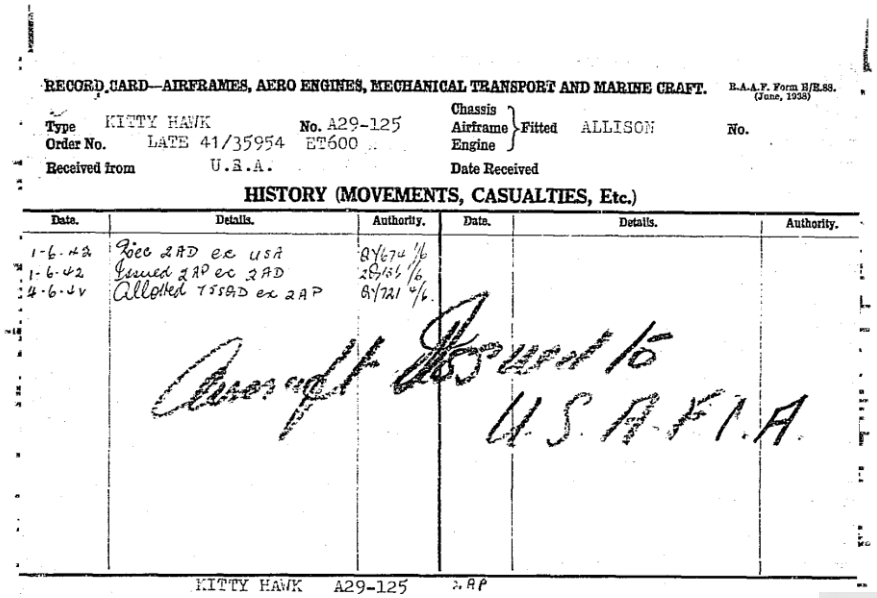
P-40E-1-CU USAAF FY41-35954, was built as the 500th P-40E-1 under RAF Contract DA3 as ET600, which was diverted to Australia ex USA, still paid for by Britain, on the 04/04/42. It arrived in Sydney and collected by 2AD on the 01/06/42. It was carded to become A29-125.

However it was re-issued to the USAAF on the 04/06/42 and flown north to Batchelor Strip, Northern Territory. *NB: The second A29-125 was P-40E-1 41-36248 ET894, delivered ex USAAF 07/07/42.*

By August 1942, it was with the 9th FS/49th FG in "B" Flight as #86 carrying a Flight Leader Stripe and flown by 1st Lt Andy Reynolds. He was at the time, credited with 11.5 kills.

A29-125 No 1 replaced his previous #86, P-40E-1 41-25180 "Star Dust", itself a ex NEI Contract Refugee Cargo P-40E-1 which was originally earmarked as A29-92#1.

Interestingly, as related later on, the cowl of P-40E-1 41-25180 *"Star Dust" was transferred to ET591 (41-35945), which on 21/07/42 was itself transferred to the RAAF from US Air Depot/Pool at Charters Towers as A29-136 "N" of 75Sqn RAAF.*



RECORD CARD—AIRFRAMES, AERO ENGINES, MECHANICAL TRANSPORT AND MARINE CRAFT. B.A.A.F. Form H/E.88. (June, 1938)

Type KITTY HAWK No. A29-125 Chassis / Airframe / Engine } Fitted ALLISON No.

Order No. LATE 41/35954 ET600

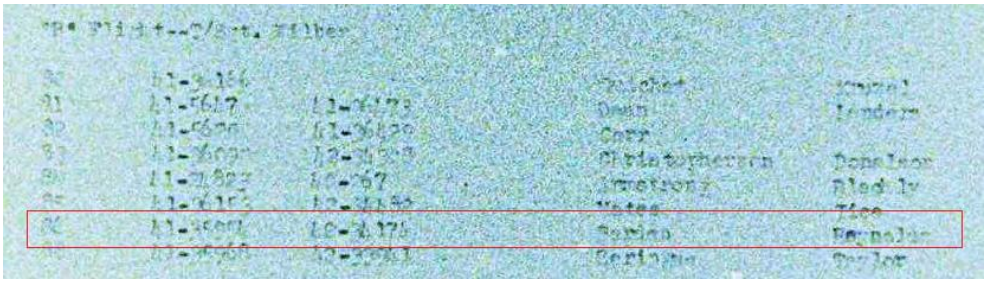
Received from U.S.A. Date Received

HISTORY (MOVEMENTS, CASUALTIES, Etc.)

Date.	Details.	Authority.	Date.	Details.	Authority.
1-6-42	Rec 2AD ex USA	BY/674 1/6			
1-6-42	Issued 2AP ex 2AD	25/151 1/6			
4-6-42	Allotted 75SAD ex 2AP	BY/721 4/6			

Capt. H. Stuart
U.S.A.F.I.A.

KITTY HAWK A29-125 2AP



E/E-88 A29-125#1 card and B Flight Listing of P-40E/E-1s shows #86 as 41-35954

Originally on this aircraft, ET600, had the Cowl applied with name/motif Texas Longhorn. Crew Chief Tech Sgt Barden pictured.

After the 9th FS was converted to P-38Gs during January 1943, its best P-40E/E-1s were transferred to the 8thFS and the remaining to 5th Fighter Command Replacement Centre based at Townsville. (Station Z319 AP710)
Some time whereupon then,...before leaving, it was swapped onto P-40E-1 (41-36243) ET889, (Pictured being delivered via Cloncurry in May 1942).

This aircraft was itself later lost on the 01/03/43 with Lt Cyrus Lynd, 8thFS/49thFG when it crashed near Kokoda Village, PNG. *(NB often thought by some researchers and Modellers, that ET603 was the* Texas Longhorn*, which I know isn't so, ET603 went to the RNZAF as NZ3011!!Some say ET601, but that went direct to the RAAF as A29-126)*

Aircraft and Pilot with 5th Fighter Command Replacement Centre 5thAAF became a non-combat loss 1210 Hrs 11th May, north of Magnetic Island, North Queensland Australia.

The pilot, 2nd Lt Theodore S. Zendarski, ASN O-794379 was on a Aerial Gunnery mission flight of three aircraft when on completion of target shooting with Air Target Towing aircraft, he decided to do a series of rolls.

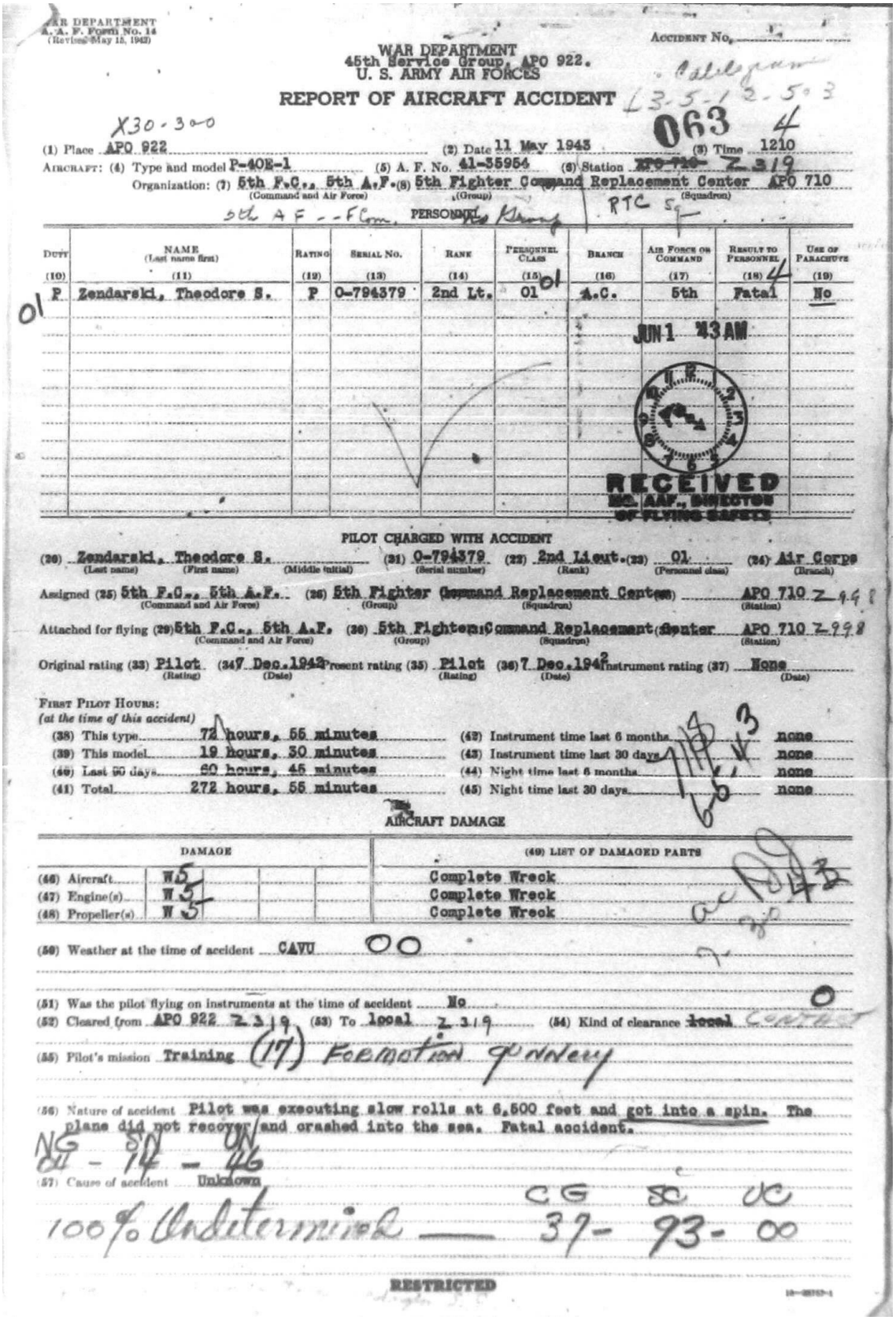
Control of the aircraft was lost after he broke away from flight of three P-40Es to start a series of slow rolls at 6500 ft . The accompanying pair of P-40E-1s also replicated the same 1st roll. However on the second roll, the pilot stalled his aircraft, which then entered a inverted spin which was not corrected. The pilot did not attempt to bail out and may have blacked out.

The aircraft finally impacted and cart wheeled in sea some 3 miles north of Magnetic Island North Queensland Australia .

Found by Pacific Wreck's Daniel Leahy at the site of ET889 (above) near Kokoda PNG, compared to original wearer, ET600.

The pilot had 272 Hours 55 mins up at the time. Two other Pilots of the two accompanying P-40E-1s were 2nd Lt's Robert Croft and Harry McCullough. Allison Engine V1710-39 FY 42-34281 was installed at time of flight. Aircraft had TTHrs 306 at time of the accident.

To my knowledge, this wreck of P-40E-1 41-35954 ex ET600 ala ex A29-125#1 is still undiscovered. It would be a war grave as the body of 2nd Lt Zendarski was never recovered.



WAR DEPARTMENT
A. A. F. Form No. 14
(Revised May 15, 1942)

ACCIDENT No. 063

WAR DEPARTMENT
45th Service Group, APO 922.
U. S. ARMY AIR FORCES

REPORT OF AIRCRAFT ACCIDENT

(1) Place APO 922 (2) Date 11 May 1943 (3) Time 1210

AIRCRAFT: (4) Type and model P-40E-1 (5) A. F. No. 41-35954 (6) Station APO 710 Z 319

Organization: (7) 5th F.C., 5th A.F. (Command and Air Force) (8) 5th Fighter Command Replacement Center (Group) APO 710 (Squadron)

5th AF -- FCom. PERSONNEL RTC Sq

DUTY (10)	NAME (Last name first) (11)	RATING (12)	SERIAL NO. (13)	RANK (14)	PERSONNEL CLASS (15)	BRANCH (16)	AIR FORCE OR COMMAND (17)	RESULT TO PERSONNEL (18)	USE OF PARACHUTE (19)
P	Zendarski, Theodore S.	P	O-794379	2nd Lt.	01	A.C.	5th	Fatal	No

JUN 1 43 AM

RECEIVED
HQ. AAF., DIRECTOR OF FLYING SAFETY

PILOT CHARGED WITH ACCIDENT

(20) Zendarski, Theodore S. (Last name) (First name) (Middle initial) (21) O-794379 (Serial number) (22) 2nd Lieut. (Rank) (23) 01 (Personnel class) (24) Air Corps (Branch)

Assigned (25) 5th F.C., 5th A.F. (Command and Air Force) (26) 5th Fighter Command Replacement Center (Group) (Squadron) APO 710 Z 319 (Station)

Attached for flying (29) 5th F.C., 5th A.F. (Command and Air Force) (30) 5th Fighter Command Replacement Center (Group) (Squadron) APO 710 Z 319 (Station)

Original rating (33) Pilot (Rating) (34) 7 Dec. 1942 (Date) Present rating (35) Pilot (Rating) (36) 7 Dec. 1942 (Date) Instrument rating (37) None (Date)

FIRST PILOT HOURS:
(at the time of this accident)

(38) This type	72 hours, 55 minutes	(42) Instrument time last 6 months	none
(39) This model	19 hours, 30 minutes	(43) Instrument time last 30 days	none
(40) Last 90 days	60 hours, 45 minutes	(44) Night time last 6 months	none
(41) Total	272 hours, 55 minutes	(45) Night time last 30 days	none

AIRCRAFT DAMAGE

	DAMAGE	(49) LIST OF DAMAGED PARTS
(46) Aircraft	W S	Complete Wreck
(47) Engine(s)	W S	Complete Wreck
(48) Propeller(s)	W S	Complete Wreck

(50) Weather at the time of accident CAVU

(51) Was the pilot flying on instruments at the time of accident No

(52) Cleared from APO 922 Z 319 (53) To local Z 319 (54) Kind of clearance local Contact

(55) Pilot's mission Training (17) Formation & Navy

(56) Nature of accident Pilot was executing slow rolls at 6,500 feet and got into a spin. The plane did not recover and crashed into the sea. Fatal accident.

NG 50 UN
11 - 14 - 46

(57) Cause of accident Unknown

CG SC UC
100% Undetermined — 37 - 93 - 00

RESTRICTED

Odd Shots: GAF Lincoln, the early years from post war into the late 50's

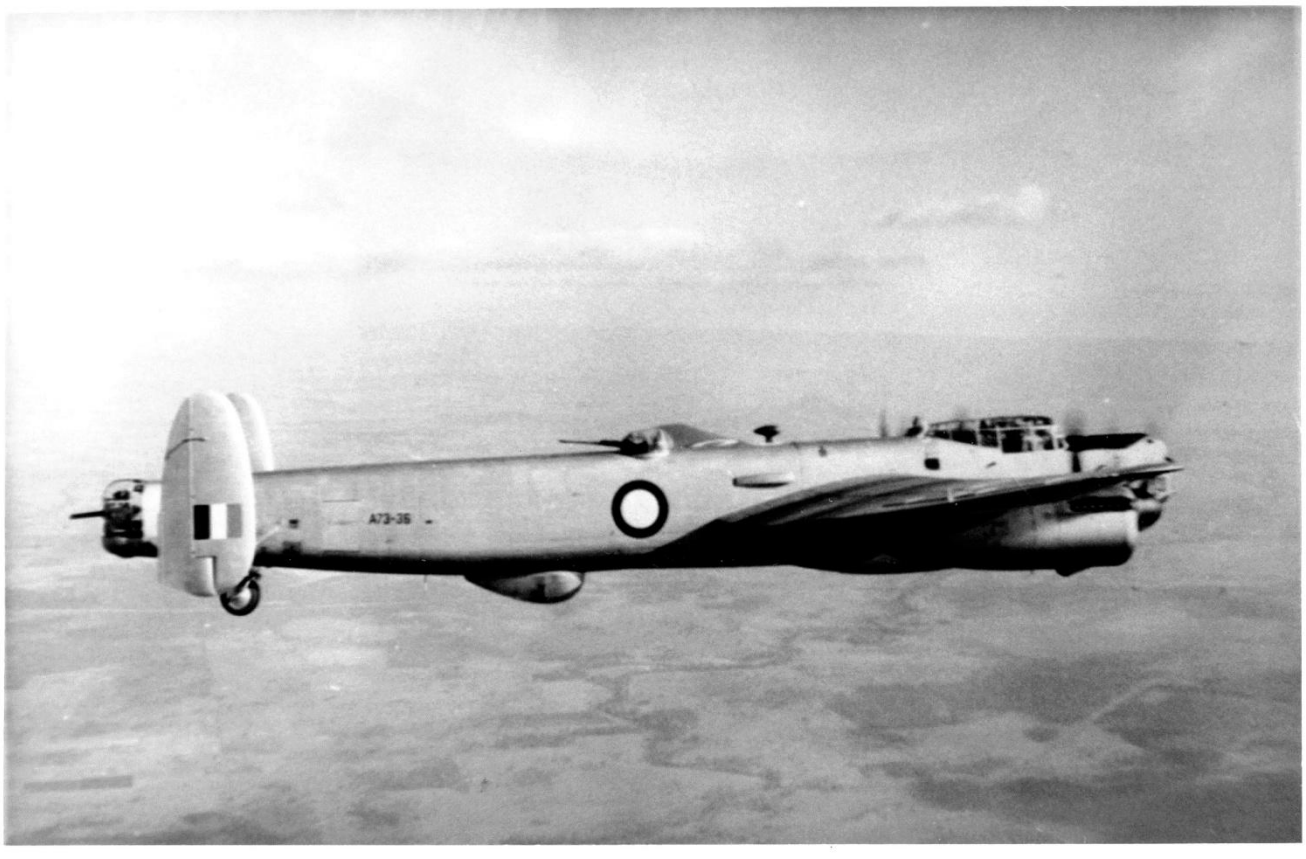
A73-9 in 1948 at Amberley, still with RAAF Pacific Roundels

A73-10 in 1948 at Amberley

A73-2 Nyhuan in Japan 1948 with faired over Gun Turret positions and with DF Antenna

A73-28 in 1949 at Amberley still with RAAF Pacific Roundels

A73-31 in 1948, sporting post war RAAF Roundels



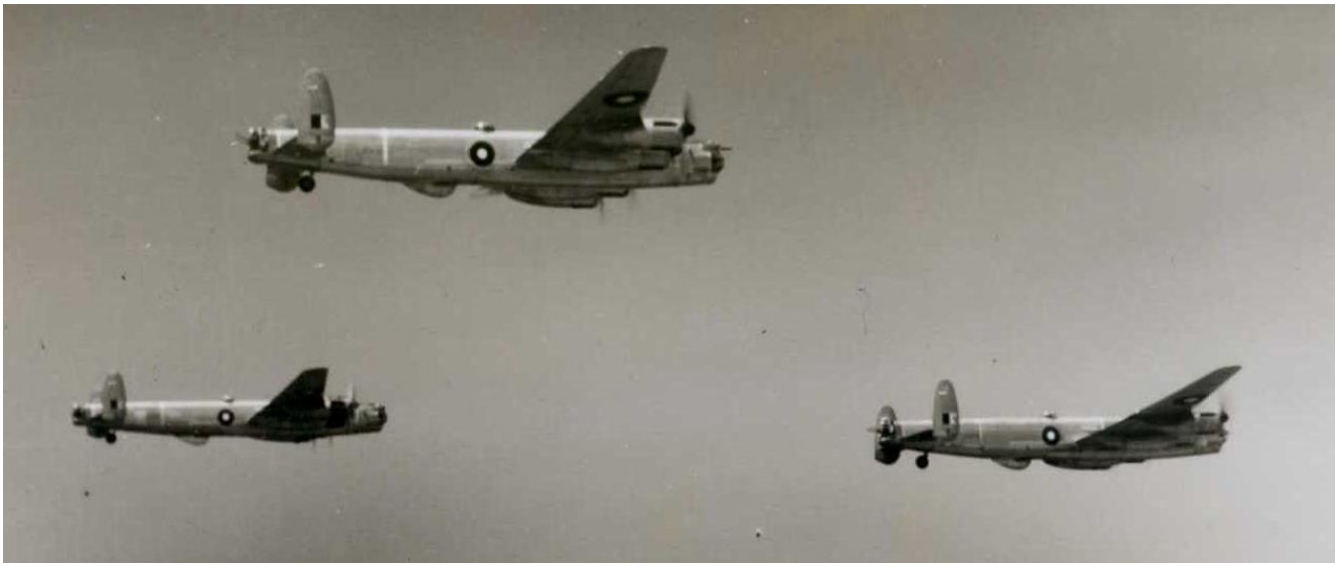
A73-36, with DF Antenna in 1956, in-between getting its Roo insignia painted on fuselage.

A73-54 in 1950 at Amberley, with post war RAAF Roundels

GAF Lincoln MK31 A73-61 re-splendid in 1956 with RAAF Roo Roundels

Colourful RAF Lincoln "Specials" Visitors

Only bit of panache and colour in 1948 at Amberley, came from visiting RAF Lincolns, "Aries II" RE364 with RAF Wartime Roundels and another named "Crusader" (RF498?). ***The later name that would be politically incorrect on any Middle East deployment these days.***



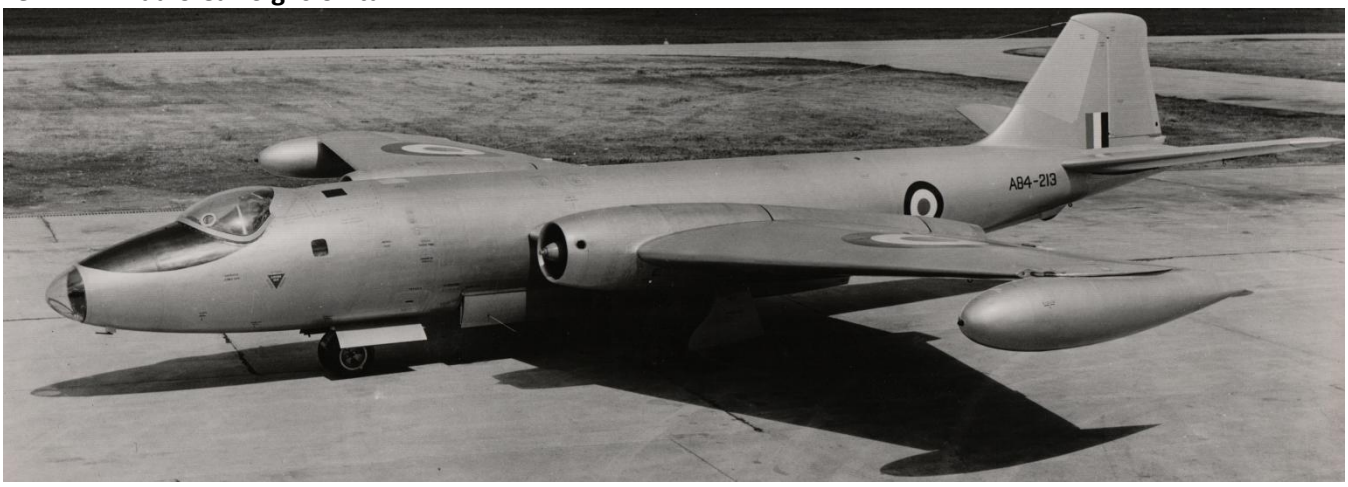
A good study of RAAF Pacific Roundels on early production RAAF Lincolns, Dec 1948

82 Wing Lincolns on deployment Darwin early 50's

"Its long and can hold how many ?" Richmond early fifties MR Mk31

Extra Oddities:

Nice line up of 86 Wing RAAF C-47Bs at Amberley in 1948,during Operation Tuckerbox , still wearing a hybrid RAAF Pacific Roundels, post war paint stripped scheme with 86 Wing Motifs and cheat lines, still carrying War time VH* Radio Call Signs on tail.**



Pristine Canberra B20 A84-213 in early 50's, so neat and clean, for a Lincoln replacement.

Editor's Notes: <u>Contributors are most welcome to provide written articles or even topics to be covered by others.</u>

Special thanks to John and Shep on their inclusion of articles: Many Thanks

End Notes :

International Call Signs Assigned to Netherlands East Indies Aircraft in Australia during 1946
By Shep @2016.

[i] Department of Air memorandum titled "Telecommunications – Callsigns for N.E.I. Aircraft" to the Deputy Director, N.E.I. Forces in Australia of April 12th, 1946, in Telecommunications and Radar Publications AOU101 Series Amendments to; NAA: A705, 201/24/227.
[ii] Department of Air memorandum titled "Telecommunications & Radar – Allocation of Callsigns for N.E.I. Aircraft" to the Deputy Director, N.E.I. Forces in Australia of May 30th, 1946, in Telecommunications and Radar Publications AOU101 Series Amendments to; NAA: A705, 201/24/227.
[iii] Department of Civil Aviation memorandum 1234 of 18th January, 1946, to the Department of Air in Telecommunications and Radar Publications AOU101 Series Amendments to; NAA: A705, 201/24/227.
[iv] Call Sign Amendments sent from Tels3 to RO4 dated 6 FEB 46 in Telecommunications and Radar Publications AOU101 Series Amendments to; NAA: A705, 201/24/227.
[v] Call Sign Amendments sent from Tels3 to RO4 dated 12 MAR 46 in Telecommunications and Radar Publications AOU101 Series Amendments to; NAA: A705, 201/24/227.
[vi] Memorandum titled "International Radio Callsigns" from the C in C RNN NEI, dated 13th May, 1946, in Telecommunications and Radar Publications AOU101 Series Amendments to; NAA: A705, 201/24/227.
[vii] Royal Netherlands Indies Army Air Forces memorandum titled "Callsigns NEI AAF Aircraft" dated 22 May, 1946, in Telecommunications and Radar Publications AOU101 Series Amendments to; NAA: A705, 201/24/227.

Bibliography

National Archives of Australia
Telecommunications and Radar Publications AOU101 Series Amendments to; NAA: A705, 201/24/227.

End Notes :

In RAAF Service: Noorduyn UC-64A Norseman, complied by Gordon R Birkett@2016

[viii] Excerpted: https://en.wikipedia.org/wiki/Noorduyn_Norseman
[ix] To be sent in to update: http://www.ozatwar.com/ozcrashes/qld26.htm
[x] AMSE Conversion of Engines File#9.16.1879 to 2515
[xi] NAA:Period 1944/45 Preliminary Report (internal) of flying Accident or forced landing Serial No 192 A71-1
[xii] NAA: A9186,Item barcode 1339940 RAAF Unit History sheets (Form A50) [Operations Record Book - Forms A50 and A51] Number 7 Squadron Jun 40 - Dec 45
[xiii] NAA:A9186 Northern Area Headquarters A50 P840