

*The Identification  
of  
Various Aircraft*

being, in this case,

A-29-LO Hudson Mk IIIa  
Aircraft

of

Number 2 Squadron, RAAF

during the period

November, 1942, to April, 1944

and of

Number 13 Squadron, RAAF

during the period

October, 1942, to March, 1943.

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# Acknowledgments

I have worked on this project, through its various incarnations, amendments, revisions and alternations for quite some time. It is easy to think, since I have done this work on my own, that it is exclusively my work and mine alone. But it isn't, nor can any work of this kind ever be. That is because, whilst I have compiled and arranged it, much of it has been derived from sources that are owned, controlled or preserved by others and without that work, this could not have been produced.

Ron Cuskelly, the Vice-President of the Queensland Air Museum, kindly granted me permission to use information from *The Lockheed File* from his website [adastron.com](http://adastron.com). Mike Mirkovic, the photographic librarian at the Aviation Heritage Museum of WA, supplied most of the photographs that appear within and Joe Baugher said that I could use information from his data base of USAAF and USN serial numbers from his website [joebaugher.com](http://joebaugher.com). Thank you very much.

The National Archives of Australia have control over an enormous collection of detailed historically important information, which, with regard to this project, included items such as aircraft status cards, unit history sheets, combat reports (by their various names including interrogation and narrative reports), casualty repatriation files, technical orders, etc. A large quantity of which has, over time, been digitised and made freely available online. For those records not already online, it was a simple matter to either pay for a particular record to be digitised or to order them for viewing in their Reading Room in Canberra. A most excellent collection overseen by professional staff.

Within the collection of the National Library exists a large number of period topographic maps as well as a vast number of vertical photographs taken throughout the first half of the 1940's depicting RAAF aerodromes. Many of the maps and some vertical photographs were available for download. Those that weren't were ordered and that experience was, like the National Archives, painless; with any minor issues quickly and professionally dealt with.

The Australian War Memorial are the custodians of the operational records that include the specific call sign information used to compile the aircraft tables in this and the other volumes in this work. Whilst none of these records has been digitised, they and other records, ledgers and logs can be ordered for viewing in their Research Centre. Many, many long days I spent there reviewing and noting thousands and thousands of pages of original operational records. The AWM's Research Centre can get busy at times, but the staff were always professional and helpful.

Those records though, are still owned by and are on loan from, the Royal Australian Air Force. Their foresight with regard to collecting and preserving a wide range of documents, in addition to the usual unit history type material, that provide such a detailed insight into the activities of the service during conflict and in making that material available via institutions like the AWM and the NAA is gratefully acknowledged as is the RAAF's permission for me to use it.

# Introduction

I've had an interest in flying activities, especially of the military variety, for as long as I can remember. When I was quite young, at the sound of an approaching aircraft, no matter if it was an Ansett or TAA DC9 or B727, a Fokker Friendship or just a little single piston engined lightie, if I was outside, then I would *always* look skywards and watch the passage of the aircraft. Perhaps because of their rarity in the skies above where I lived, the distinctive sound of the occasional Orion, rare Huey or exceedingly rare fast jet, would always force me to instantly abandon whatever I was doing and race outside to try and catch a look.

With exposure to plastic model kits during the '70's, I started to learn a bit more about certain types of aeroplanes. Like any kid building plastic aeroplane models, my aircraft recognition improved as I was exposed to types ranging from Sopwith Camels to Grumman F-14's. I particularly developed an interest in piston powered aircraft from the first half of the 1940's; Great War biplanes seemed archaic and jets, whilst fascinating and interesting enough, seemed too exotic. Second World War piston powered machines held the greatest attraction. Being Australian, I suppose it was natural enough that that interest in WW2 piston powered aircraft became focused on RAAF aircraft and, as a consequence, RAAF operations during that period. An evolution of that interest in aircraft themselves (perhaps once I felt that I knew enough about different marks and models) was a level of interest in the camouflage and markings of those aircraft.

In 1981, when I was 16, I bought a copy of Geoffrey Pentland and Peter Malone's *Aircraft of the RAAF 1921-78* and followed that a few months later with Geoffrey Pentland's *RAAF Camouflage & Markings 1939-45 Vol1*. They were the first Australian focused publications that I started my "library" with. I remember wondering, after seeing colour aircraft profiles, reading text and photograph captions in those and later acquisitions, how did these authors know the identities – that is the serial number and individual identification letters – of all of those aeroplanes that they quoted identities for? Did they get that information exclusively from photographs? Certainly, some photos showed both serial number and code letters clearly enough, but most others didn't. I just assumed that the authors had access to more photographs that proved an aircraft's identity, but, for whatever reason, those photos didn't make it into print. But it was always in the back of my mind – how did they really know?

Much more recently, I have found that it wasn't all that uncommon to come across photograph captions, in published material, online sources and even museum collections, that made identification claims that weren't supported by the image they referred to – in that the image either didn't show the serial number of the aircraft that the image claimed to depict or didn't show the aircraft's individual identification letter (or both) – and that the identification so claimed, turned out to be incorrect. Another short coming that has cropped up from time to time are photographs of a wartime aircraft in which both the code letters and the serial number are clearly visible, but that the assumption seems to have been made that the aircraft had always carried those code letters when, in some circumstances I have since found, it didn't.

Now, that isn't to say that *ANY* of those instances where apparently unsubstantiated claims as to the identity of an aircraft were made were being deliberately misleading, it's just that sometimes they weren't accurate. Typically, if information appears in print or online, then it is very frequently taken at face value as being reliable and gets quoted and reused. However, if some of that information happens to be wrong, then the historical record becomes altered and incorrect information becomes perpetuated as historical fact.

A few years ago, just to pass the time, I decided that I might as well try and find a way of proving the individual identities of some of those aircraft. I stopped wondering how did *they*, the authors of those books, do it, but how would *I* do it?

## Background to Identification Letters

During the early war period, RAAF aircraft wore single letter codes in addition to the aircraft's unique serial number. Number 1 Squadron aircraft wore the letter "A", 2 squadron "B", 3 squadron "C" and so on. The letter served to identify the squadron to which an aircraft belonged; it did not, and was not intended to, identify an individual aircraft within a squadron.

After a proposal by the Air Board to introduce a RAF style code letter system "...using two code letters to indicate individual squadrons and one code letter to indicate individual aircraft in that squadron", the Directors of Operations and Intelligence responded on 22<sup>nd</sup> May, 1942, saying that "...no recognition letters are to be painted on any R.A.A.F. or U.S. aircraft" and therefore "...action was [to be] taken immediately to remove all markings from aircraft excepting the registration number ..."<sup>1</sup>

Despite that though, it was "... common practice in the fighter squadrons of the R.A.A.F. in operational areas, to use a single distinguishing letter on their aircraft in order to distinguish between the various aircraft of the squadron ..." and by October 1942 "... other squadrons of reconnaissance and bombing roles [had sought] permission to use a single distinguishing letter in the same manner ..."<sup>2</sup>

As a result of this, Air Force Confidential Order number A3 – *Code Letters for Operational and Reserve Squadrons* (AFCO A3/43) was issued on 4<sup>th</sup> January, 1943. This document described the operational need for the introduction of a system of code letters, the form they were to take and a list of code letters for the specified flying units. It said, in part:

Due to the expansion of the R.A.A.F., it has become necessary to introduce a system of code letters for all operational and reserve squadrons. These letters are to be applied on each side of the fuselage directly forward or aft of the fuselage roundel. ... The code for operational squadrons will take the form of two letters of the alphabet chosen by Air Force Head-Quarters to indicate the squadron, there being no sequence in the choice of the letters. Each aircraft in the squadron will also be identified by a single letter of the alphabet to be chosen by the squadron commander ... THE LETTERS "C" AND "I" WILL NOT BE USED. ... Normally code letters are to be placed, showing the squadron code letters immediately forward of the fuselage roundel with the single individual aircraft distinguishing letter immediately aft the roundel. ... [W]here there is insufficient room on certain aircraft for the two squadron code letters to be placed forward of the roundel ... it is permissible to transpose the position of the letters, thus bringing single letter forward and the squadron code letters aft the fuselage roundel. ... Aircraft under repair or being reconditioned ... which require to be repainted, are not to have code letters applied. It is to be the responsibility of the squadron receiving the aircraft to apply the relevant code letters as soon as possible after receipt of the aircraft. This will not apply if the aircraft is temporarily unserviceable, but is to be returned to the same squadron. Similarly new aircraft received from service contractors will not show code letters – these are to be applied by the squadron upon receipt of the aircraft.<sup>3</sup>

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<sup>1</sup> Letter titled "Aircraft Markings: Individual Distinguishing Letters" from the Air Board to Headquarters, RAAF Command Allied Air Forces SWPA of 6<sup>th</sup> November 1942; in RAAF Command Headquarters – Recognition Markings on Allied Aircraft; NAA: A11093, 452/D2.

<sup>2</sup> Letter from Air Officer Commanding RAAF Command, Allied Air Forces to the Secretary, Air Board of 23<sup>rd</sup> October 1942, in RAAF Command Headquarters – Recognition Markings on Allied Aircraft; NAA: A11093, 452/D2.

<sup>3</sup> AFCO A3/43 – Code Letters for Operational and Reserve Squadrons dated 4.1.43; in Air Force Confidential Orders – Series A and B – and Index, 1943; NAA: A7674, 3.



The squadron code letters accordingly chosen for Number 2 Squadron were “KO” and for Number 13 Squadron, “SF”.



**Number 2 Squadron Hudson IIIa, A16-160/KO-X in a spot of bother. This image clearly illustrates the “KO” letters assigned to 2SQN in AFCO A3/43 and the aircraft’s individual identification letter “X”.** [Aviation Heritage Museum of WA image P023891 via Mike Mirkovic].

## Methodology

Not having any special access to contemporaneous photographs and because of their relative scarcity, I thought I’d leave them alone as a method of proving an association between a serial number and an identification letter. What else then? Personal log books – no access and anyway the scope would be far too limited. Finding and interviewing veterans – too few survivors and recollections of events from so long ago was more than likely unreliable and useless in so far as the accuracy of what I wanted to achieve. No – what I required was contemporaneous primary source material from official, but not public relations or propaganda type, sources. Official information that wasn’t for public dissemination. Unit History Sheets – some contained identification information (serial number AND identification letters), but the vast majority didn’t. Aircraft Status Cards – no. These primary sources would be of critical importance for cross-referencing, but they didn’t (by and large) provide the information themselves. Post mission Narrative Reports – some yes, but most, no. But even those that did have identification information, some of them didn’t seem reliable enough.

Having been a Communications Operator in the RAAF for several years, I guessed that call signs might provide a clue. Call signs would most likely be found in things like radio logs, navigation logs, copies of signal traffic and such like. Investigations along that line soon turned up exactly the sort of information that I was after, the vast majority of which, I was certain, hadn’t been seen for many, many decades and never used before.

All that was left, aside from the W/T call sign information, was to extract as much additional information from the operational sources that could be compared directly with information contained in the relevant unit records so as to establish, beyond reasonable doubt, that a certain serial number was (or at least was most likely to be) a particular identification letter; that is to provide evidence of each time the information from the operational sources matched the unit records and each time it didn't.

### Primary Source Documents Used to Establish Evidence

#### *Operational Source: Form Mauve*

A Form Green (Control) was the method by which an Air Operations Room or higher authority issued orders to squadrons to initiate particular air operations. In most instances, a Form Mauve was an acknowledgement of orders issued by Form Green (Control). But Forms Mauve were also used for other reasons. They were used to advise of delays or amendments to previously sent acknowledgments. They were also used as a Return Report, advising the time and place of returning missions and an initial, brief, report on results. There were several different types of Form Mauve. Form Mauve (Reconnaissance). Form Mauve (Anti-Submarine). Form Mauve (Strike). Form Mauve (Travel). Depending on the type of Form Mauve and whether it was an acknowledgement, amendment, or return report, decided which pre-formatted paragraphs were used.

This is an example of a Number 2 Squadron Form Mauve Reconnaissance from May, 1943:

HUG/MR7/10 May (C) (1) Search (2) 4A KO Y P D F S/Ldr Kemp  
F/O Kavanagh P/O L Martin W/Cdr Whyte (3) 2 3 4 5 (4)  
102330Z (5) Hughes HUG382 030 T/510 NM 123/26 213/510  
HUG383 036/515 123/26 219/515 HUG384 042/520 123/36  
226/520 HUG385 050/480 180/34 234/460 (8) HUG382 3 4  
110700Z HUG385 110630Z (G) Recce (H) H3BY-P-D-F (r) H3BY-  
P-D-F (K) HUG38/11 May (L) 8 x 250 GP safe 1/10 sec (M) Land  
Millingimbi only if short of fuel or in emergency.<sup>4</sup>

It commences with the identification letters of the operational base that had originated the Mauve, then the Mauve type and number (for that day) and the date. "HUG/MR7/10 May" literally means: Hughes / Mauve Reconnaissance number 7 / of 10<sup>th</sup> May.

Paragraph C, sub-paragraph 1, normally contained the Operation Title and the date of the operation, but 2SQN liked to be different, so their acknowledgment Forms Mauve during this period described what type of operation the Mauve referred to, in this case a Search.

Sub-paragraph 2, contained the number and type of aircraft that would perform the operation. The type of aircraft was usually referred to by a single letter code found in Identification Letters for Aeroplanes.<sup>5</sup> The letter "A" signified Hudson aircraft so, "4A" meant: four Hudson's. Following that were the identification letters of the participating aircraft, in duty number order. "KO Y P D F" meant 2SQN ("KO") and individual aircraft letters "Y", "P", "D" and "F". This was then followed by the aircraft captains' surnames again, in duty number order. There were variations to this configuration, but in this example, that was how it was presented.

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<sup>4</sup> HUG/MR7/10 May in AWM66, 15/1/40.

<sup>5</sup> ASD 205/1 RAAF System of Operational Control. Chapter II Conduct of Operations, p15, Identification Letters for Aeroplanes (paragraph 28) in RAAF Command RAAF System of Control; NAA: AA1966/5, 360.

Sub-paragraph 3, nominated the duty numbers. "2 3 4 5" simply meant: duty numbers 2, 3, 4 and 5. Duty number 2 would have been the second aircraft planned to take off from Hughes on an operation that day and since the type of operation was a search, duty numbers run in a clock-wise direction according to their tracks. So, duty 2 would have been to the left of duty 3 which would have been to the left of duty 4, etc. When the Operation Title (in this case "HUG38") was combined with the duty number (in this case "2", "3", "4" or "5"), the result was the Aeroplane Identification Group. Hughes 38 duty 2 could have been recorded variously as either HUG382, HUG38/2 or HUG38-2 – they each mean exactly the same thing. However, if they appear as a group of characters run together without a hyphen or a slash, such as "HUG38", it could be either the Operation Title as described above, or the Aeroplane Identification Group for Hughes 3 duty 8. So, if you come across a two-digit number like that, check its context.

Sub-paragraph 4 was the estimated date/time of departure using the 24-hour clock and in Zulu time. The date was first, being the two-digit calendar day of the month for the time that it was associated with – if the date was ordinarily a single digit number, it would therefore begin with a "0". The 24-hour clock means that 1 am is 0100 ("zero one hundred hours" or just "zero one hundred"), 2 am: 0200, mid-day or 12 pm: 1200 ("twelve hundred") which makes 1 pm: 1300, etc. Each time zone has an identifying letter. "Z" is the identifier for the zero-degree (0°) meridian – the Prime Meridian – which runs through Greenwich, England; the location of the Royal Observatory. Accordingly, Greenwich Mean Time, also known as UTC (Universal Time Coordinated), was and is used as the base-line time around the world and is used extensively in aviation and armed forces. The time zone in which the eastern states of Australia fall is referred to by the letter "K". That time zone is 10 hours ahead of "Z". The Northern Territory and South Australia are on a half time zone called "IK" which is 9½ hours ahead of "Z". Western Australia, "H", is 8 hours ahead of "Z" time. Hughes is in the Northern Territory. The departure time of "102330Z" therefore, was 2330 hours, Zulu time on the 10<sup>th</sup> which equates to 9 am local time on the 11<sup>th</sup>. Since only the one time was nominated for all four aircraft to depart at, it is taken to mean the "mean time" of departure.

Sub-paragraph 5 was the flight route(s) and in this example, shows that each of the four duties would be departing Hughes, but flying different tracks. Hughes 38 duty 5, for example, would depart Hughes and follow a track of 050° True for 480 nautical miles, turn right and track 180° for 34 nautical miles, then turn right again and track 234° for 460 nautical miles back to Hughes.

Sub-paragraph 8 was the estimated time of arrival back at base and this example shows that duty 5 was expected to return 30 minutes ahead of the other duties.

Paragraph G usually contained the frequencies to be used. 2SQN just stipulated the generic use from which the actual frequencies would come.

Paragraph H listed the W/T call signs to be used. W/T call signs were known variously as "change daily", "block" or "confidential" call signs and were designed for transmission by Morse code. Usually they were comprised of a random combination of 3 and sometimes 4 letters and or numbers to which the aircrafts individual identification letter was added as a suffix. If the aircraft did not have an individual identification letter, then the suffix letter typically commenced with "A" and continued through the alphabet, either sequentially, or by blocks of three or four with a gap of three or four letters between each block, depending on how many aircraft were flying using that W/T call sign for that day. Blocks of change daily call signs were promulgated in editions of a publication known as ASD016 (Australian Secret Document 016) – issued to units and formations operating or hosting strike and reconnaissance type aircraft.

Change daily call signs were just that, they changed every 24 hours. If an aircraft was expected to be airborne during the change-over period, then two sets of call signs would be allocated and the change-over time specified in the Forms Mauve.

Change daily or confidential call signs were not and should not be confused with international call signs. Whilst an aircraft's international call sign would most frequently have been transmitted via W/T, it would have been used when communicating with civil Aeradio ground stations. The W/T call signs referred to in Forms Mauve and described herein were of a tactical nature and would have been meaningless to anyone not involved in the actual operation or control of a particular flight. Also, the Aeroplane Identification Group (for example: HUG382) was not a call sign, either W/T or R/T.

"H3BY-P-D-F (r) H3BY-P-D-F" meant duty 2 was "H3BY", duty 3 "H3BP", etc with the sequence being repeated for clarity. Note that the suffix letters align with the aircraft identification letters.

For 2SQN acknowledgment Forms Mauve during this period, paragraph K contained the Operation Title and the date of the operation. The Title of an operation was made up of the identification letters of the operational base from which the mission originated (not necessarily from where it launched from) and a number either between "1" and "49" or between "51" and "99". If the operation was ordered by the Area Air Operations Room, then the identification letters were followed by a number starting at "1" for each authorised aerodrome and which continued sequentially to "49". The next number in the sequence for each operational base after "49" was "1" – not "50", which was never supposed to be used, but "1" – and on it went. It was not a daily system such as existed prior to June 8<sup>th</sup>, 1942, but a never-ending loop from 1 to 49 which kept rolling around and around. If the operation was authorised by the Commanding Officer of a squadron, then the identification letters were followed by a sequential number between "51" and "99". The next number after "99" was "51".

Paragraph L was the bomb-load to be carried. Sometimes it was the combined load, sometimes the individual load. In this case, "8 x 250 GP safe 1/10 sec" meant each aircraft would be loaded with eight 250-lb General Purpose bombs fitted with a nose plug and a 1/10<sup>th</sup> of a second delay tail fuse.

Finally, paragraph M, was for amplifying remarks, which in this case, are self-evident.

To pick out the particulars for Hughes 38 duty 2 we would find that the nominated aircraft was KO-Y, the assigned pilot: Squadron Leader Kemp, flying as duty 2, estimated time of departure from Hughes at 102330Z (11:30 pm Zulu time on the 10<sup>th</sup> which equates to 9 am local time on the 11<sup>th</sup>) with a planned route from Hughes of 030° True for 510 nautical miles, 123° for 26 nautical miles, then 213° for 510 nautical miles back to Hughes which was estimated at 110700Z (4:30 pm local time on the 11<sup>th</sup>). Operating frequency would be the Reconnaissance frequency using the W/T call sign of H3BY. The operation was Hughes 38 of 11<sup>th</sup> May and the aircraft would be armed with eight 250-lb GP's with a 1/10<sup>th</sup> of a second delay tail fuse, only landing away (at Millingimbi) if short of fuel or in an emergency.

These sub-paragraphs to paragraph "C" have been in regard to a Form Mauve Reconnaissance. Most operational type Forms Mauve had the similar sub-paragraphs, although some had different meanings. As with all procedures and methods, Forms Mauve evolved during the course of the war; some paragraphs and sub-paragraphs changed their purpose. If you can accurately read one type of acknowledgment Form Mauve though, you should be able to work out a differently formatted one easily enough.

### *Unit Record Source: Unit History Sheets*

An RAAF Form A50 Operations Record Book was typically used as a diary type narrative to describe a unit's activities. In some units, the information was limited to brief administrative entries, other units recorded more information. An RAAF Form A51, Unit History Sheet – Detail of Operations, was a closely related form that recorded a flying unit's airborne activities; usually recording aircraft serial numbers, aircraft captain's names (sometimes the names of the entire crew) operation number, wheels up and wheels down times for each operational flight. As with the compilation of A50's, A51's varied in detail from unit to unit and month to month – some are extremely detailed, some were just a waste of paper. Together, Forms A50 and A51 form a unit's history and are typically referred to as being one and the same – either the Unit History Sheet, or a units Operations Record Book. It is these unit records that have been used to compare the specific mission and call sign information with that from the relevant Forms Mauve.

### *Aircraft Service Source: Aircraft Status Cards*

Aircraft status cards, or to use their correct name, *RAAF Form E/E.88 Record Card – Airframes, Aero Engines, Mechanical Transport and Marine Craft*, were a general administrative record of an aircraft's service and apart from recording an aircraft's type and serial number (and usually previous identities if the aircraft had been sourced from overseas) noted its despatch and arrival at various units, occasionally periods of unserviceability and other such activities. They did not record any information about hours or operations flown or markings carried or specifics about an aircraft's employment within a particular flying unit. Entries were made across three columns titled "Date", "Details" and "Authority".

The dates referred to in these cards should be used with caution. They may or may not be the date of the event referred to and at times are actually the date of the entry being made and might not even reflect the date of the authority. It should also be borne in mind that the dates are not necessarily chronological.

Details referred to the reason for the entry being made. Hand written cards can be very difficult to read and frequently used abbreviations. Some abbreviations did not seem to be standardised and variations at times appear.

The general sequence in terms of recording the movement of an aircraft between units was for it to be Allotted, Issued, then Received. Allocation usually referred to an aircraft being "earmarked" for a particular unit. Issued usually referred to the responsibility for it being (or about to be) handed over. Received usually referred to the receiving unit actually taking charge of the aircraft. Recording being what it was, as many variations as one could think of exist in this sequence from a clear chronological recording of each step as it happened through any amount of omissions and disorder through to one entry having an aircraft at one end of the country at a particular unit and the next entry having it being written off charge of another unit at the opposite end of the continent many months later.

Entries were not limited to recording the administrative shuffling of an airframe between units. Others, especially until about July, 1942 (although examples can be found into 1945), referred to the official, semi-regular, reporting of an aircraft's serviceability and often took the form on a card as (say) "C at 12Sqn":

- C = Serviceable (actually in flying condition).
- E = Unserviceable but expected to be serviceable within 3 days (from date of signal).
- E Star = Unserviceable and expected to be unserviceable for more than 3 days (from date of signal).
- F = Unserviceable for more than 14 days but less than 1 month (from date of signal).
- G = Unserviceable for more than 1 month.
- H = Unserviceable and awaiting conversion or write-off.<sup>6</sup>

As an aside, this reference also gives the meaning of:

U/E = Unit Establishment.

I/E = Initial Equipment.

I/R = Immediate Reserve.

Every defence entity has an establishment whether it is equipment or people. A unit would have an establishment table which set out exactly how many people of which trade group and of what rank were required, how many vehicles and of what type it was supposed to have, etc. Aeroplanes, obviously were no different. Naturally the establishment listed what a unit was *supposed* to have, not what it actually *did* have at any one time and the variation could be above or below (usually below) that required. During the Second World War, the Unit Establishment was broken down into two segments: Initial Equipment and Immediate Reserve. Initial Equipment was the quantity of aeroplanes a unit was supposed to have available for operations and that might be (say) 12 aircraft. The Immediate Reserve was the quantity of aeroplanes, on charge of that unit, that it could cycle through various levels of maintenance or repair in order to keep 12 aircraft available for operations and that might be (say) 6 aircraft. The Unit Establishment would therefore be expressed as "12/6". If aircraft required a deeper level of maintenance or repair than could be provided at its own unit, then the aircraft might be allocated away and that movement would usually result in the Allotted, Issued and Received sequence being recorded on an aircraft's E/E.<sup>88</sup>

The last column of an entry was the Authority and what was recorded here was the identifier of the signal that ordered or advised of a particular activity or event. For the serviceability reporting referred to above, the signal would be prefixed with a "Q" (or sometimes the squadron number and then a "Q"). "Q" meant "Equipment".<sup>7</sup>

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<sup>6</sup> AFO 19/A/9 Aircraft and Aero Engines – Serviceability Reports, para 3, Form of Signal, in Repair of Aircraft on Site of Crash; NAA: A705, 9/1/776.

<sup>7</sup> Headquarters North Western Area Standing Orders, Section 4, Signals, dated 10<sup>th</sup> June, 1942, in North Western Area Routine Orders and Confidential Orders; NAA: AA1966/5, 134.

Other letter abbreviations that appear, especially later, refer to aircraft accidents and follow a percentage figure representing the assessed level of damage to an area of an aircraft. Letters such as “U” (undamaged), “M” (repairable at unit), “R” (repairable but beyond unit capacity), “S” (salvageable as components or other items) and “W” (entirely unsalvageable – write off) being commonly seen recorded on cards.

## Limitations

The primary source documents consulted in this project contain occasional errors. I’ve tried to minimise the effect of those contemporaneous errors by collecting as much information that supports a particular claim to identity as I can so that any errors stand out as anomalies. Many times, however, sufficient information doesn’t seem to have survived, so the limited associations presented might, themselves, be the anomalies.

If an entry in a table remarks that the aircraft “apparently” replaced or was “apparently replaced” by another shows only that the correlation between the operational information and the unit records did not match on that occasion. It does not, in itself, prove that an aircraft was or wasn’t replaced. As mentioned in the paragraph above, errors in these documents are common. Errors in the operational information tend to be relatively easy to identify – spelling mistakes, context errors or obvious misunderstandings. Errors in those documents relating to the identification of a certain aircraft, by code letters, call sign, etc, also tend to be obvious, because that type of information was usually repeated. Serial number errors in unit records can be nearly impossible to confirm unless the serial as entered had an obvious error – too many digits, not enough digits or digits that represent an aircraft that wasn’t on unit strength. If the entry has transposed a digit or two or mistaken a single digit for another and the serial so entered is a valid serial for another squadron aircraft then there is little that can be done to verify its accuracy – hence my use of the word “apparently” in these cases. Readers can use their own judgment in deciding if the replacement might have actually occurred or not.

It should be noted also that the tables do not necessarily represent a complete operational record of an airframe.

## Aim

So, this volume and others in the series, aims to present evidence from primary source documents, such as those referred to above, that:

- a) proves a correlation between W/T call sign suffixes and individual aircraft code letter assignments,
- b) to match individual aircraft identification letters to specific aircraft serial numbers and,
- c) to display the accumulated body of evidence in a tabular form for easy reference.

# How to Read the Tables of Evidence

The aircraft have been listed in numerical order by serial number with each aircraft having a page to itself, each of which will have a title similar to this:

**A-29-LO Hudson IIIa**  
**A16-236**  
**Ex FH213, 41-37014, c/n 6503**

The first line is the designation, type and mark of the aircraft. In this case, the designation of the aircraft was an "A-29-LO", the type: "Hudson" and the mark: "Mark 3a".

Being an aircraft produced for (or produced as if for) the United States Army Air Force, the designation consisted of a role identifier, in this case "A" which meant "Light Bombardment". Other United States Army aircraft designations included: "OA" – amphibian, "F" – photographic reconnaissance, "B" – medium and heavy Bombardment, "P" – pursuit, "L" – Liaison. This was followed by a figure indicating the type number within that role, in this case meaning "the 29<sup>th</sup> light bombardment type" and then a two-letter code indicating where the aircraft was made, "LO" being the code signifying Lockheed Aircraft Corporation's Burbank plant. "LM" was for their Marietta plant in Georgia. So "A-29-LO" meant: Light Bombardment, type 29, built by Lockheed at Burbank, California.

The type name, in this case, was British. "Hudson" being the name they bestowed on the Lockheed Bomber model 14, a development of the civil Lockheed model 14 Super Electra.

Having a "Mark" number, was also a British thing and during the early war years, they were always in Roman numerals. There are other publications around that describe the Hudson aircraft in detail, but basically: Australian Mark I and Mark II Hudson's were Pratt and Whitney R-1830 Twin Wasp powered machines ("R-1830" means "Radial – 1,830 cubic inch"), differentiated most obviously by the fact that Mark I's had Hamilton Standard two position propeller's and Mark II's had Hamilton Standard Hydromatic constant speed units. British Hudson Mark I and II's were different in that they were powered by Wright R-1820 Cyclone single row engines fitted with a single stage supercharger. Pratt and Whitney's R-1830 was a 14-cylinder twin row radial engine with two banks of 7 cylinders, whereas Wrights R-1820 was a 9-cylinder single row radial. Australian (and British) Mark III Hudson's were pretty much the same as the British Mark II, except the engines had a higher horse-power rating and were fitted with two-speed superchargers. Other changes included the facility to install an auxiliary fuel tank inside the cabin. A Hudson Mark IV was basically the same as an Australian Mark II. These were powered by P&W Twin Wasp's with single stage supercharger and a constant speed propeller. A brief word on supercharging versus turbocharging. Superchargers and turbochargers do exactly the same thing. They both compress (that is: pressurise) air by way of spinning impellor(s). The pressurised air is then fed into the engines carburettor or fuel control unit. The benefit being that higher-pressure air can be supplied to air breathing piston engines and mixed with fuel when the ambient air pressure is lower (for example being able to provide sea-level air pressure at much higher altitudes or conditions of high heat/humidity). But they do it differently. A supercharger's impellor is turned mechanically. It is driven directly from the engine by way of a belt, chain, driveshaft or gears. The advantage being that the power so derived is instantaneous. The disadvantage is that, like any engine driven accessory, it draws power from the engine. A turbocharger's turbine is turned by exhaust gas. The advantage here is that it is "free" power – the gases have already been extracted from the engine. The disadvantage is that there is a lag before the pressurised air is available to the induction system.



The little “a” after the Roman numerals signifies that the aircraft was supplied to the British by the Americans under the terms of the Lead-Lease Act (1941). This relates back to the comment a few paragraphs back, when referring to previous United States serial numbers of aircraft produced “as if for” the United States Army Air Force. Some American aircraft types were produced specifically for distribution to other countries under this Act (usually referred to simply as “Lend-Lease”). Hudson’s and Vengeance’s are two examples. These aircraft were never intended for service with American armed forces and received US Army serials for administrative purposes only. Other aircraft types were also supplied under Lend-Lease but these came from regular US production.

The second line is the RAAF serial number of the aircraft. “A16” was the prefix given to Hudson aircraft. The letter “A” (or: A-group) was a stores/accounting letter signifying aircraft – it did not and does not have anything to do with the role or use of an aircraft – it simply means aircraft. The letter “L” was for clothing and associated equipment. If you were in the army and needed a replacement article of uniform apparel, you went to Q-stores; in the RAAF, you went down to “L-group”. The number “16” was the section identifier for Hudson aircraft. So, “A16-236” meant: Aircraft, Hudson, number two hundred and thirty-six.

The third line notes any previous identities that aircraft may have had, from the most recent previous identity and then working backwards. In this case, it’s RAF serial number was FH213, its previous US Army identity was 41-37014 and before that, it’s Lockheed construction number was 6503.

Ron Cuskelly’s *The Lockheed File*, is a valuable and comprehensive accumulation of research dealing with Lockheed aircraft in Australian service. With regard to Lockheed construction numbers assigned to individual Hudson aircraft, it is this research that I have used, with Ron’s permission.

If the aircraft flew on operations, a table similar to this will appear:

<b>Mission/Duty Date</b>	<b>Aircraft Letter</b>	<b>W/T Call sign</b>	<b>R/T Call sign</b>	<b>Remarks</b>
BAT26/7 29/3	V	6NHV		Stacey.
BAT28/4 01/4	V	3Q8V		Stacey.
BAT30/9 03/4	V	4E4V		Stacey.
HUG39/4 15/4	KO-V	3Q8V		Mason.
HUG44/3 19/4	KO-V	7H7V		Kemp.
HUG6/1 24/4	KO-V	6S7V		Kemp.
HUG5/11 24/4	KO-V	6S7V		Apparently replaced by A16-213.
HUG64/6 03/5	KO-Y	5O7Y		Whyte. A51 lists as second detail.
HUG38/2 11/5	KO-Y	H3BY		Kemp. A51 lists as third detail.
HUG41/1 13/5	KO-Y	3R8Y		Mason.
HUG44/2 17/5	KO-Y	3A2Y		Dickenson.
HUG46/3 18/5	KO-Y	2R8Y		Kavanagh.
HUG48/8 19/5	KO-Y	3R8Y		Replaced by A16-240.
HUG49/2 20/5		2X8Y		Austin. A51: listed third.
HUG1/5 20/5		9O6W		Newman. Apparently replaced A16-235.
HUG5/4 21/5	KO-Y	3E3Y		L Martin.
HUG6/2 22/5	KO-Y	4R9Y		A Martin. A51: L Martin.

The first row contains the titles, in bold, of the individual columns. Each successive row is for each individual operational flight that a particular aircraft has been recorded as having been tasked to fly

(as derived from W/T call sign information in Forms Mauve) and has been cross-referenced with a particular serial number (as derived from, typically, unit history sheets).

The column titles are:

**Mission/Duty Date** – contains the Aircraft Identification Group, then the date the mission was launched in dd/m format.

**Aircraft Letter** – being the individual identification letter of the aircraft as derived from the last letter of the W/T call sign. If it is in italics, then the source from which the call sign was taken – the relevant acknowledgement Form Mauve – did not refer specifically to the individual identification letter, only to the W/T call sign. Full three-letter codes were included in acknowledgment Forms Mauve after about mid-April, 1943. If the code letters appear in normal font, then they were specifically quoted in the Form Mauve. The table above shows an example of an aircraft evidently the subject of an identification letter change from “V” to “Y”.

**W/T Call sign** – being the Wireless Telegraphy call sign (transmitted by Morse code) as quoted in the relevant Form Mauve for this aircraft on this flight. If it is in normal font, it appears as quoted in the Form Mauve; if it is in *italics*, it is assumed.

**R/T Call sign** – being the Radio Telephony call sign (transmitted by voice) if quoted in the relevant Form Mauve. Very rare for these to be allocated for non-fighter types until after mid-1943.

**Remarks** – for the aircraft captain’s surname and for any pertinent information that might be available, or to explain inconsistencies.

In the above table, the first row shows that this aircraft flew mission Batchelor 26 as duty 7 on 29<sup>th</sup> March. The individual aircraft letter as suggested by the W/T call sign was “V” – this has been derived from the last letter of the W/T call sign. It is in italics because it is an assumption and was not specifically noted as such in the relevant Form Mauve. The W/T call sign was “6NHV”. There was no R/T call sign mentioned in the Form Mauve. The surname of the pilot on that flight was Stacey. Each un-highlighted row indicates that the aircraft letter tasked in the Form Mauve matches the serial number recorded in the Squadron’s Operations Record Book as having flown the task. For this example aircraft, it will be noted that from April 15<sup>th</sup>, it was specifically referred to in relevant Forms Mauve by its individual identification letter or letters. It will also be noted that that individual letter, initially, in this case “V” and then “Y”, matches the W/T call sign suffix letter. Again, information will be in *italics* only if it wasn’t specifically noted as such in official, contemporaneous, documentation.

The seventh row, highlighted in dark grey, shows that this aircraft was tasked to fly Hughes 5 duty 11 on 24<sup>th</sup> April, but didn’t actually fly as the aircraft was apparently replaced by another of the Squadron’s Hudson’s, namely A16-213. Similarly, the thirteen row, also highlighted in dark grey, shows that this aircraft was tasked to fly Hughes 48 as duty 8 on 19<sup>th</sup> May, but actually was replaced by another machine – signal traffic exists confirming the swap so it was “replaced”, not “apparently replaced”.

The fifteenth row is highlighted in light green. This indicates that, according to the Squadron’s A50 and or A51, this aircraft flew mission Hughes 1 on 20<sup>th</sup> May. The full three-letter identification letters weren’t specified in the Form Mauve but the individual identification letter as suggested by the W/T call sign suffix letter was “W”. This does not match the serial number of the aircraft for which this table refers (which is A16-236). The allocated W/T call sign was “9O6W”. There was no R/T call sign nominated. The aircraft captain’s surname was Newman and a note is included suggesting that the

tasked aircraft, aircraft “W”, which was A16-235, was replaced by the aircraft for which this table refers; this is because the Unit History Sheet records A16-236 as flying this mission and not A16-235. The table for aircraft A16-235 will have an entry for this mission also (because it was tasked to fly), but it will be highlighted in dark grey because it evidently did not actually fly it. Note also that the remark says “[a]pparently replaced” – it might have been the case that A16-235 actually did fly as tasked, but that the wrong serial number was typed in the A50/A51.

The mission, date, call sign (and later) the captains surname information within these tables has all come from the Air Operations Room documents held by the Australian War Memorial. This information has been correlated to a certain serial number by cross-referencing with the units A50 and A51 (unit history sheets) which documents are held by the National Archives of Australia and many of which have been digitised and are freely accessible, on-line. The aircraft history information relative to each airframe comes from the aircrafts particular aircraft status card (E/E.88), which documents are also held by the National Archives of Australia and like the unit history sheets, many of them are freely accessible.

To individually cite each and every item of information found within any particular table would produce many more pages of citations than there are pages of aircraft tables therefore, these references have not been cited, but listed only in the bibliography. This should still provide enough specific guidance, by comparing dates, for anyone to find the exact primary source information that has been used in any given circumstance. Similarly, the aircraft type and serial number at the head of each page, can be taken to have come from the aircrafts own E/E.88 – see bibliography for details, if it hasn’t, it’ll have a citation. Any text appearing before or after a particular table, that has been derived from something that wasn’t my own opinion, experience or some widely established (general knowledge) fact, will also have a citation.

These tables constitute the body of evidence which, I believe, proves (or disproves) an aircraft’s individual alphabetic identity during a particular period. The tables show that, very frequently, the W/T call sign suffix letter related directly to the aircraft’s individual alphabetic identity. The tables also show that, prior to and immediately after the introduction of aircraft identification letters as ordered by AFCO A3/43 and whether units marked their aircraft with single code letters or not, aircraft within those units still had a definite, individual, alphabetic identity. These tables do not show whether the individual alphabetic identity was marked externally on any aircraft. Nor are they necessarily intended to show a comprehensive record an aircraft’s operational service (as one might find recorded in a units A51) – for the most part; in those cases where operational records are not available then recording of an aircraft’s part in an operation has (usually) been left to that unit’s administrative/historical entries. Although, you will doubtless find some exceptions where I have felt that a more complete listing serves a purpose.

## **Purpose**

The purpose then, is to fill a gap in that portion of the historical record relating to the alphanumeric identification of certain aircraft of the Royal Australian Air Force during the 1939 to 1945 war and to correct inaccuracies and distortions that have inevitably crept in to that record.

I hope you find the information contained herein useful and interesting.

**A-28-LO Hudson IVa**  
**A16-118**  
**Ex 41-23188, c/n 6047**

This aircraft had been received by Number 2 Aircraft Depot (2AD) at RAAF Richmond, New South Wales, from the United States on December 5<sup>th</sup>, 1941. It served its first tour with Number 7 Squadron (7SQN) and was issued to 13SQN on March 23<sup>rd</sup>, 1942. An accident saw it being received by Number 1 Repair and Salvage Unit (1RSU), Manbulloo, on May 23<sup>rd</sup>. It returned to 13SQN on June 6<sup>th</sup>.<sup>8</sup> From October 1<sup>st</sup>, 1942, it was recorded as being involved in one operation:

1942:

Mission/Duty Date	Aircraft Letter	W/T Call sign	R/T Call sign	Remarks
HUG26/8 26/10		7Z4H		Smith. Apparently replaced A16-235.

On December 20<sup>th</sup>, 1942, it was sent down to 5AD at Wagga Wagga, New South Wales and returned to 13SQN on February 5<sup>th</sup>, 1943.<sup>9</sup>

1943:

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
HUG96/[..] 20/2	SF-K	6N4K		Dickenson. Duty number not known.

A16-118 served with the squadron performing second line, non-operational, duties until being received by 6SQN on April 3<sup>rd</sup>, 1943.<sup>10</sup>

<sup>8</sup> RAAF Form E/E.88 Record Card – Airframes, Aero Engines, Mechanical Transport and Marine Craft for A16-118 in Aircraft Status Cards Lockheed Hudson A16-1 to A16-247; NAA: A10297, BLOCK 84.

<sup>9</sup> Ibid.

<sup>10</sup> Ibid.

**A-28-LO Hudson IVa**  
**A16-134**  
**Ex 41-23204, c/n 6063**

This aircraft had been received by 2AD at RAAF Richmond, New South Wales, from the United States on December 15<sup>th</sup>, 1941. It served its first tour with 6SQN and after being damaged by enemy action during March, 1942, was locally repaired such that it could be flown down to Richmond. From there it was sent to 5AD at Wagga Wagga, New South Wales, and after a long stay was eventually received by 13SQN on September 19<sup>th</sup>, 1942.<sup>11</sup>

1942:

Mission/Duty Date	Aircraft Letter	W/T Call sign	R/T Call sign	Remarks
HUG44/ 01/10	L	3L6L VMZFML		Rehfish. VMZFML. Duty number unknown.
HUG21/1 23/10	L	9W5L		Oldham.
HUG28/1 28/10	L	7H6L		Dixon.
HUG57/6 29/10	L	6M3L		Harding.
HUG58/1 01/11	L	7T4L		Thomson. Apparently replaced by -227.
HUG59/1 03/11		3A8X		Harding. Replaced A16-227.

It went to 1RSU for repairs to the rear bulkhead during November and was allocated back to 13SQN on November 22<sup>nd</sup>, but then was recorded as being issued to 13SQN from 1AD on the 28<sup>th</sup> – perhaps a transcription error on the Aircraft Status Card intended to refer to 1RSU – which, if that is the case, would then suggest that it did indeed return to 13SQN for about one month after the bulkhead repairs, a circumstance supported by the entries, below.<sup>12</sup>

Mission/Duty Date	Aircraft Letter	W/T Call sign	R/T Call sign	Remarks
HUG68/5 01/12		6Y7H		Moore. Apparently replaced "H".
HUG25/1 09/12	L	6D2L		Whyte.

A16-134 seems to have gone off to 5AD for an engine overhaul during December and then to 3AD at RAAF Amberley, Queensland, in early January, 1943. From there it made its way to 32SQN and then back to 6SQN, with whom it had served its first tour. During November, 1943, it became a 38SQN machine being allocated the call sign VH-RBG. Later still it became a Number 1 Operational Training Unit (1OTU) machine.<sup>13</sup>

<sup>11</sup> RAAF Form E/E.88 Record Card – Airframes, Aero Engines, Mechanical Transport and Marine Craft for A16-134 in Aircraft Status Cards Lockheed Hudson A16-1 to A16-247; NAA: A10297, BLOCK 84.

<sup>12</sup> Ibid.

<sup>13</sup> Ibid.

**A-29-LO Hudson IIIa**  
**A16-154**  
**Ex BW736, 41-23598, c/n 6415**

After being received by Number 2 Aircraft Depot (2AD) at RAAF Richmond, New South Wales, for assembly on March 16<sup>th</sup>, 1942, this aircraft served with Number 32 Squadron (32SQN) and then 6SQN. Around the middle of July, 1943, and whilst at 5AD at RAAF Wagga Wagga, NSW, it was allotted to Number 4 Repair and Salvage Unit (4RSU) as spare for 2SQN. 2SQN eventually received the aircraft on August 20<sup>th</sup>, 1943.<sup>14</sup>

1943:

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
HUG18/14 23/8	KO-J	6A7J		Kilgariff.
HUG24/7 24/8	KO-U	1R2U		Oates. Apparently replaced A16-192.
HUG25/10 25/8	KO-J	Y9NJ		Replaced by A16-230.
HUG33/3 28/8	KO-J	4D9J		Coleman.
HUG43/7 31/8	KO-J	5JHJ		Unserviceable.
HUG42/3 01/9	KO-J	J6DJ		Replaced by A16-199.
HUG47/3 02/9	KO-J	2S6J		Thomas.
HUG3/8 03/9	KO-J	1A5J		Robinson.
HUG4/1 05/9	KO-J	X3XJ		Sprigg. Replaced A16-219.
HUG19/2 09/9	KO-J	4V2J		Kilgariff.
(Travel) 10/9	KO-J	8M2J		Kilgariff. Search for missing Hudson.
HUG31/1 14/9	KO-J	3R3J		Coleman. Replaced A16-226.
HUG34/6 16/9	KO-J	1A5J		Robinson.
HUG40/6 20/9	KO-J	6N6J		O'Neill.
HUG42/7 21/9	KO-J	4Q1J		Robinson.
HUG49/4 24/9	KO-J	9D6J		Stacey.
HUG3/3 26/9	KO-J	3A2J	Tagit	Robinson.
HUG6/3 29/9	KO-J	3L3J	Sparrow	O'Neill. R/T C/S for Millingimbi use only.
HUG10/2 30/9	KO-J	2D9J	Vapoc	O'Neill. No record in A50 or A51.
HUG15/5 02/10	KO-J	2QSJ	Agrog	Stacey.
HUG22/1 08/10	KO-J	2SBJ		Coleman. RTB, U/S.
HUG29/4 10/10	KO-J	WY2J DV6J		Robinson. Call sign change over 101530Z.
HUG32/7 12/10	KO-J	4FNJ CN5J		Roe. Call sign change over 121530Z.
HUG35/4 14/10	KO-J	QY3J CW1J		Robinson. Call sign change over 141530Z.
HUG37/3 15/10	KO-J	FU6J		Brodie.
HUG42/3 19/10	KO-J	CX8J		Robinson. RTB.
HUG46/4 21/10	KO-J	GG2J RV1J		Northover. Call sign change over 201530Z.
HUG48/1 22/10	KO-J	ZS6J		Replaced -177, but then replaced by -230.
HUG9/3 28/10	KO-J	HN2J		Hornby.
HUG10/1 30/10	KO-J	DV6J		Thomas.
HUG11/1 31/10	KO-J	QY3J		Apted.

<sup>14</sup> RAAF Form E/E.88 Record Card – Airframes, Aero Engines, Mechanical Transport and Marine Craft for A16-154 in Aircraft Status Cards Lockheed Hudson A16-1 to A16-247; NAA: A10297, BLOCK 84.

## A16-154 (continued)

1943 (continued):

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
HUG13/2 01/11	KO-J	LX7J		Replaced by A16-177.
HUG16/2 03/11	KO-J	KM5J		Dennis.
HUG19/2 05/11	KO-J	SR7J		Thomas. Replaced A16-199.
HUG13/1 27/11	KO-J	1MQJ		Reed.
HUG15/1 28/11	KO-J	XM8J		Unserviceable. Operation cancelled.
HUG17/2 30/11	KO-J	KX6J		Craze.
HUG21/1 02/12	KO-J	1RVJ		Thomas.
HUG25/1 03/12	KO-J	UK2J		Moore.
HUG26/2 04/12	KO-J	2NKJ		Northover.
HUG31/1 07/12	KO-J	3XAJ		Hill.
HUG33/1 08/12	KO-J	MP8J		Craze.
HUG40/3 10/12	KO-J	HY5J		Apted.
HUG41/1 11/12	KO-J	MM9J		Griffiths.
HUG45/1 12/12	KO-J	SP2J		Northover.
HUG10/3 16/12	KO-J	LO5J		Aircraft U/S, operation cancelled.
HUG12/1 17/12	KO-J	HY5J	Chumpy	Griffiths.
HUG15/2 19/12	KO-J	XL4J		Hill.
HUG22/1 22/12	KO-J	UA9J		Replaced by A16-199.

1944:

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
HGS23/2 16/1	KO-J	HV1J		Moore.
HGS27/1 18/1	KO-J	YL8J		Replaced by A16-219.
HGS29/3 18/1	KO-J	4DHJ		Ditchburn. Replaced A16-219.
HGS31/1 20/1	KO-J	UT7J		Robinson.
HGS45/2 28/1	KO-J	WQ4J		Operation cancelled due WX.
HGS4/7 01/2	KO-J	KA3J		Lee. Replaced Beaufort A9-386.
HGS5/1 01/2	KO-J	RY9J		Replaced by A16-203.
HGS14/1 04/2	KO-J	FM7J		Thomas.
HGS15/1 05/2	KO-J	OZ1J		Thomas.
HGS26/1 08/2	KO-J	LZ1J		Northover.
HGS29/1 09/2	KO-J	3AGJ		Northover.
HGS49/1 14/2	KO-J	FU6J		Brockhurst.
HGS6/1 15/2	KO-J	FS5J		Brockhurst.

By early March, 1944, the aircraft was in desperate need of overhaul and repair; the work required being beyond the capacity of the units in North Western Area. Accordingly, on March 11<sup>th</sup>, the aircraft was received at 2AD, Richmond and was eventually reduced to spare parts.<sup>15</sup>

<sup>15</sup> Ibid.

**A-29-LO Hudson IIIa**  
**A16-156**  
**Ex BW738, 41-23600, c/n 6417**

Received by 2AD, RAAF Richmond, New South Wales, from overseas on March 16<sup>th</sup>, 1942. After a tour with 2SQN it was issued to 13SQN on May 31<sup>st</sup>. It was received by 1RSU on September 24<sup>th</sup> and was handed back to 13SQN on November 3<sup>rd</sup>.<sup>16</sup>

1942:

Mission/Duty Date	Aircraft Letter	W/T Call sign	R/T Call sign	Remarks
HUG44/3 12/11	F	6CVF		Warlow-Davies.
HUG47/2 14/11	F	4G8F		Apparently replaced by A16-219.
HUG48/3 16/11	F	5Z4F		Apparently replaced by A16-235.
HUG1/2 17/11	F	5P3F		Warlow-Davies.
HUG5/6 20/11	F	8B4F		Warlow-Davies.
HUG6/3 21/11	F	6L5F		Kavanagh.
HUG10/1 25/11	F	8L4F		Rule.
HUG11/2 26/11	F	7M3F		Warlow-Davies.
HUG12/3 27/11	F	6CVF		Thomson.
HUG16/3 01/12	F	6Y7F		Thomson.
HUG17/1 02/12	F	6A8F		Smith.
HUG19/3 03/12	F	2H2F		Campbell.
HUG20/1 04/12	F	6Q5F		Rule.
HUG22/2 07/12	F	3Z6F		Operation cancelled.
HUG24/2 07/12	F	3Z6F		Campbell.
HUG26/1 10/12	F	5N8F		Oldham.
HUG29/4 12/12	F	2R7F		Oldham.
HUG31/6 14/12	F	Y5CF		Campbell.
HUG33/5 16/12	F	5C9F		Rule.
HUG35/3 17/12	F	9KMF		Oldham.

It was issued back to 1RSU on December 24<sup>th</sup> for an engine change and a replacement starboard mainplane, returning to 13SQN on January 19<sup>th</sup>, 1943.<sup>17</sup>

1943:

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
HUG29/6 01/2	SF-Q	6N6Q		Apparently replaced by A16-235.
HUG89/1 06/2	SF-Q	7G8Q		Warlow-Davies.
HUG38/1 13/2		7OWM		Whyte. Apparently replaced A16-219.
HUG40/4 15/2	SF-Q	6N6Q		Rule.
HUG42/5 16/2		XW8U		Rule. Apparently replaced A16-192.
HUG44/2 17/2	SF-Q	WG6Q		Dickenson.
HUG47/3 18/2	SF-Q	7G7Q		Rule.
HUG46/1 19/2	SF-Q	6N4Q		Oldham. RTB due weather.
HUG49/1 20/2	SF-Q	8Q2Q		Oldham.
HUG2/2 22/2		6Q2S		Campbell. Apparently replaced A16-204.

Continued →

<sup>16</sup> RAAF Form E/E.88 Record Card – Airframes, Aero Engines, Mechanical Transport and Marine Craft for A16-156 in Aircraft Status Cards Lockheed Hudson A16-1 to A16-247; NAA: A10297, BLOCK 84.

<sup>17</sup> Ibid.



## A16-156 (continued)

1943 (continued):

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
HUG3/1 23/2	SF-Q	8D3Q		Moore. A51: Oldham.
HUG5/3 24/2	SF-Q	5T2Q		Rule.
HUG8/3 27/2	SF-Q	4Q6Q		Apparently replaced by A16-204.
HUG11/1 05/3	SF-Q	9K7Q		Rule.
HUG14/1 07/3	SF-Q	5S7Q		Moore.
HUG16/2 14/3	SF-Q	4W8Q		Operation cancelled.
HUG17/2 14/3	SF-Q	4W8Q		Mason.

With the imminent withdrawal of 13SQN from North Western Area and the relinquishing of their Hudson's, this aircraft went to 1RSU on March 16<sup>th</sup>, 1943. 2SQN got the aircraft back again on April 14<sup>th</sup>, 1943.<sup>18</sup>

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
HUG44/11 19/4	KO-G	7H7G		Mason.
HUG58/8 29/4	KO-G	6Q2G		Warlow-Davies. No A51. A50: duty 6.
HUG59/6 30/4		K9DG		W-Davies. No record A50 or A51.
HUG64/7 03/5	KO-Q	5O7Q		A Martin. A51 lists as first detail.
HUG65/5 05/5	KO-Q	2T3Q		Austin.

4RSU took over the aircraft on May 21<sup>st</sup> for a double engine change, handing it back to 2SQN on May 31<sup>st</sup>.<sup>19</sup>

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
HUG23/1 01/6	KO-Q	R6FQ		L Martin.
HUG25/1 02/6	KO-Q	8R5Q		L Martin.
HUG26/3 03/6	KO-Q	3HRQ		A Martin.
HUG28/2 04/6	KO-Q	8Z8Q		A Martin.
HUG33/1 05/6	KO-Q	3Q8Q		Mason.
HUG8/6 19/6	KO-Q	Y7UQ		L Martin.

Another engine change was undertaken by 4RSU between June 26<sup>th</sup> and July 5<sup>th</sup>, when it was handed back again.<sup>20</sup>

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
HUG46/10 06/7	KO-Q	9DGQ		Helsham. A50 only, not in A51.
HUG1/6 08/7	KO-Q	2T2Q		Brodie.
HUG6/4 09/7	KO-Q	3R8Q		Brodie.
HUG9/3 10/7	KO-Q	5T1Q		Brodie.

Continued →

<sup>18</sup> Ibid.

<sup>19</sup> Ibid.

<sup>20</sup> Ibid.

## A16-156 (continued)

1943 (continued):

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
HUG17/4 15/7	KO-Q	4E6Q		O'Neill.
HUG20/3 16/7	KO-Q	2V6Q		O'Neill.
HUG26/5 20/7	KO-Q	8CGQ		Robinson.
HUG29/3 21/7	KO-Q	3K2Q		Brodie.
HUG34/5 23/7	KO-Q	7Q6Q		Apted.

4RSU received it again on July 27<sup>th</sup>, this time for a 240-hourly. 2SQN took charge of the aircraft again on August 17<sup>th</sup>.<sup>21</sup>

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
HUG46/3 18/8	KO-Q	1N5Q		Roe.
HUG46/4 18/8		1N5Q		Robinson.
HUG2/3 19/8	KO-Q	9N9Q		Robinson.
HUG9/8 21/8	KO-Q	Z5KQ		Thomas. A50: Roe.
HUG14/6 23/8	KO-Q	Y9NQ		Brodie.
HUG25/12 25/8	KO-Q	Y9NQ		Kilgariff.
HUG29/2 26/8	KO-Q	2H2Q		Stacey.
HUG30/1 27/8	KO-Q	3L6Q		Stacey.
HUG39/2 30/8	KO-Q	UM5Q		Brodie.
HUG40/1 31/8	KO-Q	7P1Q		Brodie.
HUG44/10 31/8	KO-H	4G8H		Roe. Apparently replaced A16-213.
HUG3/7 03/9	KO-Q	1A5Q		L Martin.
HUG10/5 06/9	KO-Q	9H1Q		Brodie.
HUG13/3 07/9	KO-Q	2A5Q		Helsham.
HUG17/5 08/9	KO-Q	1Z7Q		Austin.
HUG22/2 10/9	KO-Q	G3BQ		Reed.
HUG30/2 14/9	KO-Q	2D9Q	Vapoc	Stacey.
HUG34/7 16/9	KO-Q	1A5Q		Martin.
HUG40/5 20/9	KO-Q	6N6Q		Brodie.
HUG42/6 21/9	KO-Q	4Q1Q		Roe.
HUG45/4 23/9	KO-Q	6CDQ		McKenzie.
HUG48/1 24/9	KO-Q	D5YQ		McKenzie.
HUG8/1 30/9	KO-Q	3R3Q		Roe. Replaced A16-178.
HUG11/1 01/10	KO-Q	QQ1Q		Scott.
HUG15/6 02/10	KO-Q	2QSQ	Agrog	Brodie.
HUG23/1 09/10	KO-Q	4SAQ		Northover.
HUG29/5 10/10	KO-Q	WY2Q DV6Q		Martin. Call sign change over 101530Z.
HUG32/3 12/10	KO-Q	4FNQ CN5Q		Faux. Call sign change over 121530Z.

On October 29<sup>th</sup>, 3AD at RAAF Amberley, Queensland, received the aircraft for a complete overhaul. A16-156 subsequently served with Number 2 Air Ambulance Unit (2AAU), finally being sold by the Commonwealth Disposals Commission on September 24<sup>th</sup>, 1947 to European Air Transport.<sup>22</sup>

<sup>21</sup> Ibid.

<sup>22</sup> Ibid.

**A-29-LO Hudson IIIa**  
**A16-160**  
**Ex BW742, 41-23604, c/n 6421**

A16-160 had previously been a 32SQN aircraft serving at Horn Island in the Torres Straits and it was later issued to 2SQN, being received at Batchelor on September 8<sup>th</sup>, 1942.<sup>23</sup> Between then and the end of October, it apparently flew 16 operations, including one during which its crew claimed two Japanese A6M's as probably shot down and another as possibly damaged.

1942:

Mission/Duty Date	Aircraft Letter	W/T Call sign	R/T Call sign	Remarks
BAT42/4 03/11				Robertson. W/T call sign not recorded.
BAT45/4 04/11				Morcombe. W/T call sign not recorded.
BAT2/5 07/11				Robertson. W/T call sign not recorded.

With a 240-hourly due, it was sent to 1RSU on November 19<sup>th</sup>. 2SQN received it back again on December 12<sup>th</sup>.<sup>24</sup>

Mission/Duty Date	Aircraft Letter	W/T Call sign	R/T Call sign	Remarks
BAT1/8 18/12	D	3K2D		Robertson.
BAT8/4 23/12	D	3Z6D		Robertson.
BAT12/11 24/12	D	4Q1D		James.
BAT16/3 26/12	D	2M6D		Apparently replaced by A16-242
BAT17/6 27/12	D	2X8D		Robertson.
BAT22/6 30/12	D	3Z3D		Robertson.

1943:

Mission/Duty Date	Aircraft Letter	W/T Call sign	R/T Call sign	Remarks
BAT33/4 06/1	D	YR1D		McDonald. A51: McDouall.
BAT36/5 07/1	D	ZH9D		Cancelled.
BAT37/8 07/1	D	ZH9D		James.
BAT38/2 09/1	D	H7PD		Apparently replaced by A16-197.
BAT39/4 10/1	D	7DHD		Mills.
BAT43/5 11/1	D	3A8D		Ralston.
BAT49/3 15/1		3L3L		Cambridge. Apparently replaced A16-181.
BAT16/5 21/1	D	7DND		Cancelled.
BAT21/6 24/1	D	ZH9D		Ralston.
BAT27/6 26/1	D	8L2D		Austin.
BAT29/3 27/1	D	6MBD		Goode.
BAT36/8 30/1	D	5W3D		Apparently replaced by A16-178 as duty 7
BAT43/2 01/2	D	2Y6D		Graham
BAT46/8 02/2	D	4E4D		Morcombe.
BAT3/3 05/2		5W9[...]		McDouall. W/T suffix letter not recorded.
BAT4/4 06/2	D	6F2D		Eriksen.

<sup>23</sup> RAAF Form E/E.88 Record Card – Airframes, Aero Engines, Mechanical Transport and Marine Craft for A16-160 in Aircraft Status Cards Lockheed Hudson A16-1 to A16-247; NAA: A10297, BLOCK 84.

<sup>24</sup> Ibid.

### A16-160 (continued)

5AD recorded receiving the aircraft on March 7<sup>th</sup>, 1943. On March 28<sup>th</sup>, 2SQN took charge of it again.<sup>25</sup>

1943 (continued):

Mission/Duty Date	Aircraft Letter	W/T Call sign	R/T Call sign	Remarks
BAT30/8 03/4	D	4E4D		A Martin.
BAT42/3 08/4	D	YG8D		Robertson.
BAT2/6 10/4	D	X3ND		Robertson.
HUG36/1 15/4	KO-D	7HLD		James.
HUG44/4 19/4	KO-D	7H7D		Dickenson.
HUG47/3 20/4	KO-D	3Q8D		Operation cancelled.
HUG10/1 25/4	KO-D	5G5D		Robertson.
HUG9/6 25/4	KO-D	8H6D		Robertson.
HUG22/1 29/4	KO-D	X3ND		L Martin. No A51. No serial in A50.
HUG24/2 01/5	KO-X	GB3X		Jackman.
HUG61/3 02/5	KO-X	9F9X		Robertson.
HUG62/1 03/5		3AZX		Kemp.
HUG31/1 05/5	KO-X	1FYX		L Martin.
HUG33/1 08/5	KO-X	1Y3X		Robertson.

On June 2<sup>nd</sup>, 1943, 4RSU received the aircraft for a double engine change. It was given back to 2SQN on June 18<sup>th</sup>.<sup>26</sup>

Mission/Duty Date	Aircraft Letter	W/T Call sign	R/T Call sign	Remarks
HUG10/3 20/6	KO-X	6T6X		Helsham.
HUG10/4 20/6	KO-X	6T6X		Helsham.
HUG24/1 27/6	KO-X	4E4X		Hornby.
HUG26/2 28/6	KO-X	6U1X		Hornby.
HUG30/8 30/6	KO-X	4L1X		Helsham.
HUG43/1 05/7	KO-B	1D9B		Stacey. Apparently replaced A16-178.
HUG45/2 06/7	KO-X	9D6X		Stacey.
HUG1/4 08/7	KO-X	2T2X		Helsham.
HUG5/1 09/7	KO-X	7TNX		Newman.
HUG8/2 10/7	KO-X	8B8X		Newman.
HUG21/7 15/7	KO-X	2R2X		Kemp.
HUG23/1 17/7	KO-X	6F2X		Sprigg.
HUG24/2 18/7	KO-X	9E3X		Sprigg.
HUG26/6 20/7	KO-X	8CGX		Thomas.
HUG35/9 24/7	KO-X	5S7X		Griffith.
HUG31/5 25/7	KO-X	5Y1X		Replaced by A16-213.
HUG43/6 26/7	KO-X	4H1X		Apted.
HUG44/1 27/7	KO-X	2T2X		Thomas.
HUG46/2 28/7	KO-X	B6NX		Thomas.
HUG7/3 04/8	KO-X	4G8X		Lamb.

It was sent to 5AD, who received it on August 26<sup>th</sup>, to rectify wrinkling on the wings and centre section. On December 9<sup>th</sup>, it was reportedly back with 2SQN.<sup>27</sup>

<sup>25</sup> Ibid.

<sup>26</sup> Ibid.

<sup>27</sup> Ibid.

## A16-160 (continued)

1943 (continued):

Mission/Duty Date	Aircraft Letter	W/T Call sign	R/T Call sign	Remarks
HUG43/3 11/12	KO-X	2RKX		Scott.
HUG47/3 12/12	KO-X	GD9X		Operation cancelled.
HUG48/1 13/12	KO-X	VJ4X		Oates. RTB U/S, crew then took A16-199.
HUG5/2 15/12	KO-X	H64X		Moore.
HUG12/2 17/12	KO-X	HY5X	Chumpy	Robinson.
HUG21/3 21/12	KO-X	LO5X		Coleman. Forced Landed DRY.

During the course of Hughes 21,

[a]t approximately 1445 hours Local Time [...] the starboard engine seized, and failed completely with the height of the aircraft at 3500 feet. Bombs, ammunition and guns were jettisoned, during which time the height was reduced to 1500 feet. The Captain then set course for DRYSDALE, approximately 160 miles distant.

On arrival at DRYSDALE, the [pilot] made a turn to do a circuit, prior to landing, but the aircraft began to lose height rapidly, so he made an approach at landing into the West, and made a normal single-engined approach at 100 knots, and touched down approximately 200 yards from the end of the strip at 1649 hours Local Time [...].

The aircraft ran into the clearing at the far end of the runway, where tree stumps caused damage [...].<sup>28</sup>

The aircraft was taken over by 4RSU on December 26<sup>th</sup> for field repairs. 2SQN got the aircraft back again on January 18<sup>th</sup>, 1944.<sup>29</sup>

1944:

Mission/Duty Date	Aircraft Letter	W/T Call sign	R/T Call sign	Remarks
HGS36/1 24/1	KO-X	LS5X		Ditchburn.
HGS38/1 25/1	KO-X	YO5X		Ditchburn.
HGS40/1 26/1	KO-X	UC8X		Ditchburn.
HGS16/2 05/2	KO-X	GM8X		Durbin.
HGS24/2 07/2	KO-X	JY5X		Bowers.
HGS40/4 11/2	KO-X	ZS6X		Boyd.
HGS46/2 13/2	KO-X	SV5X		Apparently replaced by G A9-496.
HGS48/4 14/2	KO-X	PF5X		Bowers.
HUG4/3 15/2	KO-X	LB1X		Northover.
HUG9/2 16/2	KO-X	FY5X		Durbin.
HUG15/5 18/2	KO-X	LZ1X		Robinson.
HUG15/2 07/3	KO-X	SE9X		Scott.
HUG17/1 08/3	KO-X	FK8X		Hayes. Replaced A16-199.
HUG22/1 09/3	KO-X	HT7X		Hayes.
HUG32/3 12/3	KO-X	CP9X		Hill. A51: Northover.
HUG38/2 13/3	KO-X	UV1X		Ingram. RTB due WX.

A16-160 then went to 2AD at Richmond for overhaul, arriving there on March 26<sup>th</sup>, and was later received by Number 1 Operational Training Unit (1OTU) on June 5<sup>th</sup>, 1944.<sup>30</sup>

<sup>28</sup> Confirmatory Memorandum, Aircraft Casualty – Hudson A16-160 in Lockheed Hudson A16 Accidents Part 3; NAA: A9845, 136.

<sup>29</sup> RAAF Form E/E.88 Record Card – Airframes, Aero Engines, Mechanical Transport and Marine Craft for A16-160 in Aircraft Status Cards Lockheed Hudson A16-1 to A16-247; NAA: A10297, BLOCK 84.

<sup>30</sup> Ibid.

**A-29-LO Hudson IIIa**  
**A16-161**  
**Ex BW743, 41-23605, c/n 6422**

A16-161 was received at 2SQN from 1AD on September 22<sup>nd</sup>, 1942, having previously served with the Squadron during April and May. It had been sent to 5AD for engine top overhaul and was passed through 1AD on its way to back to Batchelor.<sup>31</sup>

1942:

Mission/Duty Date	Aircraft Letter	W/T Call sign	R/T Call sign	Remarks
BAT48/4 06/11		1FYR		Robertson. Apparently replaced -232.
BAT78/3 14/11	B	4W4B		Apparently replaced by A16-237.
BAT8/3 16/11	B	1FYB		Daniel. Air Recce Report 112: Johns.
BAT10/2 17/11	B	Z6HB		Mills.
BAT13/2 22/11		4M5U		Hawkesford. Apparently replaced -237.
BAT14/3 23/11	B	3Q8B		Daniel.
BAT15/3 26/11	B	1H2B		Daniel.
BAT19/7 01/12	B	QB1B		Graham.
BAT20/2 02/12	B	5W9B		Moran.
BAT23/3 04/12	B	3E3B		McDouall.
BAT35/5 11/12	B	2H2B		James.

1RSU took charge of the machine on December 21<sup>st</sup>, 1942, for an engine change and a 240-hourly inspection, giving it back to 2SQN on January 23<sup>rd</sup>, 1943.<sup>32</sup>

1943:

Mission/Duty Date	Aircraft Letter	W/T Call sign	R/T Call sign	Remarks
BAT22/2 25/1	B	YR1B		Graham.
BAT26/3 26/1	B	8L2B		Moran.
BAT60/5 27/1	B	2J9B		Cambridge.
BAT36/6 30/1	B	5W3B		McDonald.
BAT39/8 31/1	B	1D4B		Eriksen.
BAT43/5 01/2	B	2Y6B		Apparently replaced by A16-240.
BAT44/3 02/2	B	4E4B		McDonald.
BAT1/5 04/2	B	1RMB		Erikson.
BAT3/2 05/2	B	5W9B		Daniel.
BAT14/4 10/2	B	UM5B		James.
BAT17/4 15/2	B	8W4B		McDouall.
BAT24/2 18/2	B	4S9B		Daniels.
BAT29/3 21/2	B	6W2B		Daniels.
BAT33/2 23/2	B	YG8B		Moran.
BAT42/7 28/2	B	2T2B		Daniel.

Continued →

<sup>31</sup> RAAF Form E/E.88 Record Card – Airframes, Aero Engines, Mechanical Transport and Marine Craft for A16-161 in Aircraft Status Cards Lockheed Hudson A16-1 to A16-247; NAA: A10297, BLOCK 84.

<sup>32</sup> Ibid.

## A16-161 (continued)

1943 (continued):

Mission/Duty Date	Aircraft Letter	W/T Call sign	R/T Call sign	Remarks
BAT43/12 03/3	B	G3BB		Robertson.
BAT45/10 04/3	B	5Z4B		Daniel. A51: duty 11.
BAT47/11 05/3	B	7H2B		Apparently replaced by A16-217.
BAT2/3 09/3	B	6M6B		Newman.
BAT5/5 13/3	B	5L3B		F Martin.
BAT11/8 15/3	B	3A8B		Eriksen.
BAT12/2 16/3	B	M1KB		Cambridge.
BAT14/3 19/3	B	1P8B		Kilgariff.
BAT16/3 20/3	B	3CHB		A Martin.
BAT19/3 24/3	B	4Y7B		Apparently replaced by A16-169.
BAT20/2 26/3	B	3N1B		Stacey.
BAT23/2 27/3	B	3F3B		Kilgariff.
BAT26/2 29/3	B	6NHB		Robertson.
BAT30/6 03/4		4E4W		L Martin. Apparently replaced A16-219.
HUG44/9 19/4	KO-B	7H7B		Apparently replaced by A16-186.

It was sent south to 1AD at RAAF Laverton, Victoria, during April, apparently on its way to 5AD for another 240-hourly and engine change, but it was recorded as being received back at 2SQN on April 23<sup>rd</sup>, so whether 1AD did the work instead of 5AD or not isn't clear. A few days after being recorded as back with 2SQN though, it was issued to 1RSU, then 5AD was noted as receiving the aircraft shortly after on May 6<sup>th</sup> and it seems to have stayed there for nearly a year. It eventually found its way to 1OTU around mid-July, 1944.<sup>33</sup>

<sup>33</sup> Ibid.

**A-29-LO Hudson IIIa**  
**A16-166**  
**Ex BW416, 41-23278, c/n 6095**

This aircraft was received by 2AD, RAAF Richmond, New South Wales, from the United States on January 8<sup>th</sup>, 1942. Its first tour was with 7SQN. 13SQN took charge of it on August 20<sup>th</sup>, 1942. On October 5<sup>th</sup>, it was received by 1RSU and was back in 13SQN hands on the 22<sup>nd</sup>.<sup>34</sup>

1942:

Mission/Duty Date	Aircraft Letter	W/T Call sign	R/T Call sign	Remarks
HUG22/2 25/10		9C8A		Rule. Apparently replaced A16-204.
HUG1/4 17/11	J	5P3J		Dickenson. RTB, receiver and ICS U/S.
HUG4/1 20/11	J	8B4J		Rule.
HUG6/2 21/11	J	6L5J		Dickenson.
HUG11/4 26/11	J	7M3J		Oldham.
HUG16/2 01/12		6Y7T		Harding. Apparently replaced A16-245.
HUG17/2 02/12		6A8T		Kemp. Apparently replaced A16-245.
HUG19/2 03/12	J	2H2J		Dickenson.
HUG21/5 05/12	J	7R9J		Dickenson.
HUG27/7 10/12		5N8J		Moore.
HUG30/1 14/12	J	Y5CJ		Operation cancelled.
HUG33/6 16/12	J	5C9J		Campbell.
HUG36/2 19/12	J	3K2J		Whyte.
HUG40/1 24/12	J	8T3J		Dickenson.
HUG42/5 24/12	J	8T3J		Thomson. <b>Failed to Return.</b>

North Western Area had ordered all available Hudson's to attack four Japanese merchant ships and one destroyer reported during the morning of December 24<sup>th</sup> to have been at Laivai. If the ships weren't there, the plan was to search ten miles to the east and twenty miles to the west of Laivai. If they still weren't found, then the aircraft were to attack either Baucau, Laga or Lautem. Being a joint 2 Squadron and 13 Squadron enterprise, the Commanding Officers of those squadrons were to co-operate in the planning of the finer details of the operation.<sup>35</sup> 2SQN were able to provide four Hudson's (Batchelor 12) and 13SQN supplied three Hudson's (Hughes 42).

A16-166 made an on-time departure at 3:13 pm, two minutes behind A16-212 with A16-219 getting airborne at 3:14 pm.<sup>36</sup> All three aircraft, each loaded with two 250-lb Semi Armour Piercing bombs with a 1 second delay tail fuse, three 250-lb General Purpose bombs with an instantaneous nose fuse and a 1 second delay tail fuse and two 100-lb Anti Shipping bombs with a 1 second delay tail fuse, formed up in Vic with the idea of joining up with the 2SQN aircraft and then tracking for Darwin before taking up a track of 315° across the Timor Sea.<sup>37</sup> In due course, Cape Lore was identified from a distance of 10 to 15 miles so the formation turned right and tracked for Jaco Island then followed the Timor coast, about two or three miles offshore, to Cape Hero where a climb to 4,000 feet was initiated. Continuing coastal, off shore, at 4,000 feet and 120 knots, the ships were sighted from a distance of 10 miles at anchor just to the east of Laivai.

<sup>34</sup> RAAF Form E/E.88 Record Card – Airframes, Aero Engines, Mechanical Transport and Marine Craft for A16-166 in Aircraft Status Cards Lockheed Hudson A16-1 to A16-247; NAA: A10297, BLOCK 84.

<sup>35</sup> DA/G2/24 Dec in AWM66, 15/1/22.

<sup>36</sup> RAAF Form A51 Unit History Sheet Detail of Operations by No.13 Squadron entry for Hug 42 of 24/12/42 in RAAF Unit History Sheets Number 13 Squadron Jun 40 – Dec 45; NAA: A9186, 35.

<sup>37</sup> HUG/MS3/24 Dec in AWM66, 15/1/22.



### A16-166 (continued)

The first pair of 2SQN's aircraft dived directly in, but the second pair made a wide right-hand turn which the three 13SQN Hudson's, now in echelon starboard, weren't able to follow. This turn forced the leader of the 13SQN element to perform a left-hand orbit prior to commencing their attack and it was during this manoeuvre that A16-166, the number two in the formation, apparently lost formation. It was last seen by the crew of A16-219, Hughes 46 duty 6 – flying as number 3, whilst they were making their dive attack on a north-westerly heading, following the leader. A16-166 was below them and flying in an easterly direction, approximately at right-angles to the other two aircraft; the turret gunner of A16-219 having to hold his fire so as not to hit the other aircraft. Medium and light calibre anti-aircraft fire was reported from all four merchant ships during the attack with bursts reported up to 4,000 feet.<sup>38</sup>

The crewmembers of A16-166 were:

Pilot	Flying Officer Gordon Pirie Thomson,
Observer	Sergeant Reginald Stuart West,
WAG	Sergeant Keith Gilbert Chote,
WAG	Sergeant Reginald Mervyn Clark, and
WAG	Sergeant John McArthur Dunbar. <sup>39</sup>

After the end of the Pacific War, wreckage of an aircraft which appeared to have been either a Hudson or Ventura was found, along with the remains of five people.<sup>40</sup> Information from the original, said to be unreliable, informant claimed that he had witnessed the aircraft being shot down by Japanese fighters approaching from the direction of Lautem during February or March, 1943.<sup>41</sup> As this claim wasn't consistent with existing information, the investigating officer consulted a former Japanese Imperial Army Captain who had served in Timor as an Intelligence Officer and who's information was considered to be reliable. In his statement, he claimed that late in the afternoon of December 24<sup>th</sup>, 1942, a Hudson aircraft, trailing black smoke and flying on one engine was being pursued by two Japanese Zero's and had then crashed (on land) near the south coast of Timor about a mile and a half south of Cape Lore.<sup>42</sup> Since the information thus derived coincided with the loss of A16-166, it was considered that, even though the human remains weren't identified, the wreckage must have been that of A16-166 and therefore the missing members were reclassified as killed in air operations.<sup>43</sup>

The crew were subsequently buried in the Koepang War Cemetery but were later re-buried at the Galala War Cemetery on Ambon.<sup>44</sup>

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<sup>38</sup> No. 13 Squadron Attack Report No. 15, dated 25/12/42 in AWM66, 15/1/22.

<sup>39</sup> 2BPSO signal M547 of December 25<sup>th</sup> (1942) in Casualty Repatriation File Chote Keith Gilbert 405542; NAA: A705, 163/96/208.

<sup>40</sup> Memorandum titled "Hudson Aircraft A16-166", dated 7.5.46, *ibid*.

<sup>41</sup> Extract of Report Dated 13/1/46 by F/LT. Hamer referred to as Case 5, *ibid*.

<sup>42</sup> Extract of Report Dated 15/1/46 by F/LT. Hamer, *ibid*.

<sup>43</sup> Memorandum titled "Hudson Aircraft A16-166", dated 7.5.46, *ibid*.

<sup>44</sup> Burial, Crew Hudson A16-166, dated 17 September, 1952, *ibid*.

**A-29-LO Hudson IIIa**  
**A16-169**  
**Ex BW419, 41-23281, c/n 6098**

After a brief stint with 23SQN and service with 32SQN, this machine was recorded as having been received by 2SQN on February 20<sup>th</sup>, 1943.<sup>45</sup> That date was evidently incorrect as this aircraft had flown two operations with 2SQN during January.

1943:

Mission/Duty Date	Aircraft Letter	W/T Call sign	R/T Call sign	Remarks
BAT37/6 07/1	C	ZH9C		Daniels.
BAT41/3 11/1	C	6NHC		Goode.
BAT30/4 22/2		D3FQ		Ralston. Apparently replaced A16-240.
BAT36/7 25/2	C	X3NC		Mills.
BAT42/10 28/2	C	2T2C		Ralston.
BAT45/12 04/3	C	5Z4C		James.
BAT46/8 05/3	C	1PBC		James.
BAT3/4 10/3	C	4Y7C		Apparently replaced by A16-241.
BAT7/2 14/3	C	8CGC		Robertson.
BAT11/7 15/3	C	3A8C		James.
BAT12/3 16/3	C	M1KC		Robertson.
BAT15/2 19/3	C	7H2C		Newman. A51 incorrectly records as -161.
BAT16/4 20/3		3CHG		Eriksen. Apparently replaced A16-238.
BAT19/3 24/3		4Y7B		Burns. Apparently replaced A16-161.
BAT26/6 29/3	C	6NHC		McDonald.
BAT30/4 03/4	C	4E4C		Burns. <b>Failed to Return.</b>

Six Hudson's were ordered to carry out a low-level attack on Timoeka (airfield and environs). Carrying a bomb load of ten 100-lb bombs each, the aircraft were individually assigned some well-spaced grid references along which to drop their sticks with the view of destroying concealed dumps as, apart from some huts, the location of the dumps was ill-defined with no obvious aim point. Strafing was also to be carried out with particular attention to barges and Japanese troops. Additionally, crews were to look for a pontoon believed to have been loaded with petrol drums and to take oblique photographs if possible. All aircraft were to forward deploy to Millingimbi on the afternoon of the 2<sup>nd</sup> and return to Batchelor via Millingimbi after completing the operation.<sup>46</sup>

The aircraft proceeded to the target in two Vics of three and made landfall at Cape Steenboom (18nm to the south-east of Timoeka) at 030100Z (10:30 am Darwin local time), then changing formation to echelon starboard for their run in to the target on a heading of 280°. The leading section at 1,300 feet and the second section at 1,500 feet. Time on target was 0106Z (10:36 am). Hudson A16-169, being flown by Squadron Leader Burns was leading the second section of three aircraft. His bombing run was concentrated on the village of Keaukwa, about 1.8nm to the north-west of Timoeka and other aircraft in the formation observed his bombs destroying several huts. Intense and accurate 50 calibre machine gun fire was reported from positions along the southern boundary of the airfield as well as from a position to the north. It was during his strafing run on the airfield, at 0112Z (10:42 am Darwin time), that A16-169 was apparently hit whilst at a height of 200 feet, by machine gun fire from the southern side about mid-way along the runway. The aircraft reportedly "turned over on his wing and began to dive in" and a white flash was seen before being lost to view amongst thick bush.

<sup>45</sup> RAAF Form E/E.88 Record Card – Airframes, Aero Engines, Mechanical Transport and Marine Craft for A16-169 in Aircraft Status Cards Lockheed Hudson A16-1 to A16-247; NAA: A10297, BLOCK 84.

<sup>46</sup> DA/G2/2 Apr in AWM66, 15/1/34.

### A16-169 (continued)

No smoke, dust or flames were seen from the crash site.<sup>47</sup> The Form Blue, submitted immediately after the other aircraft had returned to Batchelor, reported that the aircraft had been shot down and crashed near the north-west corner of the airstrip and that a flash had been seen from amidships whilst the aircraft was diving.<sup>48</sup> A much later report stated that a red flash had been seen on the port side of the aircraft and that it then pulled up and rolled to starboard, apparently under full control as if the pilot was selecting another target, but that it then dived and crashed, right wing down.<sup>49</sup>

The crash wasn't considered to have been survivable. The crew consisted of:

Pilot	Squadron Leader Malcolm Carroll Burns,
Navigator	Flight Sergeant Alan Arthur Dean,
WAG	Pilot Officer Leslie Richard Jope (Gunnery Leader),
WAG	Sergeant Robert James Johnstone, and
WAG	Sergeant Kelvin Jones. <sup>50</sup>

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<sup>47</sup> Report on BAT.30 of 3<sup>rd</sup> April, 1943, No. 2 Squadron Report No. 38, dated 3/4/43 in RAAF Squadron Narrative Reports 2 Squadron; NAA: A9652, BOX2.

<sup>48</sup> BAT/B1/3 Apr in AWM66, 15/1/34.

<sup>49</sup> Department of Air Minute Paper titled Presumption of Death of Crew of Hudson Aircraft A16-169, dated 12.11.46 in Presumption of Death – Casualties in Royal Australian Air Force Units – Minutes; NAA: A705, 166/1/319 PART 3.

<sup>50</sup> Ibid.

**A-29-LO Hudson IIIa**  
**A16-171**  
**Ex BW421, 41-23283, c/n 6095**

After arrival in Australia during January, 1942, this aircraft served with 7SQN, 10TU and then 6SQN, finally being recorded as having been received by 2SQN at Hughes, NT, on May 3<sup>rd</sup>, 1943. By this date though, the aircraft had evidently been with 2SQN for long enough to have flown on 5 operations.<sup>51</sup>

1943:

Mission/Duty Date	Aircraft Letter	W/T Call sign	R/T Call sign	Remarks
HUG21/2 28/4	KO-T	K9DT		L Martin. No A51. A50 indicates duty 1.
HUG58/2 29/4	KO-T	6Q2T		Mason. No A51. A50 indicates duty 5.
HUG25/3 01/5	KO-R	GB3R		Austin.
HUG61/2 02/5	KO-R	9F9R		Mason.
HUG62/2 03/5		3AZR		Newman.
HUG32/3 07/5	KO-R	5B5R		Jackman. <b>Failed to Return.</b>

Four Hudson's were ordered to attack Taberfane and Maikoor on May 7<sup>th</sup>. Beaufighters from 31SQN had attacked floatplanes there the previous morning, finding them drawn up on a white beach which commenced about ½ a mile south of Taberfane. All of the floatplanes had been located south of that village, but some stores and huts had been seen in amongst the coconut plantation inland from the beach. On the way to the target, the Hudson's were to carry out a Parallel Track Search with a track spacing based on a visibility distance of 3 miles with the object of locating a missing Beaufighter, its dinghy or crew, which had failed to return from their Taberfane strike the previous morning. Upon reaching the target, three of the Hudson's were to conduct low level bombing runs through the coconut plantation starting from the beach at the southernmost portion of the plantation and running inland about 200 yards towards Taberfane. The other Hudson was to bomb Maikoor village. Each aircraft would be loaded with ten 100-lb American Demolition bombs with an instantaneous nose fuse and a 1/10<sup>th</sup> of a second delay tail fuse. On the return journey, the four Hudson's were to search down the [west] coast of Aru Island from Maikoor and then around the southern end of the island before conducting another Parallel Track Search back to Millingimbi, again searching for the missing Beaufighter or its crew. If they did find the missing aircraft/crew, radio silence was to be broken and the position signalled immediately and supplies were to be dropped. The crews were reminded that, even though the Beaufighter strike the previous morning had claimed to have destroyed nine floatplanes on the beach, the Hudson's were to work in formation and be ready for others. Photographs were required of the bombing runs, the area around Taberfane where the floatplanes had been reportedly destroyed and of Maikoor.<sup>52</sup> The number of participating Hudson's was shortly after changed to "up to 5".<sup>53</sup>

The mission hadn't gone well. The initial return report stated that HUG32/4 (A16-211) had crashed on landing and that HUG32/3 had been shot down by a "Rufe" over Maikoor.<sup>54</sup>

No shipping had been sighted, nothing of interest was seen on the beach at Taberfane, the missing Beaufighter wasn't seen and no bombs were dropped – three of the aircraft jettisoned their combined

<sup>51</sup> RAAF Form E/E.88 Record Card – Airframes, Aero Engines, Mechanical Transport and Marine Craft for A16-171 in Aircraft Status Cards Lockheed Hudson A16-1 to A16-247; NAA: A10297, BLOCK 84.

<sup>52</sup> DA/G1/6 May in AWM66, 15/1/39.

<sup>53</sup> DA/G2/6 May, *ibid.*

<sup>54</sup> HUG/MS5/7 May, *ibid.*

## A16-171 (continued)

load of thirty 100-lb Demolition bombs, duty 4 (A16-211) crash landed at Millingimbi with its full bomb load still aboard and duty 3, A16-171, was shot down still carrying theirs.<sup>55</sup>

### APPROACH ETC AND INTERCEPTION :

Aircraft on outward track flew line abreast. Bad weather was encountered from latitude 10° S., extending to latitude 7° S.

Landfall was made about 20 miles SOUTH of mouth of MAIKOOR Inlet. About 5 miles SOUTH of TABERFANE village aircraft were flying at 4,000 feet in Vic with three aircraft on the port side.

HUG. 32/3 was observed to be some 600 yards astern of the rest of the formation. At this point at 07/0105Z., interception was made by two "RUFES." The first [was observed] about 3,000 feet below our formation. This attacked from the starboard bow, breaking off at about 600 yards. The second "RUFES" dived on the formation attacking from port quarter. During the next fourteen minutes the two "RUFES" made from 16 to 20 attacks. The majority of these were co-ordinated by the two "RUFES" from the bow and opposite quarter simultaneously either diving attacks, or first climbing, well out of range to obtain height, diving and then climbing up from underneath at high speed enhanced by the previous dive. Attacks were determined and pressed closely some to within 30 yards. Hudsons were losing height throughout the engagement. Three aircraft jettisoned bombs when at approximately 1,000 feet.

HUG. 32/3 was shot down with full bomb load. HUG. 32/4 did not jettison his bombs. After the four remaining Hudsons had lost height almost to ground level at 07/0119Z the "RUFES" did not continue their attacks and were lost sight of.

### LOSS OF HUG. 32/3

One "RUFES" after having attacked the formation dived under its tail and came up behind and below HUG. 32/3. This attack, which took place at 07/0112Z was pressed home to within 20 yards. Other crews state that a collision seemed inevitable at one stage. Trace[r] from the turret of HUG. 32/3 was seen around the "RUFES" but the enemys [sic] attack crippled our aircraft which climbed steeply, turned on its back for a second or two and then dived vertically, bursting into flames before reaching the ground. An explosion followed, and a column of black smoke was still rising as our aircraft left the area. (HUG. 32/3 crashed about 2 miles WEST of WORKAIO village.)

### MARKINGS OF "RUFES"

Coloured dark bronze green. Red roundels observed only on uper [sic] surface of wing.

Undersurface was light in colour.<sup>56</sup>

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<sup>55</sup> HUG/B1/7 May, *ibid*.

<sup>56</sup> Report on HUG. 32 of 7<sup>th</sup>. May 1943, No. 2 Squadron Report No. 95, dated 7/5/43 in RAAF Squadron Narrative Reports 2 Squadron; NAA: A9652, BOX 2.

## A16-171 (continued)

The crew of A16-171 consisted of:

Pilot	Warrant Officer Vivian Lughton Jackman,
Navigator	Flying Officer Duncan Richard Hicks,
WAG	Flight Sergeant Ian William McKenzie,
WAG	Flight Sergeant Edward Quinn, and
WAG	Sergeant Donald Arthur Emery. <sup>57</sup>

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<sup>57</sup> 2BPSO signal M540 of 7<sup>th</sup> May (1943) in Casualty Repatriation File Hicks Duncan Richard 405161; NAA: A705, 166/17/140.

**A-29-LO Hudson IIIa**  
**A16-177**  
**Ex BW670, 41-23532, c/n 6349**

Assembled at 1AD after arrival from the UK, A16-177 went to 2SQN during April, 1942 and continued with the Squadron until October 18<sup>th</sup>, when it was received by 5AD at Wagga Wagga and then 6SQN. It later did a second tour with 2SQN, returning on March 29<sup>th</sup>, 1943.<sup>58</sup>

1943:

Mission/Duty Date	Aircraft Letter	W/T Call sign	R/T Call sign	Remarks
BAT4/11 10/4	Z	6Q2Z		Apparently replaced by A16-211.
HUG32/1 14/4	Z	2M6Z		Stacey.
HUG44/13 19/4	KO-Z	7H7Z		Stacey.
HUG5/2 23/4	KO-Z	5W9Z		A Martin.
HUG6/3 24/4	KO-Z	6S7Z		L Martin.
HUG12/2 25/4	KO-Z	5G5Z		McDonald.
HUG35/3 08/5	KO-L	1Y3L		McDouall.

On June 4<sup>th</sup>, 1943, it was received by 4RSU for a 240-hourly and a double engine change. With this work completed, it was handed back to 2SQN on June 16<sup>th</sup>, although that didn't stop the aircraft being erroneously tasked for two ops before it was back in squadron hands.<sup>59</sup>

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
HUG33/2 05/6	KO-L	3Q8L		Apparently replaced by A16-185.
HUG34/4 06/6	KO-L	1A8L		Apparently replaced by A16-185.
HUG8/5 19/6	KO-L	Y7UL		U/S. Replaced by A16-227.
HUG9/2 20/6		K9NL		Apparently replaced by A16-227.
HUG12/1 21/6	KO-L	5G5L		Stacey.
HUG14/2 22/6	KO-L	L1ML		Stacey.

The Squadron must have been dissatisfied with the aircraft's performance because it was issued back to 4RSU on June 25<sup>th</sup> for another engine change. On July 5<sup>th</sup>, 2SQN took the aircraft back.<sup>60</sup>

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
HUG5/2 09/7	KO-L	7TNL		Robinson.
HUG13/5 13/7	KO-L	2J9L		Sprigg.
HUG33/3 22/7	KO-L	GQ5L		Sprigg.
HUG48/4 28/7	KO-L	5Y7L		Reed.
HUG13/6 07/8	KO-L	6E5L		Faux.

Continued →

<sup>58</sup> RAAF Form E/E.88 Record Card – Airframes, Aero Engines, Mechanical Transport and Marine Craft for A16-177 in Aircraft Status Cards Lockheed Hudson A16-1 to A16-247; NAA: A10297, BLOCK 84.

<sup>59</sup> Ibid.

<sup>60</sup> Ibid.

**A16-177 (continued)**



**A16-177/KO-L undergoing an engine run at Hughes. Aircraft is identifiable by its individual identification letter immediately aft of the fuselage roundel and the "77" on the undercarriage leg fairing.** [Aviation Heritage Museum of WA image P000498 via Mike Mirkovic].

1943 (continued):

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
HUG28/2 11/10	KO-L	OX6L		Scott.
HUG32/6 12/10	KO-L	4FNL CN5L		Newman. Call sign change over 121530Z.
HUG35/3 14/10	KO-L	QY3L CW1L		Scott. Call sign change over 141530Z.
HUG42/5 19/10	KO-L	CX8L		Oates.
HUG46/6 21/10	KO-L	GG2L RV1L		Roe. Call sign change over 201530Z.
HUG47/1 22/10	KO-L	4AQL		Craze.
HUG48/1 22/10	KO-L	ZS6L		Replaced by A16-154.
HUG2/3 25/10	KO-L	PF5L		Scott.
HUG13/2 01/11	KO-L	LX7L		Dennis. Replaced A16-154.
HUG17/1 03/11	KO-L	Q17L		Replaced by A16-199.

November 3<sup>rd</sup> saw the aircraft back at 4RSU for yet another engine change; it was back with 2SQN six days later on the 9<sup>th</sup>.<sup>61</sup>

<sup>61</sup> Ibid.



## A16-177 (continued)

1943 (continued):

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
HUG36/6 14/11	KO-L	4HPL UL5L		Scott. Call sign change over 141530Z.
HUG40/1 17/11	KO-L	WV6L		Hennock.
HUG42/2 18/11	KO-L	SC9L		Brockhurst.
HUG3/4 22/11	KO-L	CJ9L		Craze.
HUG6/3 23/11	KO-L	HK8L		Northover.
HUG8/2 24/11	KO-L	PR7L		Dennis.
HUG9/1 25/11	KO-L	UL5L		Helsham.
HUG11/1 26/11	KO-L	M51L		Hayes.
HUG49/2 13/12	KO-L	Q43L		Hayes.
HUG4/x 14/12				Apted. A51 only, no Mauve.
HUG6/1 15/12	KO-L	GG2L		Ditchburn.
HUG9/4 16/12	KO-L	LO5L		Brodie.
HUG14/2 18/12	KO-L	4ENL		McKenzie.
HUG17/2 20/12	KO-L	2QSL		Brockhurst.

On January 9<sup>th</sup>, 1944, it was back with 4RSU for an 80-hourly and a double engine change. From there, it went to 1AD and then to Australian National Airways at Parafield, South Australia, to be converted into an air ambulance in which capacity it served with No. 2 Air Ambulance Unit.<sup>62</sup>

<sup>62</sup> Ibid.

**A-29-LO Hudson IIIa**  
**A16-178**  
**Ex BW671, 41-23533, c/n 6350**

This aircraft was received at 1AD at RAAF Laverton, Victoria, on March 23<sup>rd</sup>, 1942, from the United Kingdom. After assembly, it was issued to 2SQN at Batchelor, Northern Territory, on April 17<sup>th</sup> for its first operational tour. Between the end of June and mid-September, the aircraft shuffled between 2SQN, 1RSU and 5AD. It was returned to 2SQN on October 25<sup>th</sup>.<sup>63</sup>

1942:

Mission/Duty Date	Aircraft Letter	W/T Call sign	R/T Call sign	Remarks
BAT8/4 16/11	H	1FYH		Johns. (Air Recce Report 112: Daniel).
BAT11/2 18/11	H	ZH9H		Daniel.
BAT14/4 23/11	H	3Q8H		Robertson.
BAT15/5 26/11	H	1H2H		Eriksen.
BAT16/4 27/11	H	6NHH		Johns.
BAT19/2 01/12	H	QB1H		Eriksen.
BAT20/7 02/12	H	5W9H		Cambridge.
BAT24/2 05/12		"1595"		James. W/T call sign is NOT correct.
BAT27/6 06/12	H	4R9H		Robertson.
BAT33/5 10/12	H	4Q1H		Johns.
BAT34/2 11/12	H	4B9H		Ralston.
BAT39/4 13/12	H	7H7H		Robertson.
BAT41/5 14/12	H	9A4H		Cambridge.
BAT48/8 16/12	H	3E3H		Cambridge.
BAT49/5 17/12	H	2H2H		Eriksen.

1943:

Mission/Duty Date	Aircraft Letter	W/T Call sign	R/T Call sign	Remarks
BAT25/2 02/1		4W4U		Ralston. Apparently replaced A16-237.
BAT30/3 03/1	H	5YTH		Cambridge.
BAT33/2 06/1	H	YR1H		Morcombe.
BAT39/3 10/1	H	7DHH		McDouall.
BAT41/4 11/1	H	6NHH		Graham.
BAT44/3 12/1	H	1G8H		Robertson.
BAT49/4 15/1	H	3L3H		Graham.
BAT36/8 30/1		5W3D		Graham. Apparently repl -160 as duty 7.
BAT39/7 31/1	H	1D4H		Cambridge.
BAT43/4 01/2	H	2Y6H		Cambridge.
BAT44/2 02/2	H	4E4H		Daniel.

On February 15<sup>th</sup>, 1943, 1RSU took charge of it for a 240-hourly. It was returned to 2SQN on March 18<sup>th</sup>.<sup>64</sup>

<sup>63</sup> RAAF Form E/E.88 Record Card – Airframes, Aero Engines, Mechanical Transport and Marine Craft for A16-178 in Aircraft Status Cards Lockheed Hudson A16-1 to A16-247; NAA: A10297, BLOCK 84.

<sup>64</sup> Ibid.

## A16-178 (continued)

1943 (continued):

Mission/Duty Date	Aircraft Letter	W/T Call sign	R/T Call sign	Remarks
BAT19/4 24/3	H	4Y7H		Cambridge.
BAT23/3 27/3		3F3O		Newman. Apparently replaced A16-217.
BAT28/3 01/4	H	3Q8H		Newman.
BAT1/2 10/4	H	X3NH		Cameron. Operation cancelled.
BAT6/4 11/4	H	3HRH		Cameron.
HUG44/10 19/4	KO-H	7H7H		O'Neill. Returned to DRY on one engine.

The crew reported that, just after their bombing run over Koepang, oil pressure on the number 1 (port) engine dropped. Pressure was restored but, at 5 to 10 minute intervals, the engine would cough, lose 200 RPM and shoot a long flame from the exhaust. After running for 45 minutes in this condition, the oil pressure dropped again so the pilot shut the engine down. On arrival overhead Drysdale at 1,500 feet, two red very cartridges were fired from the aircraft and permission to land was immediately given. Another aircraft had just touched down and it was still back-tracking along the runway in-use when A16-178 was on finals so, at 500 feet, A16-178 had to abort the landing and perform a single-engine go-around. Another circuit was flown, at 500 feet, followed this time by a successful landing with the aircraft being allowed to roll the full length of the runway. Just towards the end of its roll-out, the aircraft swung slightly to the right and came to a stop when the leading edge of the right-hand wing came into contact with a small tree. Despite the very low impact speed, a nearly 1-foot radius gash was made to the leading edge about 6 feet in from the wing-tip.<sup>65</sup> Responsibility for A16-178 was handed over to 1RSU who took charge of it on April 22<sup>nd</sup>. They sent it off to 5AD at Wagga Wagga and it was received by 2SQN again at Hughes on July 4<sup>th</sup>, 1943.<sup>66</sup>

Mission/Duty Date	Aircraft Letter	W/T Call sign	R/T Call sign	Remarks
HUG43/1 05/7	KO-B	1D9B		RCM. Apparently replaced by A16-160.
HUG46/8 06/7	KO-B	9DGB		Griffiths.
HUG91/5 11/7	KO-B	9G2B		A51: Kemp.
HUG15/8 14/7	KO-B	5C9B		Griffiths. RTB.
HUG21/9 15/7	KO-B	2R2B		Robinson.
HUG23/2 17/7	KO-B	6F2B		Helsham.
HUG24/1 18/7	KO-B	9E3B		Helsham.
HUG26/9 20/7	KO-B	8CGB		Stacey.
HUG34/6 23/7	KO-B	7Q6B		Helsham. Replaced A16-230.
HUG45/5 27/7	KO-B	8N1B		Griffiths.
HUG47/1 29/7	KO-F	4R9F		Craze. A51: Faux, flew as duty 2. RTB. Apparently replaced A16-199.
HUG48/6 28/7	KO-B	5Y7B		Oates.
HUG1/1 31/7	KO-B	6F2B		Coleman.
HUG2/2 01/8	KO-B	6L5B		Coleman.
HUG13/8 07/8	KO-E	6E5E		Sprigg. Apparently replaced unk KO-E.
HUG17/7 09/8	KO-B	3T8B		Apted.

Continued →

<sup>65</sup> Confirmatory Memorandum, Aircraft Accident Hudson A16-178 in Lockheed Hudson A16 Accidents Part 4; NAA: A9845, 137.

<sup>66</sup> RAAF Form E/E.88 Record Card – Airframes, Aero Engines, Mechanical Transport and Marine Craft for A16-178 in Aircraft Status Cards Lockheed Hudson A16-1 to A16-247; NAA: A10297, BLOCK 84.

## A16-178 (continued)

1943 (continued):

Mission/Duty Date	Aircraft Letter	W/T Call sign	R/T Call sign	Remarks
HUG19/1 11/8	KO-B	7L5B		Faux.
HUG24/3 13/8	KO-B	K9DB		Coleman.
HUG29/7 14/8	KO-B	6M3B		Unserviceable.
HUG62/6 14/8	KO-B	4B9B		O'Neill.
HUG48/6 18/8	KO-B	6U1B		Griffiths.
HUG5/1 20/8	KO-B	2Y6B		Stacey.
HUG7/2 21/8	KO-B	5Q2B		Stacey.
HUG14/5 23/8	KO-B	Y9NB		Coleman.
HUG17/11 23/8	KO-B	6A7B		Roe.
HUG25/11 25/8	KO-B	Y9NB		Griffiths.
HUG31/3 27/8	KO-B	K9DB		Apparently replaced by A16-230.
HUG44/9 31/8	KO-B	4G8B		Griffiths.
HUG45/1 01/9	KO-B	3E3B		Reed. No record found in A50 or A51.
HUG46/2 02/9	KO-B	7D6B		Reed.
HUG46/3 23/9	KO-B	3U2B		Cameron.
HUG8/1 30/9	KO-B	3R3B		Replaced by A16-156.
HUG16/2 03/10	KO-B	DY2B	Nutsail	Hennick.
HUG29/7 10/10	KO-B	WY2B DV6B		Kilgariff. Call sign change over 101530Z.
HUG33/1 14/10	KO-B	GA9B		Ingram. Replaced A16-207.
HUG34/1 15/10	KO-B	VR3B		Oldridge. <b>Failed to Return.</b>

A16-178 and crew were tasked to carry out a Search Koala<sup>67</sup> which was a set flight route originating from and returning to Millingimbi. The aircraft departed Millingimbi at 150020Z<sup>68</sup> (10:50 am Darwin daylight savings time on the 15<sup>th</sup>), five minutes behind ETD<sup>69</sup> and wasn't seen or heard from again.<sup>70</sup>

The crew of A16-178 consisted of:

Pilot	Flying Officer John Pomeroy Oldridge,
Navigator	Sergeant Francis Richard Drake-Brockman,
WAG	Flight Sergeant John Francis George Cullen,
WAG	Flight Sergeant Donald Neal Rumble, and
AG	Sergeant David William Petch. <sup>71</sup>

<sup>67</sup> DA/G1/14 Oct in AWM66, 15/1/68.

<sup>68</sup> MIL/MR1/15 Oct, *ibid*.

<sup>69</sup> MIL/MR3/14 Oct, *ibid*.

<sup>70</sup> MIL/MR3/15 Oct, *ibid*.

<sup>71</sup> Department of Air Minute Presumption of Death of Crew of Hudson Aircraft A.16-178, dated 19 Nov 46 in Presumption of Death – Casualties in Royal Australian Air Force Units – Minutes; NAA: A705, 166/1/319 PART 3.

**A-29-LO Hudson IIIa**  
**A16-180**  
**Ex BW673, 41-23535, c/n 6352**

After service with 32SQN, A16-180 spent five months at 10TU before being received by 2SQN on October 12<sup>th</sup>, 1943. A few days later, on October 15<sup>th</sup>, it had a heavy landing on return from a test flight, causing damage to the left main gear and centre section. The aircraft was sent to 4RSU for temporary repairs prior to onward movement to 14ARD for rectification. 4RSU received it on October 25<sup>th</sup> and 14ARD on the 29<sup>th</sup>. After repairs, the machine went to Number 6 Communications Unit (6CU) during January, 1944.<sup>72</sup>



This is A16-180 at 4RSU, Pell. According to its E/E88, it was there only between October 25<sup>th</sup> and 29<sup>th</sup>, being then sent further south to 14ARD at Gorrie. The location in this image is confirmed as being Pell by the presence of the Beaufighter to the right of shot. Although its identity isn't visible in this cropped version of the photograph, it is identifiable in the original. It is 31SQN's Beaufighter A19-83/EH-D, which was at Pell from September 14<sup>th</sup> to November 27<sup>th</sup>, 1943, for a double engine change and a 240-hourly. [*Aviation Heritage Museum of WA image P980529 via Mike Mirkovic*].

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<sup>72</sup> RAAF Form E/E.88 Record Card – Airframes, Aero Engines, Mechanical Transport and Marine Craft for A16-180 in Aircraft Status Cards Lockheed Hudson A16-1 to A16-247; NAA: A10297, BLOCK 84.

**A-29-LO Hudson IIIa**  
**A16-181**  
**Ex BW674, 41-23536, c/n 6353**

From the United Kingdom, this aircraft was delivered to 1AD at RAAF Laverton, Victoria, on March 23<sup>rd</sup>, 1942. It arrived at 2SQN for the first time on April 21<sup>st</sup>. After a period of service and periodic maintenance, 2SQN got the aircraft back again on October 8<sup>th</sup>.<sup>73</sup>

1942:

Mission/Duty Date	Aircraft Letter	W/T Call sign	R/T Call sign	Remarks
BAT42/6 03/11				Eriksen. W/T call sign not recorded.
BAT45/2 04/11				Overheu. W/T call sign not recorded.
BAT48/2 06/11	L	1FYL		Graham.
BAT1/3 07/11	L	6NHL		Eriksen.
BAT3/4 08/11				McDouall. W/T call sign not recorded.
BAT34/4 11/12		4B9M		McDonald. Apparently replaced A16-183.

It was issued to 1RSU on November 13<sup>th</sup> for installation of "special night search equipment" (i.e. radar). A16-181 was recorded as being back with 2SQN on December 7<sup>th</sup>, 1942.<sup>74</sup>

Mission/Duty Date	Aircraft Letter	W/T Call sign	R/T Call sign	Remarks
BAT37/4 12/12	L	6Q8L		Eriksen.
BAT43/5 15/12	L	5X1L		Eriksen.
BAT65/2 17/12	L	2B9L		Goode.
BAT67/2 18/12	L	5CDL		Goode.
BAT1/6 18/12		3K2O		Graham. Apparently replaced A16-217.
BAT12/10 24/12	L	4Q1L		Cambridge.
BAT16/4 26/12	L	2M6L		Cambridge.
BAT17/4 27/12	L	2X8L		Daniels.

1943:

Mission/Duty Date	Aircraft Letter	W/T Call sign	R/T Call sign	Remarks
BAT28/7 02/1		Y7UL		Daniel.
BAT49/3 15/1	L	3L3L		Apparently replaced by A16-160.

On January 13<sup>th</sup>, 1943, it was back with 1RSU, this time for an overhaul. It evidently was mistakenly slated for an operation shortly after it had departed; 2SQN took charge of the aircraft again on February 4<sup>th</sup>.<sup>75</sup>

Mission/Duty Date	Aircraft Letter	W/T Call sign	R/T Call sign	Remarks
BAT15/4 11/2	L	X3NL		Moran.
BAT19/2 17/2	L	4S9L		Apparently replaced by A16-207.

Continued →

<sup>73</sup> RAAF Form E/E.88 Record Card – Airframes, Aero Engines, Mechanical Transport and Marine Craft for A16-181 in Aircraft Status Cards Lockheed Hudson A16-1 to A16-247; NAA: A10297, BLOCK 84.

<sup>74</sup> Ibid.

<sup>75</sup> Ibid.

## A16-181 (continued)

1943 (continued):

Mission/Duty Date	Aircraft Letter	W/T Call sign	R/T Call sign	Remarks
BAT27/2 20/2	L	6F2L		McDonald.
BAT30/2 22/2	L	D3FL		Eriksen.
BAT33/6 23/2	L	YG8L		James.
BAT37/9 25/2	L	6Q2L		Eriksen.
BAT41/9 27/2	L	7MAL		Morcombe.
BAT42/11 28/2	L	2T2L		Austin. Replaced A16-241.

Having delivered a load of stores from Hughes to Millingimbi during March, the aircraft was in the process of departing from Millingimbi's east-west runway when it began to swing to the left. Full right rudder was applied but didn't fully correct the swing so, the pilot lightly dabbled the right-hand brake which caused the right main wheel to momentarily sink deeply into the soft surface. As soon as the wheel jumped out of the hole thus caused, the right main-gear collapsed and the right wing struck the ground. The aircraft came to a halt on the runway, slewed to the right at a 45° angle.<sup>76</sup>

The aircraft was to have been sent off to 1RSU for repairs, but that allotment was cancelled and the Squadron was to effect repairs themselves. In the end, it went off to 1RSU anyway; being received at Manbulloo on April 8<sup>th</sup>. On April 25<sup>th</sup>, it was recorded as being received again by 2SQN, but was sent back almost immediately for an engine change and rectification of defects. On May 8<sup>th</sup>, it was received again by 2SQN.<sup>77</sup>

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
HUG38/4 11/5	KO-D	H3BD		L Martin. A51 lists as first detail.

The aircraft apparently was sent off to 4RSU during this period for a double engine change, the exact dates being unclear. May 29<sup>th</sup> seems to have been its date of return to 2SQN.<sup>78</sup>

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
HUG21/2 31/5	KO-D	G3BD		Stacey.
HUG23/4 01/6	KO-D	R6FD		U/S, replaced by A16-156.
HUG30/6 04/6	KO-D	4J8D		McKenzie.
HUG31/6 05/6	KO-D	7HLD		L Martin.
HUG32/5 06/6	KO-D	L1MD		L Martin.
HUG38/1 09/6	KO-D	5D5D		Dickenson.
HUG39/2 10/6	KO-D	K9ND		Dickenson.
HUG40/3 11/6	KO-D	ZT9D		Cameron.
HUG41/2 12/6	KO-D	1R2D		Cameron.
HUG44/2 13/6	KO-D	5S7D		Kilgariff.
HUG46/3 14/6	KO-D	1A8D		Kilgariff.
HUG11/9 20/6	KO-D	4B4D		Kilgariff. RTB.

<sup>76</sup> Confirmatory Memorandum, Aircraft Casualty Hudson A16-181 in Lockheed Hudson A16 Accidents Part 4; NAA: A9845, 137.

<sup>77</sup> RAAF Form E/E.88 Record Card – Airframes, Aero Engines, Mechanical Transport and Marine Craft for A16-181 in Aircraft Status Cards Lockheed Hudson A16-1 to A16-247; NAA: A10297, BLOCK 84.

<sup>78</sup> Ibid.

## A16-181 (continued)

On June 21<sup>st</sup>, it was received by 4RSU for a 240-hourly and given back to the Squadron on July 3<sup>rd</sup>.<sup>79</sup>

1943 (continued):

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
HUG44/4 06/7	KO-D	1GBD		Craze. A51: Robinson.
HUG47/2 07/7	KO-D	1S7D		Thomas.
HUG49/1 08/7	KO-D	5V4D		Thomas.
HUG91/3 11/7	KO-D	9G2D		A51: Brodie.
HUG32/2 23/7	KO-D	6M6D		Robinson.
HUG37/3 24/7	KO-D	1P7D		Robinson.
HUG40/2 25/7	KO-D	1G8D		Sprigg.
HUG42/1 26/7	KO-D	4S8D		Sprigg.
HUG45/4 27/7	KO-D	8N1D		Cameron.
HUG1/2 31/7	KO-D	6F2D		Stacey.
HUG2/1 01/8	KO-D	6L5D		Stacey.
HUG6/1 04/8	KO-D	9JHD		Thomas.
HUG9/2 05/8	KO-D	9N9D		Thomas.
HUG13/9 07/8	KO-D	6E5D		Thomas.
HUG17/6 09/8	KO-D	3T8D		Kilgariff.
HUG20/7 11/8	KO-D	3T8D		McKenzie.
HUG25/1 14/8	KO-D	9F6D		Unserviceable.
HUG32/2 15/8	KO-D	5X2D		Lamb. <b>Failed to Return.</b>

A16-181 failed to return from Hughes 32, an Armed Shipping Reconnaissance, on August 15<sup>th</sup>, 1943.

The orders for that mission called for two Hudson's to carry out a Search Zebra, tracks "C" and "D", with the alternate target being the village of Keakwa (about a mile and a half up the coast (i.e. north west) from Timoeke) which was to be bombed if no suitable shipping had been sighted prior to reaching that location.<sup>80</sup>

A16-181 departed Millingimbi at 142316Z (8:46 am Darwin local time on the 15<sup>th</sup>),<sup>81</sup> 16 minutes behind their planned departure time.<sup>82</sup> The other duty, Hughes 32 duty 1 (being flown on this occasion by A16-233), which was supposed to be 30 minutes behind duty 2, accordingly delayed their departure by 15 minutes and got airborne from Millingimbi at 142345Z.<sup>83</sup>

A16-181 wasn't seen or heard from again.<sup>84</sup>

<sup>79</sup> Ibid.

<sup>80</sup> DA/G4/14 Aug in AWM66, 15/1/56.

<sup>81</sup> MIL/MS1/15 Aug, ibid.

<sup>82</sup> MIL/MR5/14 Aug, ibid.

<sup>83</sup> MIL/MS1/15 Aug, ibid.

<sup>84</sup> MIL/MS7/15 Aug, ibid.



### A16-181 (continued)

Hughes 32 duty 1 reported, at 150305Z (12:35 pm Darwin time), two Japanese Zeke's airborne low over the airstrip at Timoeka. One was a silver coloured machine which circled below A16-233 and the other, described as being camouflaged a redish brown colour with red roundels on the upper surfaces of its wings, climbed rapidly in an attempt to intercept and closed to within 700 yards, but A16-233 was able to evade into clouds and escape before then diving to sea level and returning to base at zero feet.<sup>85</sup> At 0325Z, A16-233 broadcast the presence of Japanese fighters at Timoeka.<sup>86</sup>

A post-war investigation failed to reveal any trace of the aircraft or crew or any indication that the aircraft may have crashed in the Timoeka/Kokenau district and it was therefore concluded that the aircraft had been lost at sea with its crew who consisted of:

Pilot	Flight Sergeant John Bruce Lamb,
Navigator	Flight Sergeant Clyde Albert Ikin,
WAG	Flight Sergeant Neil Douglas McLean,
WAG	Flight Sergeant Maxwell Hedley Jackson, and
WAG	Flight Sergeant Trevor Watson Wise. <sup>87</sup>

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<sup>85</sup> HUG/B2/15 Aug, *ibid*.

<sup>86</sup> Report on HUG.32 of 15<sup>th</sup> August, 1943, No. 2 Squadron Report No. 154, dated 16/8/43 in Number 2 Squadron Operational Reports; NAA: A11284, 2/1/INTEL PART 1.

<sup>87</sup> Department of Air Minute Presumption of Death of Crew of Hudson Aircraft A.16-181, dated 12 Nov 46 in Presumption of Death – Casualties in Royal Australian Air Force Units – Minutes; NAA: A705, 166/1/319 PART 3.

**A-29-LO Hudson IIIa**  
**A16-183**  
**Ex BW676, 41-23538, c/n 6355**

A16-183 was received from the United Kingdom at 1AD on March 23<sup>rd</sup>, 1942 and issued to 2SQN on April 23<sup>rd</sup>. On the 27<sup>th</sup>, it had its port wing tip damaged beyond repair when it struck a tree whilst taxiing. It remained with 2SQN until mid-July, 1942. After periods of maintenance and further service with 2SQN, it commenced its next tour with the Squadron on October 24<sup>th</sup>.<sup>88</sup>

1942:

Mission/Duty Date	Aircraft Letter	W/T Call sign	R/T Call sign	Remarks
BAT42/7 03/11				Mills. W/T call sign not recorded.
BAT45/3 04/11				McDouall. W/T call sign not recorded.
BAT1/2 07/11	M	6NHM		Mills.
BAT3/2 08/11				Moran. W/T call sign not recorded.
BAT34/4 11/12	M	4B9M		Apparently replaced by A16-181.
BAT41/4 14/12	M	9A4M		McDonald.
BAT43/8 15/12	M	5X1M		Ralston.
BAT48/6 16/12	M	3E3M		Moran.
BAT1/7 18/12	M	3K2M		Ralston.
BAT4/3 19/12	M	1H9M		McDouall.
BAT72/2 21/12	M	9YCM		Austin.
BAT8/5 23/12	M	3Z6M		Apparently replaced by A16-237.
BAT16/6 26/12	M	2M6M		James. (Graham in Op Rep No.9)
BAT20/2 29/12	M	4R9M		Graham.
BAT22/3 30/12	M	3Z3M		Graham.

On December 31<sup>st</sup>, it was back to 1RSU for an engine change (port engine) which took nearly two weeks; 2SQN taking charge of it again on either January 13<sup>th</sup> or 14<sup>th</sup>, 1943.<sup>89</sup>

1943:

Mission/Duty Date	Aircraft Letter	W/T Call sign	R/T Call sign	Remarks
BAT49/2 15/1	M	3L3M		James.
BAT17/5 22/1	M	4E1M		Mills.
BAT29/2 27/1	M	6MBM		Ralston.
BAT32/5 28/1	M	9G2M		Mills.
BAT37/9 30/1	M	3N1M		James.
BAT42/9 01/2	M	8W4M		Mills.
BAT47/10 02/2		4E4G		Cambridge. Apparently replaced A16-238.
BAT6/3 06/2	M	WG6M		Ralston.
BAT7/2 07/2	M	9C8M		James.
BAT12/2 09/2	M	YG8M		Mills.
BAT14/3 10/2	M	UM5M		Eriksen.
BAT16/3 15/2	M	2Y6M		Mills.
BAT19/3 17/2	M	4S9M		Mills.

<sup>88</sup> RAAF Form E/E.88 Record Card – Airframes, Aero Engines, Mechanical Transport and Marine Craft for A16-183 in Aircraft Status Cards Lockheed Hudson A16-1 to A16-247; NAA: A10297, BLOCK 84.

<sup>89</sup> Ibid.

### A16-183 (continued)

A 240-hourly and a complete overhaul of the starboard engine became necessary and, accordingly, 1RSU received the aircraft on February 20<sup>th</sup> for the required work to be carried out. It was recorded as having been taken back by 2SQN

on March 14<sup>th</sup>. On the same day, it was also recorded as having become hopelessly bogged at Drysdale River Mission, sustaining damage to the starboard propeller.<sup>90</sup>

1943 (continued):

Mission/Duty Date	Aircraft Letter	W/T Call sign	R/T Call sign	Remarks
BAT19/7 24/3	M	4Y7M		Mills. RTB engine trouble.
BAT26/5 29/3	M	6NHM		Mills.
BAT28/2 01/4	M	3Q8M		Mills.
BAT31/3 03/4	M	4M5M		Robertson.
BAT38/3 06/4		N9GN		Kilgariff. Apparently replaced A16-247.
BAT46/10 09/4	M	9KDM		Mason.
HUG36/3 15/4	KO-M	7HLM		A Martin.
HUG42/1 17/4	KO-M	4M5M		Daniel.
HUG46/1 20/4	KO-M	6S7M		Daniel. A51: Mills. <b>Failed to Return.</b>

Sadly, on April 20<sup>th</sup>, 1943, the aircraft collided with A16-197, exploded and crashed into trees on one of the Crocodile Islands, near Millingimbi.<sup>91</sup>

Two Hudson's, operating in company, were to conduct an Armed Reconnaissance from Millingimbi to Timoeka. Shipping over 2,000 tons, if encountered, was to be attacked and, in the absence of such maritime targets, Timoeka was to be bombed. The wheels up time was to be at the CO's discretion.<sup>92</sup>

Departure time was set as 192100Z (6:30 am Darwin time on the 20<sup>th</sup>) with an estimated time of arrival back at Millingimbi of 200400Z (1:30 pm) and then returning to Hughes by 200800Z (5:30 pm).<sup>93</sup>

At 9 pm that night and after a number of messages had been sent during the day regarding the probable loss of both aircraft, it was officially reported that A16-183 had been located in a burnt state in position 12°03'S 134°55'E and that two deceased had also been found. Approximately seven explosions had been heard and smoke seen rising from that area five minutes after the aircraft had taken off from Millingimbi at around 192045Z (6:15 am on the 20<sup>th</sup>). The initial summation was that a probable explosion had occurred in the air before the aircraft had crashed into trees. Both aircraft had been flying in company and the other aircraft, A16-197, had still not yet returned but was presumed lost.<sup>94</sup>

Flight Lieutenant Greenwood, a pilot with Number 31 Squadron, was appointed to investigate the incident and he arrived at Millingimbi at 3:15 pm on the afternoon of the 20<sup>th</sup>. The next day he and a party of six others paddled out in two canoes to Rabuma (today, Yabooma) Island and encountered scattered, fragmented aircraft wreckage extending for some 200 yards before the first larger piece of wreckage was found – a portion of a rudder from a Lockheed aircraft. Approximately 200 yards further on, a left wing was found and then, another 300 yards on, a largely complete tail assembly minus one

<sup>90</sup> Ibid.

<sup>91</sup> Ibid.

<sup>92</sup> DA/G1/19 Apr in AWM66, 15/1/36.

<sup>93</sup> HUG/MR3/19 Apr, *ibid.*

<sup>94</sup> HUG/MS9/20 Apr, *ibid.*

### A16-183 (continued)

of the rudders. Another 600 yards beyond that the burnt out remains of an aircraft was found, identified as belonging to A16-183; other wreckage was found in the general vicinity and eventually two bodies were recovered. An engine was located about ½ a mile south south-east of the main portion of wreckage. About 150 yards east of that, the second aircraft, A16-197 was found in a badly

smashed state, inverted, but not burnt, evidently containing the remains of several crew. FLTLT Greenwood found that:

... considering the position of the tail of the first aircraft seen which appeared to have being [sic] cut off from the main portion of the fuselage, and was separated from it by approximately 600 yards, it is suggested that these two aircraft A16-197 and A16-183 collided in mid air while forming up at a height of approximately 500 ft. Further to substantiate this statement the report of a radio operator who was plotting them, and says "both aircraft disappeared off screen at exactly [sic] the same time and the same place 10 minutes to a quarter of an hour after take off" – makes a collision inevitable, and although it will be impossible for all the bodies to be identified, it is considered that the entire crews of both aircraft were killed in the crash.<sup>95</sup>

The crew of A16-183 consisted of:

Pilot	Flying Officer Keith Rosslyn Mills,
Navigator	Sergeant John Loughman Barnes,
WAG	Pilot Officer Noel Edward John,
WAG	Sergeant Harold Herbert Keith Hadley, and
WAG	Sergeant Trevor William Bassan. <sup>96</sup>

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<sup>95</sup> Report of Flight Lieutenant C.A. Greenwood (800), Officer Investigating Crash of 2 Lockheed Aircraft A16-197 and A16-183 in Casualty Repatriation File Mills Keith Rosslyn.; NAA: A705, 163/45/197.

<sup>96</sup> 2BPSO signal M963 of 21 April (1943) in Casualty Repatriation File Hadley Harold Herbert Keith 411904; NAA: A705, 163/120/633.

**A-29-LO Hudson IIIa**  
**A16-185**  
**Ex BW662, 41-23524, c/n 6341**

This aircraft flew operationally with 32SQN and then 6SQN prior to being received by 2SQN on June 3<sup>rd</sup>, 1943.<sup>97</sup>

1943:

Mission/Duty Date	Aircraft Letter	W/T Call sign	R/T Call sign	Remarks
HUG33/2 05/6	KO-L	3Q8L		Woods. Apparently replaced A16-177.
HUG34/4 06/6	KO-L	1A8L		Woods. Apparently replaced A16-177.
HUG23/9 26/6	KO-Z	6S7Z		Craze.
HUG38/5 04/7	KO-Z	8CGZ		Apted.
HUG39/4 05/7	KO-Z	7N5Z		Apted.
HUG47/1 07/7	KO-Z	1S7Z		Coleman.
HUG49/2 08/7	KO-Z	5V4Z		Coleman.
HUG15/7 14/7	KO-Z	5C9Z		Apparently replaced by A16-213.
HUG18/2 15/7	KO-H	6X1H		Apted. Apparently replaced A16-213.
HUG22/1 16/7	KO-Z	9E3Z		Apted.
HUG25/2 19/7	KO-Z	6X1Z		Faux.
HUG27/1 20/7	KO-Z	7O4Z		Faux.
HUG29/4 21/7	KO-Z	3K2Z		Apted.
HUG35/10 24/7	KO-Z	5S7Z		Coleman.
HUG8/4 05/8	KO-Z	9N9Z		Apted.
HUG11/4 06/8	KO-Z	6U1Z		Apted.

On August 19<sup>th</sup>, it was received by 4RSU with the view to partially dismantle it for packing into boxes prior to loading it on the SS *TULAGI* for shipment south. After arrival at 5AD, Wagga Wagga, it was eventually broken up for spare parts.<sup>98</sup>

<sup>97</sup> RAAF Form E/E.88 Record Card – Airframes, Aero Engines, Mechanical Transport and Marine Craft for A16-185 in Aircraft Status Cards Lockheed Hudson A16-1 to A16-247; NAA: A10297, BLOCK 84.

<sup>98</sup> Ibid.

**A-29-LO Hudson IIIa**  
**A16-186**  
**"The Saint"**  
**Ex BW663, 41-23525, c/n 6342**

After arriving at 1AD, Laverton, Victoria, from the United Kingdom for assembly during March, 1942, this aircraft headed off to 32SQN. On December 9<sup>th</sup>, 1942, she was back at 1AD for fitment of CO<sub>2</sub> equipment and beam guns and had been ear-marked for service with 13SQN, however apparently went back to 32SQN on the 23<sup>rd</sup> before being handed over to 13SQN on December 28<sup>th</sup>, 1942.<sup>99</sup>

1943:

Mission/Duty Date	Aircraft Letter	W/T Call sign	R/T Call sign	Remarks
HUG4/1 04/1	E	5X2E		Warlow-Davies.
HUG5/2 05/1		7M3[...]		Portway.
HUG6/4 06/1	E	9T4E		Danks-Brown.
HUG7/1 07/1	E	Y7UE		Warlow-Davies.
HUG8/1 09/1	E	7Y6E		Dixon.
HUG9/2 11/1	E	7Q6E		Warlow-Davies.
HUG12/2 15/1	E	9D6E		Warlow-Davies.
HUG15/3 20/1		5J3L		Warlow-Davies. Apparently repl unk "L"
HUG19/3 24/1	E	7P6E		Warlow-Davies.
HUG22/5 25/1	E	QP6E		Warlow-Davies.
HUG25/4 26/1	E	5X2E		Kemp.
HUG26/3 27/1	E	9D6E		Warlow-Davies.
HUG29/5 01/2	SF-R	6N6R		Warlow-Davies.
HUG30/3 03/2	SF-R	S17R		Warlow-Davies.

On February 6<sup>th</sup>, 1943, having fallen due for a 240-hourly and in need of repairs, A16-186 was received by 1RSU; they returned her to 13SQN on February 28<sup>th</sup>.<sup>100</sup>

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
HUG11/2 05/3	SF-R	9K7R		Dickenson.
HUG13/3 06/3	SF-R	7Z4R		Whyte.
HUG14/3 07/3	SF-R	5S7R		Portway.
HUG18/3 15/3	SF-R	8M2R		Warlow-Davies.
HUG20/5 16/3	SF-R	[...]D3R		O'Neill.
HUG22/4 17/3	SF-R	4Z9R		Warlow-Davies.
HUG29/2 31/3	SF-R	7H2R		Warlow-Davies.

With effect April 4<sup>th</sup>, 1943, she became a 2SQN machine.<sup>101</sup> As a 2SQN machine, it was tasked to fly the following operations:

<sup>99</sup> RAAF Form E/E.88 Record Card – Airframes, Aero Engines, Mechanical Transport and Marine Craft for A16-186 in Aircraft Status Cards Lockheed Hudson A16-1 to A16-247; NAA: A10297, BLOCK 84.

<sup>100</sup> Ibid.

<sup>101</sup> Ibid.

## A16-186 (continued)

1943 (continued):

Mission/Duty Date	Aircraft Letter	W/T Call sign	R/T Call sign	Remarks
BAT44/6 08/4	C	8Q2C		Warlow-Davies.
BAT2/9 10/4	C	X3NC		Warlow-Davies.
BAT9/3 12/4	C	8R5C		Stacey.
HUG34/3 14/4	C	2M6C		Warlow-Davies.
HUG38/6 15/4	KO-C	3Q8C		Newman.
HUG44/9 19/4		7H7B		Warlow-Davies. Apparently replaced -161
HUG37/5 08/6	KO-J	4W4J		Cameron.
HUG39/1 10/6	KO-J	K9NJ		A Martin.
HUG23/5 26/6	KO-J	6S7J		Apparently replaced by A16-226.

On June 12<sup>th</sup>, 1943, whilst attempting a forced landing, the aircraft crashed and exploded, killing everyone onboard.<sup>102</sup> According to the confirmatory memorandum relating to the incident, the aircraft had taken off from Hughes at 9:27 am local time on a test flight and at 9:52 am it

was seen approaching from the [n]orthern end of the strip to make a landing. When the aircraft was directly over the end of the strip it was at approximately 500 feet with the flaps and wheels down. The port motor was not running and the airscrew was feathered. When the aircraft was half-way down the strip the wheels were pulled up and the pilot appeared to put on more power on the starboard motor. The aircraft then turned to port and began to lose height slowly. At this stage the aircraft disappeared from sight and a few seconds later a crash followed by a loud explosion was heard. When the scene was reached the remains of the aircraft were burning fiercely.<sup>103</sup>

The accident occurred approximately 1 mile north east of the south end of the Hughes runway.<sup>104</sup> Those killed were:

Pilot	Flight Lieutenant John Frederick Mason,
Navigator	Flying Officer Thomas Wallace Swann,
WAG	Sergeant George Ridgway Rowland,
WAG	Flight Sergeant Raymond James Flaherty,
WAG	Flight Sergeant Robert Donald Woods
Passenger	Flight Lieutenant John Richard Wood (pilot), and
Passenger	Flying Officer Louis George Knauer (pilot). <sup>105</sup>

<sup>102</sup> Aircraft Accident Data card for A16-186 in Lockheed Hudson A16 Accidents Part 4; NAA: A9845, 137.

<sup>103</sup> Confirmatory Memorandum for Hudson Aircraft No. A16-186, ibid.

<sup>104</sup> Preliminary Report (External) of Flying Accident or Forced Landing, Serial No. 1089 for Period 1942/43, dated 15.6.43 in Lockheed Hudson A16 Accidents Part 4; NAA: A9845, 137.

<sup>105</sup> 2BPSO signal M262 of June 12 (1943) in Casualty Repatriation File Mason John Frederick 252763; NAA: A705, 166/27/148.

A16-186 (continued)



**Number 13 Squadron's A16-186/SF-R, *The Saint*.** [State Library of South Australia image PRG 1614/2/42 via [collections.slsa.sa.gov.au/resources/PRG-1614/2/42](http://collections.slsa.sa.gov.au/resources/PRG-1614/2/42)].



**A-29-LO Hudson IIIa**  
**A16-189**  
**Ex BW666, 41-23528, c/n 6345**

Received by 1AD from the UK on March 29<sup>th</sup>, 1942, this aircraft served with 6SQN, 32SQN and then 6SQN again. It was received by 2SQN for the first time on May 15<sup>th</sup>, 1943.<sup>106</sup>

1943:

Mission/Duty Date	Aircraft Letter	W/T Call sign	R/T Call sign	Remarks
HUG47/4 19/5	KO-R	3R8R		Hornby.
HUG49/1 20/5		2X8R		Hornby. A51: listed fourth.
HUG7/7 22/5	KO-R	4R9R		Griffiths.
HUG8/4 23/5	KO-R	3A2R		Dickenson.
HUG9/1 24/5	KO-R	8Z9R		Dickenson
HUG10/3 25/5	KO-R	YT2R		McKenzie.
HUG12/2 26/5	KO-R	5Y7R		McKenzie.
HUG17/5 29/5	KO-R	1P3R		Kilgariff.
HUG19/4 30/5	KO-R	G3BR		Stacey.
HUG25/4 02/6	KO-R	8R5R		Kilgariff. A51: Craze.

It was sent to 4RSU for a double engine change, being received by them on June 11<sup>th</sup>. 2SQN took charge of the aircraft again on June 23<sup>rd</sup>, 1943.<sup>107</sup>

Mission/Duty Date	Aircraft Letter	W/T Call sign	R/T Call sign	Remarks
HUG18/2 25/6	KO-R	3HRR		Replaced by A16-195.
HUG23/7 26/6	KO-R	6S7R		Stacey.
HUG30/7 30/6	KO-R	4L1R		Newman.
HUG44/3 06/7	KO-R	1GBR		Brodie.
HUG46/9 06/7	KO-R	9DGR		Craze. A51: "Helsham" in error.
HUG1/10 08/7	KO-R	2T2R		Craze.
HUG7/8 09/7	KO-R	9B7R		Stacey.
HUG10/2 11/7	KO-R	5Y7R		Robinson.
HUG11/1 12/7	KO-R	SJ7R		Robinson.
HUG14/4 14/7	KO-R	6Q8R		Brodie. Crashed on landing.

Returning to Millingimbi for a night landing after completing Hughes 14, the aircraft made a firm landing. Almost immediately both main gear legs folded back into their nacelles and the aircraft slid along the runway for about 100 yards before coming to a rest on an even keel in the normal flying attitude.<sup>108</sup> The cause was attributed to a combination of a heavy landing and a defective undercarriage locking pin or drag strut rod.<sup>109</sup> It was sent off to 4RSU for repairs and they sent it to 14ARD. Having been repaired it was given to 6CU for use by both the AOC and GOC NWA.<sup>110</sup>

<sup>106</sup> RAAF Form E/E.88 Record Card – Airframes, Aero Engines, Mechanical Transport and Marine Craft for A16-189 in Aircraft Status Cards Lockheed Hudson A16-1 to A16-247; NAA: A10297, BLOCK 84.

<sup>107</sup> Ibid.

<sup>108</sup> Confirmatory Memorandum, Casualty Hudson Aircraft A16-189 in Lockheed Hudson A16 Accidents Part 4; NAA: A9845, 137.

<sup>109</sup> Aircraft Accident Data card for A16-189, *ibid*.

<sup>110</sup> RAAF Form E/E.88 Record Card – Airframes, Aero Engines, Mechanical Transport and Marine Craft for A16-189 in Aircraft Status Cards Lockheed Hudson A16-1 to A16-247; NAA: A10297, BLOCK 84.

**A-29-LO Hudson IIIa**  
**A16-192**  
**Ex BW678, 41-23540, c/n 6357**

Received at 2AD from the United States on April 5<sup>th</sup>, 1942, this aircraft first served with 32SQN at Horn Island in the Torres Straits. After being sent down to 5AD, A16-192 was received by 13SQN on September 25<sup>th</sup>, 1942.<sup>111</sup>

1942:

Mission/Duty Date	Aircraft Letter	W/T Call sign	R/T Call sign	Remarks
HUG16/2 14/10		Q7KQ		Harding. Apparently replaced A16-236.
HUG19/3 16/10	G	6M2G		Harding.

At the end of October, it was sent down to 1RSU for a new set of rings and was recorded as being back at 13SQN on November 6<sup>th</sup>.<sup>112</sup>

Mission/Duty Date	Aircraft Letter	W/T Call sign	R/T Call sign	Remarks
HUG48/2 16/11	G	5Z4G		Thomson.

On December 7<sup>th</sup>, 1942, it was received by 5AD for the incorporation of CO<sub>2</sub> equipment and auxiliary fuel tanks. By January 8<sup>th</sup>, 1943, it was back at 13SQN.<sup>113</sup>

1943:

Mission/Duty Date	Aircraft Letter	W/T Call sign	R/T Call sign	Remarks
HUG13/3 17/1	G	5P3G		Moore.

She was off to 1RSU on January 28<sup>th</sup>, 1943, for repairs and back with 13SQN on February 6<sup>th</sup>.<sup>114</sup>

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
HUG35/5 08/2	SF-U	2Y9U		Moore.
HUG36/3 10/2	SF-U	9A7U		Dixon.
HUG37/3 11/2	SF-U	RY6U		Smith.
HUG39/1 14/2	SF-U	9D2U		Moore.
HUG41/7 15/2	SF-U	6N6U		Smith.
HUG42/5 16/2	SF-U	XW8U		Apparently replaced by A16-156.

On March 16<sup>th</sup>, she was back at 1RSU, but her stay was only brief as she was recorded as being back with the Squadron on the 20<sup>th</sup>.<sup>115</sup>

<sup>111</sup> RAAF Form E/E.88 Record Card – Airframes, Aero Engines, Mechanical Transport and Marine Craft for A16-192 in Aircraft Status Cards Lockheed Hudson A16-1 to A16-247; NAA: A10297, BLOCK 84.

<sup>112</sup> Ibid.

<sup>113</sup> Ibid.

<sup>114</sup> Ibid.

<sup>115</sup> Ibid.

## A16-192 (continued)

1943 (continued):

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
HUG26/1 24/3	SF-U	5Y4U		Hansen.
HUG28/5 25/3	SF-U	8M7U		Hansen.
HUG29/1 31/3	SF-U	7H2U		Campbell.

On April 4<sup>th</sup>, 1943, it was placed on the establishment of 2SQN and was sent straight down to 1RSU for a 240-hourly; 2SQN receiving it back on April 27<sup>th</sup>.<sup>116</sup>

Mission/Duty Date	Aircraft Letter	W/T Call sign	R/T Call sign	Remarks
HUG21/5 28/4	KO-U	K9DU		Stacey. No A51.
HUG58/4 29/4	KO-U	6Q2U		Stacey. No A51. A50 indicates duty 8.

On May 9<sup>th</sup>, 4RSU received the aircraft for an engine change with 2SQN receiving it back again on May 20<sup>th</sup>.<sup>117</sup>



This is A16-192/KO-U at Pell, possibly parked adjacent to the South Camp Workshop Area. [Aviation Heritage Museum of WA image P001578 via Mike Mirkovic].

<sup>116</sup> Ibid.

<sup>117</sup> Ibid.

## A16-192 (continued)

1943 (continued):

Mission/Duty Date	Aircraft Letter	W/T Call sign	R/T Call sign	Remarks
HUG8/1 23/5	KO-U	3A2U		Craze. RTB.
HUG9/4 24/5	KO-U	8Z9U		Unserviceable.
HUG8/3 05/8	KO-U	9N9U		Craze.
HUG11/3 06/8	KO-U	6U1U		Craze.
HUG13/10 07/8	KO-U	6E5U		Reed.
HUG15/2 09/8	KO-A	7L5A		Coleman. Apparently replaced A16-244.
HUG20/9 11/8	KO-U	3T8U		Craze.
HUG29/6 14/8	KO-U	6M3U		Thomas.
HUG30/7 14/8	KO-U	A5AU		Craze.
HUG39/13 16/8	KO-U	4D9U		Griffiths.
HUG45/5 18/8	KO-U	3JQU		Reed.
HUG8/3 21/8	KO-U	6E5U		Newman.
HUG18/12 23/8	KO-U	6A7U		Thomas.
HUG20/4 25/8	KO-U	3T8U		Apted.
HUG20/5 25/8		3T8U		Apted.
HUG24/7 24/8	KO-U	1R2U		Apparently replaced by A16-154.
HUG26/3 26/8	KO-U	9F6U		Apted.
HUG26/5 26/8	KO-U	9F6U		Coleman.
HUG35/4 28/8	KO-U	3JQU		Kilgariff.
HUG48/3 03/9	KO-U	2S6U		Stacey.
HUG2/3 04/9	KO-U	3A2U		Roe.
HUG10/4 06/9	KO-U	9H1U		Griffiths.
HUG17/7 08/9	KO-U	1Z7U		Roe.
HUG20/3 09/9	KO-U	9SAU		Stacey.

With the mainplanes starting to wrinkle, the aircraft was sent to 5AD at Wagga Wagga, New South Wales during September, 1943, for rectification. Eventually it went to 2AD at Richmond and then to 4CU for use by the AOC, RAAF Command.<sup>118</sup>

<sup>118</sup> Ibid.

**A-29-LO Hudson IIIa**  
**A16-195**  
**Ex FH169, 41-36970, c/n 6459**

After arrival in Australia early in April, 1942, this aircraft served with 32SQN and was eventually received by 2SQN on January 15<sup>th</sup>, 1943.<sup>119</sup>

1943:

Mission/Duty Date	Aircraft Letter	W/T Call sign	R/T Call sign	Remarks
BAT26/5 26/1	F	8L2F		Morcombe.
BAT43/3 01/2	F	2Y6F		Austin.
BAT8/3 07/2	F	6W2F		Austin.
BAT15/3 11/2	F	X3NF		Austin.
BAT44/9 04/3	F	NF3F		Eriksen.
BAT47/10 05/3	F	7H2F		Austin.
BAT7/3 14/3	F	8CGF		Kilgariff.
BAT19/2 24/3	F	4Y7F		Austin.
BAT26/4 29/3	F	6NHF		L Martin.
BAT31/2 03/4	F	4M5F		Newman.
BAT33/2 04/4	F	5W9F		Newman.
BAT34/2 05/4	F	6S7F		Mason.
BAT43/5 08/4	F	8Q2F		Newman.
BAT47/7 09/4	F	K9OF		A Martin.
BAT3/10 10/4	F	6Q2F		Newman.
BAT9/4 12/4	F	8R5F		Cancelled.
HUG43/4 17/4	KO-F	3BOF		Whyte.
HUG45/2 18/4	KO-F	5W9F		Mills.
HUG44/6 19/4	KO-F	7H7F		Replaced by A16-202.
HUG47/5 20/4	KO-F	3Q8F		Operation cancelled.
HUG58/7 29/4	KO-F	6Q2F		McDonald. No A51. A50 indicates duty 4.
HUG59/5 30/4		K9DF		McDonald. No record A50 or A51.

On May 21<sup>st</sup>, 4RSU took charge of the aircraft for a 240-hourly and a double engine change and on June 5<sup>th</sup>, it was recorded as being back with 2SQN.<sup>120</sup>

Mission/Duty Date	Aircraft Letter	W/T Call sign	R/T Call sign	Remarks
HUG35/1 07/6	KO-O	B8KO		McKenzie.
HUG36/4 08/6	KO-O	7C1O		McKenzie.
HUG11/7 20/6	KO-O	4B4O		Hornby.
HUG13/2 22/6	KO-P	QB1P		Kilgariff. Apparently replaced A16-227.
HUG18/2 25/6	KO-O	3HRO		Helsham. Replaced A16-189.
HUG22/1 26/6	KO-O	7D4O		Helsham.
HUG28/4 30/6	KO-O	5UAO		Austin.

<sup>119</sup> RAAF Form E/E.88 Record Card – Airframes, Aero Engines, Mechanical Transport and Marine Craft for A16-195 in Aircraft Status Cards Lockheed Hudson A16-1 to A16-247; NAA: A10297, BLOCK 84.

<sup>120</sup> Ibid.

## A16-195 (continued)

1943 (continued):

Mission/Duty Date	Aircraft Letter	W/T Call sign	R/T Call sign	Remarks
HUG32/4 01/7	KO-O	4E6O		Unserviceable.
HUG40/7 04/7	KO-O	4G3O		Newman.
HUG41/6 05/7	KO-O	7N5O		Newman.
HUG48/5 07/7	KO-O	6A5O		Newman.
HUG1/5 08/7	KO-O	2T2O		Griffiths.
HUG7/10 09/7	KO-O	9B7O		Williams. <b>Failed to Return.</b>

Four or five Hudson's were ordered to attack aircraft dispersal areas at Penfoei Airfield between 091100Z and 091130Z (8:30 and 9 pm Darwin local time) on July 9<sup>th</sup>, 1943.<sup>121</sup>

The weather forecast for the Timor Sea leg was for between 7 to 10/10ths cumulus at 1,500 feet with tops to 8,000 feet and associated showers. In the target area, 4/10ths cumulus at 3,000 feet with tops to 8,000 feet could be expected.<sup>122</sup>

Number 2 Squadron tasked four Hudson's to participate, wheels up was planned to be at 090800Z (5:30 pm local time), time on target was to be as ordered and the estimated time of return to Hughes was 091500Z (12:30 am on the 10<sup>th</sup>); each aircraft would carry nine 100-lb American Demolition bombs with instantaneous nose fuses and 45 second delay tail fuses.<sup>123</sup> This reported load seems to have been altered such that each aircraft was carrying eight 100-lb Demolition bombs with instantaneous nose fuses plus thirty 4-lb incendiaries and a reconnaissance flare.<sup>124</sup>

A16-195 was flying as the fourth aircraft in the formation and departed Hughes at 090810Z (5:40 pm local time).<sup>125</sup> The third aircraft, who had departed five minutes before A16-195, landed back at Hughes at 090930Z (7 pm) due to an oil leak from the port engine.<sup>126</sup> The leading aircraft got as far as 10°25'S 124°40'E but encountered extremely bad weather and heavy rain, jettisoned their bombs into the sea and returned to Hughes, landing at 091343Z (11:13 pm Darwin time).<sup>127</sup>

The number two aircraft made it to Timor and spent 50 minutes looking for the target but was unable to locate it so returned to Hughes with their bomb load intact, landing at 091535Z (1:05 am Darwin time on the 10<sup>th</sup>).<sup>128</sup> They had made a positive land fall on the south coast of Timor at 091050Z (8:20 pm), but still couldn't find the target – most of the time being unable to tell if they were over land or sea – however, between 091207Z and 091214Z (9:37 and 9:44 pm), they reported the sighting of small fires momentarily visible through breaks in the cloud. During their return journey, this crew experienced what they described as the worst weather that any of them had ever encountered.<sup>129</sup>

RAAF radio stations at Darwin, Port Moresby, Drysdale, Batchelor, Garbutt, Cairns, Rathmines, Horn Island and Groote Island all attempted to call 9B7O (A16-195) at various times from 091544Z (1:14 am

<sup>121</sup> DA/G1/9 Jul in AWM66, 15/1/50.

<sup>122</sup> Summary Sheet Weather Forecast for HUG7/9 Jul, *ibid*.

<sup>123</sup> HUG/MS1/9 Jul, *ibid*.

<sup>124</sup> Report on HUG.7 of Night of 9<sup>th</sup> July, 1943, No. 2 Squadron Report No. 126, dated 12/7/43, in RAAF Squadron Narrative Reports 2 Squadron; NAA: A9652, BOX 2.

<sup>125</sup> *ibid*.

<sup>126</sup> HUG/MS2/9 Jul in AWM66, 15/1/50.

<sup>127</sup> HUG/MS3/9 Jul, *ibid*.

<sup>128</sup> HUG/MS4/9 Jul in AWM66, 15/1/50.

<sup>129</sup> Report on HUG.7 of Night of 9<sup>th</sup> July, 1943, No. 2 Squadron Report No. 126, dated 12/7/43, in RAAF Squadron Narrative Reports 2 Squadron; NAA: A9652, BOX 2.

### A16-195 (continued)

Darwin time on the 10<sup>th</sup>) on both the Reconnaissance frequency and DF frequency until 1808Z (3:38 am).<sup>130</sup> By 091915Z (4:45 am Darwin time on the 10<sup>th</sup>), it was reported that “HUG710 KO-O S/L Williams did not return. Presume lost”.<sup>131</sup>

After the war, it was determined that A16-195 had crashed into Mount Kekneno, about 25 miles north north-west of Soe, during a heavy rain storm and that the entire crew had evidently been killed on impact. The crew of A16-195 consisted of:

Pilot	Squadron Leader Cyril Clarence Williams (Commanding Officer),
Navigator	Flight Lieutenant Archibald MacPherson Fowler,
WAG	Flying Officer Robert Collyer Lindsey, DFM (Gunnery Leader),
WAG	Flying Officer Walter Allan Hepworth, and
WAG	Flight Sergeant Donald Craig Farmer. <sup>132</sup>

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<sup>130</sup> Untitled radio log extract in relation to HUG7 duty 10 of July 9<sup>th</sup>, 1943, in AWM66, 15/1/50.

<sup>131</sup> HUG/MS5/9 Jul, ibid.

<sup>132</sup> Department of Air Minute Presumption of Death of Crew of Hudson Aircraft A16-195, dated 3.3.46 in Casualty Repatriation File 406218 F/O Lindsey R.C. DFM; NAA: A705, 163/138/105.

**A-29-LO Hudson IIIa**  
**A16-197**  
**Ex FH172, 41-36973, c/n 6462**

A16-197 was received at 1AD, RAAF Laverton, Victoria, on April 5<sup>th</sup>, 1942, from the United States. It served for a month or so with 6SQN before being issued to 2SQN on July 27<sup>th</sup>. It later went to 5AD, back to 2SQN and back again to 5AD before getting back to 2SQN again on November 27<sup>th</sup>.<sup>133</sup>

1942:

Mission/Duty Date	Aircraft Letter	W/T Call sign	R/T Call sign	Remarks
BAT18/2 30/11	A	YF3A		James.
BAT19/3 01/12	A	QB1A		Ralston.
BAT20/3 02/12	A	5W9A		Morcombe.
BAT23/2 04/12	A	3E3A		Morcombe.
BAT27/5 06/12	A	4R9A		James.
BAT29/2 08/12	A	9Y0A		Eriksen.
BAT30/4 09/12	A	5CDA		Ralston.
BAT32/4 10/12	A	4Q1A		Robertson.
BAT39/5 13/12	A	7H7A		McDouall.
BAT43/7 15/12	A	5X1A		James.
BAT6/4 22/12	A	5W9A		James.
BAT9/2 24/12	A	5O8A		Morcombe.
BAT16/2 26/12	A	2M6A		Morcombe.
BAT17/2 27/12	A	2X8A		Moran.
BAT22/4 30/12		3Z3A		James.

1943:

Mission/Duty Date	Aircraft Letter	W/T Call sign	R/T Call sign	Remarks
BAT27/4 02/1	A	Y7UA		Graham.
BAT36/2 07/1	A	ZH9A		Cancelled.
BAT38/2 09/1		H7PD		McDonald. Apparently replaced -160.
BAT40/6 10/1	A	M1KA		Robertson.
BAT41/2 11/1	A	6NHA		Daniel.
BAT44/2 12/1	A	1G8A		Mills.
BAT17/3 22/1	A	4E1A		James.
BAT27/8 26/1	A	8L2A		James.
BAT32/6 28/1	A	9G2A		McDonald.

It went to 1RSU on February 4<sup>th</sup>, 1943, for a 240-hourly and an engine change and from there was received by 13SQN on February 22<sup>nd</sup>.<sup>134</sup>

<sup>133</sup> RAAF Form E/E.88 Record Card – Airframes, Aero Engines, Mechanical Transport and Marine Craft for A16-197 in Aircraft Status Cards Lockheed Hudson A16-1 to A16-247; NAA: A10297, BLOCK 84.

<sup>134</sup> Ibid.



## A16-197 (continued)

1943:

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
HUG6/2 25/2	SF-L	RY6L		Kemp.
HUG10/3 03/3	SF-L	4Z9L		Dixon.
HUG13/1 06/3	SF-L	7Z4L		Smith.
HUG16/1 14/3	SF-L	4W8L		Operation cancelled.
HUG17/1 14/3	SF-L	4W8L		Dixon.
HUG20/4 16/3	SF-L	[...]D3L		Dixon.
HUG21/3 17/3	SF-L	4Z9L		Mason.
HUG22/6 17/3	SF-L	4Z9L		Dixon.
HUG23/3 18/3	SF-L	9G5L		Whyte.
HUG24/2 20/3	SF-L	5M8L		Harber.
HUG29/4 31/3	SF-L	7H2L		Kavanagh.

A16-197 went back to 2SQN on April 4<sup>th</sup>, 1943.<sup>135</sup>

Mission/Duty Date	Aircraft Letter	W/T Call sign	R/T Call sign	Remarks
BAT39/3 07/4	A	6T6A		Apparently replaced by A16-219.
BAT2/7 10/4	A	X3NA		Kavanagh.
HUG44/5 19/4	KO-A	7H7A		Kavanagh. A51: Newman.
HUG46/2 20/4	KO-X	6S7X		Mills. A51: Daniel. Replaced A16-230. <b>Failed to Return.</b>

On April 20<sup>th</sup>, 1943, it was involved in a mid-air collision with A16-183, crashed and was destroyed. For further particulars of the incident, refer to the entry for Hudson A16-183, elsewhere in this volume. The crew consisted of:

Pilot	Flying Officer Keith Edward Daniel,
Navigator	Sergeant William Julius Henderson Gove,
WAG	Flying Officer Jack Laws,
WAG	Sergeant Thomas William Wilson, and
WAG	Sergeant Joseph Gibson Butler. <sup>136</sup>

William Gove's memory was honoured with the naming of a proposed airfield to be situated near Arnhem Bay at approximately 12°20'S 135°57'E.<sup>137</sup> Unlike many other proposed airfields, this one was actually built, although it was sited to the south east of Melville Bay at 12°17'S 136°49'E, about 51 nautical miles from the originally proposed position.<sup>138</sup>

<sup>135</sup> Ibid.

<sup>136</sup> 2BPSO signal M344 of 21<sup>st</sup> April (1943) in Casualty Repatriation File Gove William Julius Henderson 401636; NAA: A705, 163/16/72.

<sup>137</sup> Headquarters North Western Area Letter titled Naming of Aerodromes, dated 11<sup>th</sup> May, 1943, *ibid*.

<sup>138</sup> Entry for RAAF Landing Ground Gove, Northern Territory section, Airfield Data in RAAF DWB Engineer Intelligence Section, Airfield Data; NAA: A9716, 7.

**A-29-LO Hudson IIIa**  
**A16-199**  
**Ex FH174, 41-36975, c/n 6464**

After assembly at 1AD, RAAF Laverton, Victoria, 13SQN took charge of this aircraft on June 30<sup>th</sup>, 1942.<sup>139</sup> From October 1<sup>st</sup>, it was tasked to fly the following operations:

1942:

Mission/Duty Date	Aircraft Letter	W/T Call sign	R/T Call sign	Remarks
HUG45/1 02/10	D	3L6D		Operation deferred due weather.
HUG47/4 03/10	D	7H6D		Jaques.
HUG49/1 04/10	D	3Z6D		Oldham.
HUG1/2 06/10	D	1S3D		Operation deferred due weather.
HUG5/4 08/10	D	4W4D		Oldham. Cancelled.
HUG6/10 08/10	D	4W4D		Oldham.
HUG7/1 09/10		7OWK		Thomson. Apparently replaced A16-225.
HUG10/4 10/10	D	5PRD		Rehfish.
HUG11/1 12/10		2T2K		Dixon. Apparently replaced A16-225.
HUG15/3 13/10	D	4Q6D		Apparently replaced by A16-226.

It was sent to 5AD via 1AD during October for modifications and 13SQN got the aircraft back again on November 30<sup>th</sup>.<sup>140</sup>

Mission/Duty Date	Aircraft Letter	W/T Call sign	R/T Call sign	Remarks
HUG18/6 02/12	D	6A8D		Warlow-Davies.
HUG19/4 03/12	D	2H2D		Kavanagh.
HUG21/2 05/12	D	7R9D		Moore.
HUG22/3 07/12	D	3Z6D		Operation cancelled.
HUG24/4 07/12	D	3Z6D		Thomson.
HUG26/3 10/12	D	5N8D		Dickenson.
HUG28/3 11/12	D	7UCD		Kavanagh.
HUG29/3 12/12	D	2R7D		Campbell.
HUG30/2 14/12	D	Y5CD		Apparently replaced by -235. Op canx.
HUG31/5 14/12		Y5CS		Dickenson. Apparently replaced A16-235.
HUG33/7 16/12	D	5C9D		Whyte.
HUG38/2 21/12	D	6Q5D		Campbell.
HUG39/3 23/12	D	3E3D		Oldham.
HUG48/5 31/12	D	9KMD		Evans.

<sup>139</sup> RAAF Form E/E.88 Record Card – Airframes, Aero Engines, Mechanical Transport and Marine Craft for A16-199 in Aircraft Status Cards Lockheed Hudson A16-1 to A16-247; NAA: A10297, BLOCK 84.

<sup>140</sup> Ibid.

## A16-199 (continued)

1943:

Mission/Duty Date	Aircraft Letter	W/T Call sign	R/T Call sign	Remarks
HUG49/1 01/1	<i>D</i>	4W8D		Dickenson.
HUG2/4 02/1	<i>D</i>	F7DD		Rehfish.
HUG2/5 02/1	<i>D</i>	<i>F7DD</i>		Portway.
HUG4/2 04/1		5X2X		Campbell. Apparently replaced A16-227.
HUG5/3 05/1		7M3[...]		Dickenson. W/T suffix letter not recorded.
HUG6/5 06/1	<i>D</i>	9T4D		Evans.
HUG7/5 07/1	<i>D</i>	Y7UD		Dickenson.
HUG8/5 09/1	<i>D</i>	7Y6D		Dickenson.
HUG9/3 11/1	<i>D</i>	7Q6D		Apparently replaced by A16-202.
HUG10/3 13/1	<i>D</i>	7H6D		Danks-Brown.
HUG15/2 20/1	<i>D</i>	5J3D		Campbell.
HUG18/3 23/1		Y7UR		Smith. Apparently replaced A16-233.
HUG25/7 26/1	<i>D</i>	5X2D		Dixon.
HUG27/4 31/1	<i>SF-V</i>	3S2V		Moore.
HUG28/4 01/2	<i>SF-V</i>	6N6V		Moore.
HUG31/3 05/2	<i>SF-V</i>	6M4V		Campbell.
HUG33/3 06/2	<i>SF-V</i>	7G8V		Moore.

1RSU took charge of it for a 240-hourly on February 13<sup>th</sup>, 1943 and it was back with 13SQN again during March.<sup>141</sup> During this period, it was erroneously nominated for an operation.

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
BAT27/5 20/2	<i>SF-V</i>	6F2V		Apparently replaced by A16-235.
HUG19/6 15/3	<i>SF-V</i>	8M2V		Harber. Operation cancelled.
HUG20/2 16/3	<i>SF-V</i>	[...]D3V		Cameron.
HUG21/2 17/3	<i>SF-V</i>	4Z9V		Dickenson.
HUG23/1 18/3	<i>SF-V</i>	9G5V		Dickenson.
HUG24/3 20/3	<i>SF-V</i>	5M8V		Warlow-Davies.
HUG29/5 31/3	<i>SF-V</i>	7H2V		Dickenson.

After it's return from 1RSU, it stayed with 13SQN for only a few weeks before being handed over to 2SQN on April 4<sup>th</sup>, 1943.<sup>142</sup>

Mission/Duty Date	Aircraft Letter	W/T Call sign	R/T Call sign	Remarks
BAT40/2 07/4	<i>K</i>	6T6K		Dickenson.
BAT2/8 10/4	<i>K</i>	X3NK		Dickenson.

On April 14<sup>th</sup>, the aircraft was received by 1RSU and it was handed back to 2SQN on May 1<sup>st</sup>.<sup>143</sup>

<sup>141</sup> Ibid.

<sup>142</sup> Ibid.

<sup>143</sup> Ibid.

## A16-199 (continued)

1943 (continued):

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
HUG62/4 03/5		3AZF		Kavanagh.
HUG29/2 05/5	KO-F	5F7F		Hornby. RTB engine trouble.
HUG32/5 07/5	KO-F	5B5F		Cameron.
HUG35/5 08/5	KO-F	1Y3F		Kilgariff.
HUG38/5 11/5	KO-F	H3BF		Whyte.
HUG39/1 13/5	KO-F	4E6F		Kilgariff.
HUG41/2 13/5	KO-F	3R8F		Warlow-Davies.
HUG42/3 15/5	KO-F	J9RF		O'Neill.
HUG46/1 18/5	KO-F	2R8F		A Martin.
HUG47/2 19/5	KO-F	3R8F		Cameron.
HUG49/3 20/5		2X8F		Cameron. A51: listed second. RTB.
HUG10/1 25/5	KO-F	YT2F		Graham.
HUG12/4 26/5	KO-F	5Y7F		Graham.
HUG13/2 27/5	KO-S	1FYS		Craze. Apparently replaced A16-204.
HUG15/1 28/5	KO-H	6X1H		Warlow-Davies. Apparently replaced -213
HUG16/4 29/5	KO-F	M1KF		McKenzie.
HUG19/2 30/5	KO-F	G3BF		McKenzie.
HUG22/6 01/6	KO-F	4D9F		Griffiths.
HUG24/5 02/6	KO-F	7VNF		Woods.
HUG26/2 03/6	KO-F	3HRF		Stacey.
HUG28/3 04/6	KO-F	8Z8F		Stacey.
HUG35/2 07/6	KO-F	B8KF		Craze.
HUG36/3 08/6	KO-F	7C1F		Craze.
HUG40/1 11/6	KO-F	ZT9F		Unserviceable.
HUG42/4 12/6	KO-F	QP6F		Griffiths.
HUG30/11 30/6	KO-F	4L1F		McKenzie.
HUG36/1 03/7	KO-F	5CDF		McKenzie.
HUG42/2 04/7	KO-F	7O4F		McKenzie.
HUG35/8 24/7	KO-F	5S7F		O'Neill.
HUG43/7 26/7	KO-F	4H1F		McKenzie.
HUG45/6 27/7	KO-F	8N1F		Craze. RTB.
HUG47/1 29/7	KO-F	4R9F		Apparently replaced by A16-178.
HUG49/2 30/7	KO-F	6M6F		Craze.
HUG3/5 31/7	KO-F	WG6F		Robinson.
HUG13/4 07/8	KO-F	6E5F		McKenzie. RTB.
HUG17/9 09/8	KO-F	3T8F		Sprigg.
HUG37/4 16/8	KO-F	3JQF		Kilgariff.
HUG44/8 17/8	KO-F	1J3F		McKenzie.
HUG32/8 27/8	KO-F	6M3F		Brodie.
HUG36/3 29/8	KO-F	3N1F		Griffiths.
HUG38/3 30/8	KO-F	2H5F		Robinson. Replaced A16-213.

Continued →

## A16-199 (continued)

1943 (continued):

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
HUG42/3 01/9	KO-F	J6DF		Robinson. Replaced A16-154.
HUG3/5 03/9	KO-F	1A5F		Austin.
HUG10/8 06/9	KO-F	9H1F		Kilgariff.
HUG15/2 08/9	KO-F	4Q1F		Apted.
HUG24/1 11/9	KO-F	3K2F		Sprigg.
HUG36/1 17/9	KO-F	4P3F		Roe.
HUG40/4 20/9	KO-F	6N6F		Helsham.
HUG43/1 22/9	KO-F	G3BF		O'Neill.
HUG44/1 23/9	KO-F	7R9F		Kilgariff.
HUG2/1 26/9	KO-F	7U4F		Helsham.
HUG4/1 27/9	KO-F	7Y6F		Helsham.
HUG10/3 30/9	KO-F	2D9F	Vapoc	Newman.
HUG13/1 02/10	KO-F	1RVF		Hornby.
HUG17/3 03/10	KO-F	GG2F		Ingram.
HUG46/5 21/10	KO-F	GG2F RV1F		Cameron. Call sign change over 201530Z.
HUG2/2 25/10	KO-F	PF5F		Faux.
HUG5/2 26/10	KO-F	KN3F		Robinson.
HUG9/2 28/10	KO-F	HN2F		Faux.
HUG17/1 03/11	KO-F	Q17F		Scott. Replaced A16-177.
HUG18/1 04/11	KO-F	GX7F		Brockhurst.
HUG19/2 05/11	KO-F	SR7F		Replaced by A16-154.
HUG22/1 07/11	KO-F	CJ9F		Hornby.
HUG24/1 08/11	KO-F	HK8F		Unserviceable.
HUG26/1 09/11	KO-F	H41F		Reed.
HUG29/2 12/11	KO-F	Y35F		Scott.
HUG36/5 14/11	KO-F	4HPF UL5F		Faux. Call sign change over 141530Z.
HUG38/1 16/11	KO-F	3ZGF		Coleman.
HUG46/1 21/11	KO-F	XB1F		Scott.
HUG2/1 22/11	KO-F	MJ9F		Ditchburn.
HUG18/1 30/11	KO-F	SN7F		Dennis.
HUG20/1 01/12	KO-F	3AGF		Kuring.
HUG23/2 03/12	KO-F	HP4F		Ditchburn.
HUG27/1 04/12	KO-F	3CSF		McKenzie.
HUG28/1 05/12	KO-F	UG3F		Brodie.
HUG37/3 09/12	KO-F	KC8F		Robinson.
HUG39/2 10/12	KO-F	KI8F		Kuring.
HUG42/2 11/12	KO-F	QA4F		Ditchburn.
HUG46/2 12/12	KO-F	3HNF		Scott.
HUG48/1 13/12	KO-F	VJ4F		Oates. Crew had RTB'd in A16-160.
HUG2/4 13/12	KO-F	PD1F		Operation cancelled.
HUG11/1 16/12	KO-F	M13F		Scott.
HUG13/1 18/12	KO-F	VY9F		Cancelled due WX.
HUG16/1 19/12	KO-F	3AGF		Semple.

Continued →

## A16-199 (continued)

1943 (continued):

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
HUG20/2 21/12	KO-F	M13F		Kuring.
HUG22/1 22/12	KO-F	UA9F		Moore. Replaced A16-154.
HUG23/2 22/12	KO-F	FO5F		U/S, operation cancelled.
HUG24/1 23/12	KO-F	SN7F		Dennis.

4RSU received the aircraft on December 30<sup>th</sup> and returned it to 2SQN on February 26<sup>th</sup>, 1944.<sup>144</sup>

1944:

Mission/Duty Date	Aircraft Letter	W/T Call sign	R/T Call sign	Remarks
HUG42/3 27/2	KO-F	FY5F	Pedkill	Robinson.
HUG2/1 02/3	KO-F	UN2F		Apparently replaced by A16-203.
HUG17/1 08/3	KO-F	FK8F		Hayes. Replaced by A16-160.
HUG28/2 11/3	KO-F	J12F		Oates.
HUG35/5 12/3	KO-F	CP9F		Hill.
HUG42/2 14/3	KO-F	3GAF		Bowers.
HUG3/2 16/3	KO-F	2MNF		Semple.
HUG14/1 20/3	KO-F	GL4F		Brockhurst.
HUG16/1 21/3	KO-F	GX7F		Brockhurst.
HUG23/1 25/3	KO-F	DV6F		Hayes.
HUG25/1 26/3	KO-F	DS2F		Hayes.
HUG31/7 28/3	KO-F	3XNF		Brockhurst. Replaced A16-203.
HUG39/1 01/4	KO-F	SN7F		Ingram.
HUG44/1 04/4	KO-F	4OXF		Ditchburn.
HUG5/4 08/4	KO-F	2QEF		Kuring.

A16-199 flew the final 2SQN Hudson operation. By April 16<sup>th</sup>, the aircraft was in the hands of 3CU.<sup>145</sup>

<sup>144</sup> Ibid.

<sup>145</sup> Ibid.

**A-29-LO Hudson IIIa**  
**A16-202**  
**Ex FH179, 41-36980, c/n 6469**

After serving with 6SQN, this aircraft was sent to 5AD on November 1<sup>st</sup>, 1942. They sent it down to 1AD at Laverton who received it on December 16<sup>th</sup> with the view of handing it over to 13SQN who received it on December 23<sup>rd</sup>.<sup>146</sup>

1942:

Mission/Duty Date	Aircraft Letter	W/T Call sign	R/T Call sign	Remarks
HUG45/1 27/12	M	6A8M		Dixon.
HUG47/1 28/12	M	A5RM		Warlow-Davies.
HUG48/6 31/12	M	9KMM		Rule. Call sign not quoted in Mauve.

1943:

Mission/Duty Date	Aircraft Letter	W/T Call sign	R/T Call sign	Remarks
HUG1/2 02/1	M	F7DM		Danks-Brown.
HUG3/3 03/1	M	D5YM		Kavanagh.
HUG4/3 04/1	M	5X2M		Evans.
HUG7/2 07/1	M	Y7UM		Campbell.
HUG8/2 09/1	M	7Y6M		Danks-Brown.
HUG9/3 11/1		7Q6D		Campbell. Apparently replaced A16-199.
HUG10/2 13/1	M	7H6M		Kavanagh.
HUG13/2 17/1	M	5P3M		Kavanagh.
HUG21/8 24/1	M	7P6M		Kavanagh.
HUG23/1 26/1	M	5X2M		Kavanagh.
HUG27/3 31/1	SF-P	3S2P		Kavanagh.
HUG28/3 01/2	SF-P	6N6P		Kavanagh.
HUG31/1 05/2	SF-P	6M4P		Kavanagh.
HUG33/5 06/2		7G8M		Oldham. Apparently replaced A16-219.
HUG34/2 07/2	SF-P	2HSP		Apparently replaced by A16-247.
HUG35/3 08/2	SF-P	2Y9P		Kavanagh.
HUG38/2 13/2	SF-P	7OWP		Kavanagh.
HUG41/9 15/2	SF-P	6N6P		Danks-Brown.
HUG42/2 16/2	SF-P	XW8P		Dixon.
HUG44/1 17/2	SF-P	WG6P		Kemp.
HUG47/2 18/2	SF-P	7G7P		Dixon.
HUG49/2 20/2	SF-P	8Q2P		Dixon.
HUG1/3 21/2	SF-P	5N2P		Smith.
HUG4/1 24/2	SF-P	5T2P		Dixon.
HUG9/1 28/2	SF-P	3BOP		Dixon.
HUG10/5 03/3	SF-P	4Z9P		Dickenson.
HUG11/3 05/3	SF-P	9K7P		Kavanagh.
HUG14/2 07/3	SF-P	5S7P		Kavanagh.

It served with 13SQN until being received by 1RSU on March 9<sup>th</sup> who eventually handed the aircraft over to 2SQN on April 10<sup>th</sup>, 1943.<sup>147</sup>

<sup>146</sup> RAAF Form E/E.88 Record Card – Airframes, Aero Engines, Mechanical Transport and Marine Craft for A16-202 in Aircraft Status Cards Lockheed Hudson A16-1 to A16-247; NAA: A10297, BLOCK 84.

<sup>147</sup> Ibid.

## A16-202 (continued)

1943 (continued):

Mission/Duty Date	Aircraft Letter	W/T Call sign	R/T Call sign	Remarks
HUG44/6 19/4	KO-F	7H7F		Newman. A51: Kavanagh. Repl A16-195.
HUG4/1 23/4	KO-W	5W9W		Apparently replaced A16-219.
HUG6/2 24/4	KO-J	6S7J		Cameron.
HUG58/5 29/4	KO-J	6Q2J		Robertson. No A51. A50 indicates duty 2.
HUG59/8 30/4		K9DJ		Robertson. No record A50 or A51.

Having suffered twisting to its undercarriage, the aircraft was sent to 5AD at Wagga Wagga, New South Wales, who received it on May 30<sup>th</sup>, 1943.<sup>148</sup>

It was received again by 2SQN on October 2<sup>nd</sup>, but didn't fly operationally before it was involved in a take-off accident during which the aircraft ground looped, collapsing the undercarriage. The occupants escaped without injury.<sup>149</sup>

On October 6<sup>th</sup>, 1943, the aircraft was commencing its take-off run when it swung to the left. The pilot reduced power on the starboard engine in an effort to correct the swing, but the aircraft then swung to the right so power was cut to both engines. The aircraft continued its deviation to the right and the undercarriage collapsed. The aircraft caught fire and was eventually destroyed.<sup>150</sup>

<sup>148</sup> Ibid.

<sup>149</sup> RAAF Form A50 Operations Record Book of No. 2 Squadron, entry for 6.10.43 in RAAF Unit History Sheets Number 2 Squadron May 37 – May 46; NAA: A9186, 5.

<sup>150</sup> Aircraft Accident Data card for Hudson A16-202 in Lockheed Hudson A16 Accidents Part 4; NAA: A9845, 137.



**A-29-LO Hudson IIIa**  
**A16-203**  
**Ex FH180, 41-36981, c/n 6470**

Formally received at 1AD from the USA on April 1<sup>st</sup>, 1942, this aircraft went to the Commonwealth Aircraft Corporation for assembly. It eventually went on to serve with 6SQN and then, after installation of dual controls, 10TU. 2SQN received this aircraft on October 1<sup>st</sup>, 1943.<sup>151</sup>

1943:

Mission/Duty Date	Aircraft Letter	W/T Call sign	R/T Call sign	Remarks
HUG28/3 11/10	KO-D	OX6D		Ingram.
HUG32/5 12/10	KO-O	4FNO CN5O		Sprigg. Either replaced unknown "O", or consistent typo intended to read "D". Call sign change over 121530Z.
HUG35/2 14/10	KO-O	QY3O CW1O		Brockhurst. Either replaced unk "O", or consistent typo intended to read "D". Call sign change over 141530Z.
HUG37/2 15/10	KO-D	FU6D		Cameron.
HUG1/2 24/10	KO-D	FM7D		Ingram.
HUG8/2 29/10	KO-D	CN5D	Cardfile	Scott.
HUG20/1 05/11	KO-D	FK8D		Faux.
HUG21/1 06/11	KO-D	WK6D		Northover.
HUG27/1 10/11	KO-D	VP4D		Replaced by A16-230.
HUG30/1 12/11	KO-D	1MQD		Dennis. Replaced A16-219.
HUG31/1 13/11	KO-D	JK7D		Northover.
HUG36/3 14/11	KO-D	4HPD UL5D		Coleman. Call sign change over 141530Z.
HUG47/2 21/11	KO-D	H41D		Reed.
HUG16/1 29/11	KO-D	GL4D		Apparently replaced by A16-230.
HUG26/1 24/12	KO-D	HP4D		Replaced by A16-230.
HUG27/2 24/12	KO-D	QS5D		Apted. Replaced A16-230.
HUG32/2 27/12	KO-D	VV1D		Robinson.
HUG40/1 31/12	KO-D	MM9D		Scott.

1944:

Mission/Duty Date	Aircraft Letter	W/T Call sign	R/T Call sign	Remarks
HUG41/1 01/1	KO-D	GV3D		Oates.
HUG42/1 02/1	KO-D	3HAD		Faux.
HGS47/1 29/1	KO-D	3VYD		Durbin.
HGS5/1 01/2	KO-D	RY9D		U/S. Was to have replaced A16-154.
HGS6/1 02/2	KO-V	MI1V		Thomas. Apparently replaced A16-230.
HGS8/1 03/2	KO-D	QV2D		Oates.
HGS27/2 08/2	KO-D	PN7D		Robinson.
HGS30/2 09/2	KO-D	1QID		Oates.
HGS41/1 12/2	KO-D	M13D		Durbin.
HGS45/1 13/2	KO-D	2LCD		Durbin.
HGS5/2 15/2	KO-D	RP4D		Oates.
HUG8/1 16/2	KO-D	KG1D		Kuring.
HUG14/1 17/2	KO-D	4NCD		Kuring.
HUG15/4 18/2	KO-D	LZ1D		Ingram.

Continued →

<sup>151</sup> RAAF Form E/E.88 Record Card – Airframes, Aero Engines, Mechanical Transport and Marine Craft for A16-203 in Aircraft Status Cards Lockheed Hudson A16-1 to A16-247; NAA: A10297, BLOCK 84.

## A16-203 (continued)

1944 (continued):

Mission/Duty Date	Aircraft Letter	W/T Call sign	R/T Call sign	Remarks
HUG24/2 21/2	KO-D	DV6D		Bowers.
HUG26/1 22/2	KO-D	M13D		Hayes.
HUG28/1 23/2	KO-D	1RBD		Hayes.
HUG38/1 26/2	KO-D	FM7D		Ditchburn.
HUG2/1 02/3	KO-F	UN2F		Durbin. Apparently replaced A16-199.
HUG41/1 14/3	KO-D			Henock. AWM66, 15/1/100.
HUG47/1 15/3	KO-D	1GDD		Henock.
HUG2/1 16/3	KO-D	LR2D		Unserviceable.
HUG31/7 28/3	KO-D	3XND		Replaced by A16-199.
HUG35/1 30/3	KO-D	2MND		Brockhurst.
HUG38/1 31/3	KO-D	Y54D		Brockhurst.
HUG40/1 02/4	KO-D	HR3D		Hill.
HUG43/1 03/4	KO-D	ZP8D	Pitcher	Brockhurst. <b>Failed to Return.</b>

One Hudson was required for a "W" Anti-Submarine Patrol in support of Force "F" from dawn until 022330Z (9 am on the 3<sup>rd</sup>) and then from 030730Z (5 pm) until dusk.<sup>152</sup>

Estimated time of departure from Hughes 021830Z (4 am Darwin time on the 3<sup>rd</sup>), estimated time and position of joining convoy 022045Z (6:15 am) in position 11°16'S 135°27'E. Convoy track 250° True. 1,500 feet. Estimated time and position of leaving convoy 022330Z (9 am) in position 11°27'S 134°54'E. Estimated time of arrival at Millingimbi 022350Z (9:20 am). Then departing Millingimbi at 030640Z (4:10 pm), re-joining convoy at 030730Z (5 pm) in position 10°55'S 133°26'E. Convoy track 295° True. Estimated time and position of leaving convoy 030930Z (7 pm) in position 10°49'S 133°03'E. Estimated time of arrival back at Hughes 031045Z (8:15 pm).<sup>153</sup>

A16-203's actual time of departure was 3:52 am local time.<sup>154</sup> No communication was received from the aircraft, no radar plots were logged for the flight and no sighting of the aircraft was made by vessels in the convoy. When the aircraft had missed its estimate for Millingimbi by 19 minutes, they commenced calling but received no response.<sup>155</sup> This was the last Hudson lost by 2SQN.

The crew comprised:

Pilot	Pilot Officer Colin Desmond Brockhurst,
Navigator	Pilot Officer Richard James Philpot,
WAG	Pilot Officer Russell Lindsay Black,
WAG	Pilot Officer Harold John Gillies, and
AG	Flight Sergeant Robert Gordon Frew. <sup>156</sup>

In June, 1946, a crocodile hunter named John Palmer was in Darwin Hospital. He believed the wreckage of a large aircraft was located in a mangrove swamp on the east bank of the Adelaide River

<sup>152</sup> DA/G3/2 Apr in AWM66, 15/1/104.

<sup>153</sup> HUG/M5/2 Apr, *ibid*.

<sup>154</sup> Confirmatory Memorandum, Casualty Aircraft Hudson A16-203 in Casualty Repatriation File Brockhurst Colin Desmond 425593; NAA: A705, 166/6/468.

<sup>155</sup> Department of Air Minute Presumption of Death of Crew of Hudson Aircraft A16-203, dated 22.9.44, *ibid*.

<sup>156</sup> 2BPSO signal BC32 of 3<sup>rd</sup> April (1944), *ibid*.

### A16-203 (continued)

in approximate position 12°40'S 131°20'E between Old Marakai Landing, commonly called Paddy's Landing and White Stone Landing.<sup>157</sup>

On August 19<sup>th</sup>, 1946, RAAF Work Boat, O17-36, was taken to the site guided by two indigenous boys sent by John Palmer. The empennage of a Hudson aircraft was found with the partial serial number of "A16-20" visible; the "0" was very faint and the presence of an additional digit, whilst possible, couldn't be seen. The aircraft had apparently struck the bank of a creek approximately 60 yards from its junction with the Adelaide River, at an angle of 40 to 50°. The left wing had apparently broken into many pieces and was scattered over a wide area but the right-hand wing was largely intact and was lying partially in the creek. The tail unit, minus the rudders, was sticking out from a water filled crater about 15 feet across. The rest of the aircraft was presumed to be buried in mud and ooze at the bottom of the crater. The position of the wreckage was difficult to fix, the Coxswain of the Work Boat figured it to have been 12°34'S 131°23'20"E and another member of the party, using a rough sketch supplied by Mr Palmer, felt it was more likely 12°39'S 131°21'50"E.<sup>158</sup>

A check of records was undertaken and it was determined that it was not possible for the wreckage to be of any other aircraft apart from A16-203.<sup>159</sup>

Some personal effects and a small quantity of human remains were found between September 23<sup>rd</sup> and 28<sup>th</sup> and the remains recovered and returned to Darwin.<sup>160</sup> The SMO (Senior Medical Officer) at Darwin confirmed that the remains were from four individuals and that, due to their fractured state, they must have been subjected to severe trauma.<sup>161</sup>

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<sup>157</sup> NWAHQ signal M337 of 24<sup>th</sup> June (1946), *ibid.*

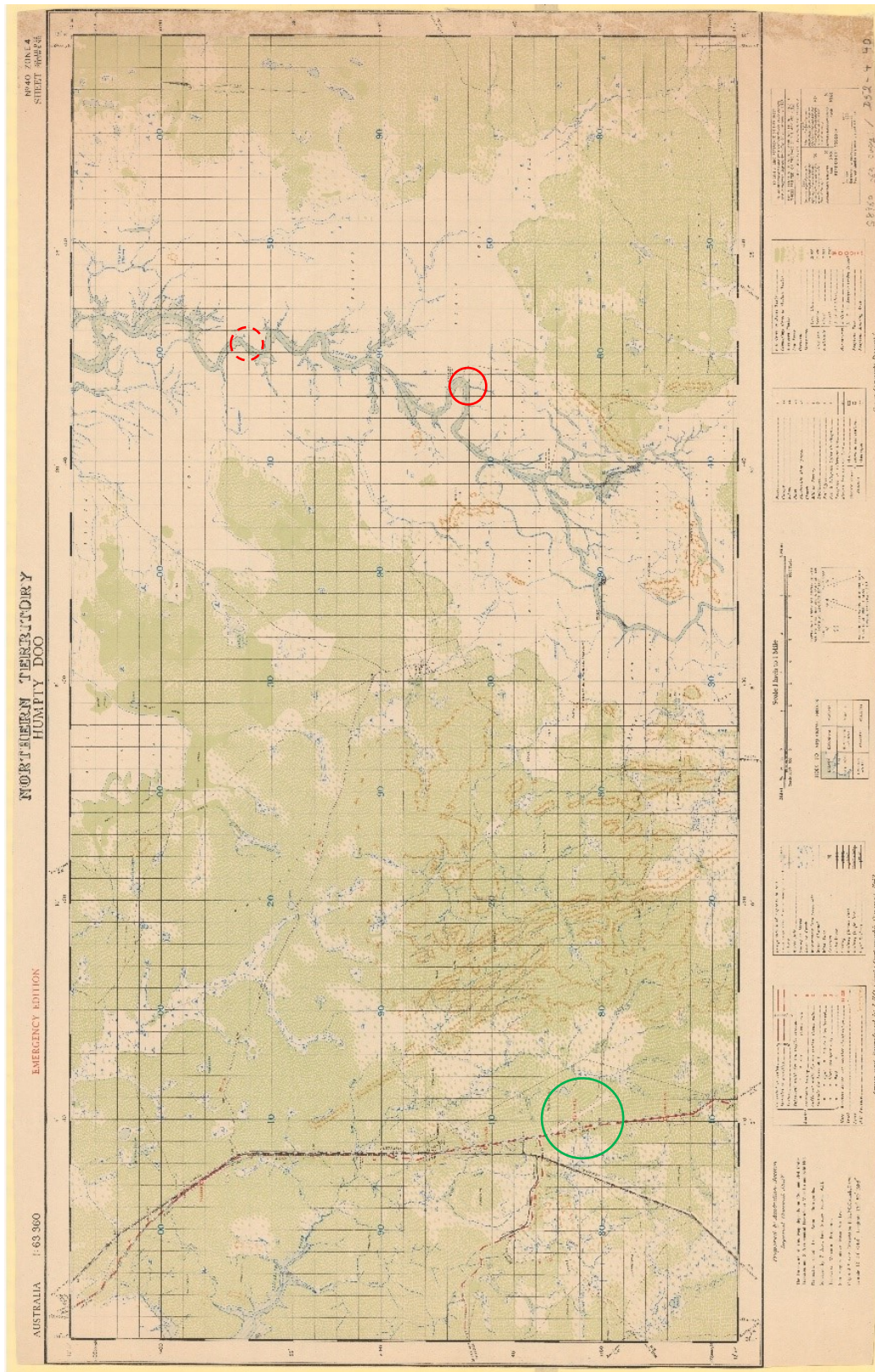
<sup>158</sup> Headquarters North Western Area letter "Re Aircraft Wreckage Found on the Adelaide River", dated 23<sup>rd</sup> August 46, *ibid.*

<sup>159</sup> File enclosure, dated 27/8/46, *ibid.*

<sup>160</sup> NWAHQ signal P676 of 30<sup>th</sup> September (1946), *ibid.*

<sup>161</sup> Note from SMO RAAF Darwin, "Identification of Remains", dated 30<sup>th</sup> September, 1946, *ibid.*

A16-203 (continued)



The Humpty Doo 1:63,360, No. 40, Emergency Edition, 1943, sheet as referred to by the Search Party. Hughes Airstrip, bottom left, is circled in green. The position of the wreckage as estimated by the Coxswain is circled in dashed red and the position derived from the sketch map circled in solid red. [National Library of Australia object 234340592].

**A-29-LO Hudson IIIa**  
**A16-204**  
**Ex FH182, 41-36983, c/n 6472**

It was received by 1AD, RAAF Laverton, Victoria, for assembly on April 5<sup>th</sup>, 1942, and was eventually received by 13SQN for its first “posting” on August 2<sup>nd</sup>.<sup>162</sup> From the start of October, 1942, it flew, or was tasked to fly, the following operations:

1942:

Mission/Duty Date	Aircraft Letter	W/T Call sign	R/T Call sign	Remarks
HUG56/4 02/10	A	3L6A		Campbell.
HUG47/5 03/10	A	7H6A		Portway.
HUG49/3 04/10	A	3Z6A		Campbell.
HUG4/1 08/10	A	4W4A		Campbell. Cancelled.
HUG6/7 08/10	A	4W4A		Portway.
HUG7/2 09/10	A	7OWA		Campbell.
HUG9/2 10/10	A	5PRA		McDonald.
HUG12/2 12/10	A	2T2A		Campbell.
HUG20/1 17/10	A	Y7UA		Rule.
HUG22/2 25/10	A	9C8A		Rule. Apparently replaced by A16-166.
HUG24/6 26/10	A	7Z4A		Thomson.
HUG29/1 29/10	A	6M3A		Rule.
HUG32/1 31/10		4Q6[...]		Thomson. Suffix letter omitted from Mauve.
HUG35/2 02/11	A	4G8A		Smith.
HUG38/5 05/11	A	5J8A		Rule.
HUG41/2 09/11	A	Q7KA		Thomson.
HUG43/2 11/11	A	8L4A		Moore.
HUG1/3 17/11	A	5P3A		Rule.
HUG5/5 20/11	A	8B4A		Thomson.
HUG7/6 21/11	A	6L5A		Oldham.
HUG12/1 27/11		6CVQ		Harding. Apparently replaced A16-236.

It was received by 5AD on December 4<sup>th</sup> for a 240-hourly and incorporation of CO<sub>2</sub> equipment and auxiliary fuel tanks, having first passed through 1AD. 13SQN got it back again on January 14<sup>th</sup>, 1943.<sup>163</sup>

1943:

Mission/Duty Date	Aircraft Letter	W/T Call sign	R/T Call sign	Remarks
HUG17/2 23/1		Y7UX		Evans. Apparently replaced A16-227.
HUG22/1 25/1		QP6A		Smith. Apparently replaced A16-226.
HUG24/2 26/1	P	5X2P		Campbell.
HUG27/1 31/1	SF-S	3S2S		Campbell.
HUG28/1 01/2	SF-S	6N6S		Campbell.
HUG35/6 08/2	SF-S	2Y9S		Campbell.
HUG38/3 13/2	SF-S	7OWS		Campbell.

Continued →

<sup>162</sup> RAAF Form E/E.88 Record Card – Airframes, Aero Engines, Mechanical Transport and Marine Craft for A16-204 in Aircraft Status Cards Lockheed Hudson A16-1 to A16-247; NAA: A10297, BLOCK 84.

<sup>163</sup> Ibid.

## A16-204 (continued)

1943 (continued):

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
HUG40/5 15/2	SF-S	6N6S		Apparently replaced by A16-227.
HUG41/8 15/2	SF-S	6N6S		Did not TKOF, turret U/S.
HUG43/4 16/2	SF-S	XW8S		Evans.
HUG45/3 17/2	SF-S	WG6S		Campbell.
HUG49/3 20/2	SF-S	8Q2S		Portway.
HUG1/2 21/2	SF-S	5N2S		Rule.
HUG2/2 22/2	SF-S	6Q2S		Apparently replaced by A16-156.
HUG3/3 23/2	SF-S	8D3S		Evans.
HUG5/4 24/2	SF-S	5T2S		Campbell.
HUG8/3 27/2		4Q6Q		Dixon. Apparently replaced A16-156.
HUG10/1 03/3	SF-S	4Z9S		Kemp.

It was sent to 1RSU for an engine change and another 240-hourly during March and from there became a 2 Squadron machine on April 10<sup>th</sup>.<sup>164</sup>

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
HUG35/4 14/4	N	2M6N		Dickenson.
HUG41/3 17/4	KO-N	9C3N		Cameron.
HUG44/14 19/4	KO-N	7H7N		Cameron.
HUG47/4 20/4	KO-N	3Q8N		Operation cancelled.
HUG5/10 24/4	KO-N	6S7N		Cambridge. A51: duty 11.
HUG11/1 25/4	KO-N	5G5N		Austin.
HUG20/2 27/4	KO-N	8Q2N		Cambridge.
HUG61/5 02/5	KO-S	9F9S		McDonald.

Requiring a double engine change, it was sent to 4RSU on May 4<sup>th</sup> and was returned to 2SQN on May 15<sup>th</sup>.<sup>165</sup>

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
HUG45/8 17/5	KO-S	3A2S		Cameron.
HUG5/2 21/5	KO-S	3E3S		Kavanagh.
HUG6/3 22/5	KO-S	4R9S		Kavanagh.
HUG13/2 27/5	KO-S	1FYS		Apparently replaced by A19-199.
HUG15/3 28/5	KO-S	6X1S		Craze.
HUG16/3 29/5	KO-S	M1KS		Cameron.
HUG26/4 03/6	KO-S	3HRS		Cameron.
HUG28/1 04/6	KO-S	8Z8S		Cameron.
HUG33/4 05/6	KO-S	3Q8S		Griffiths.
HUG34/2 06/6	KO-S	1A8S		Griffiths.
HUG35/3 07/6	KO-S	B8KS		Knauer.

Continued →

<sup>164</sup> Ibid.

<sup>165</sup> Ibid.

## A16-204 (continued)

1943 (continued):

Mission/Duty Date	Aircraft Letter	W/T Call sign	R/T Call sign	Remarks
HUG36/2 08/6	KO-S	7C1S		Knauer.
HUG2/5 16/6	KO-S	8R5S		McKenzie.
HUG3/3 17/6	KO-S	2B1S		Stacey. ASV equipped.
HUG4/4 18/6	KO-S	QB1S		A Martin.
HUG7/4 19/6	KO-S	7C1S		A Martin.
HUG9/1 20/6		K9NS		L Martin.
HUG11/8 20/6	KO-S	4B4S		McKenzie.
HUG16/1 23/6	KO-S	5UAS		Replaced by A16-219.
HUG23/10 26/6	KO-S	6S7S		McKenzie.
HUG25/4 27/6	KO-S	9C3S		O'Neill.
HUG27/1 29/6	KO-S	3Q8S		Stacey. Replaced A16-240.
HUG29/2 30/6	KO-S	7VNS		Craze.

On July 2<sup>nd</sup>, 4RSU took charge of the aircraft for another double engine change. It was handed back to 2SQN on July 16<sup>th</sup>.<sup>166</sup>

Mission/Duty Date	Aircraft Letter	W/T Call sign	R/T Call sign	Remarks
HUG26/3 20/7	KO-S	8CGS		McKenzie.
HUG28/2 21/7	KO-S	5CDS		Reed. Duplicate duty number.
HUG30/1 22/7	KO-S	3WBS		Reed.
HUG34/4 23/7	KO-T	7Q6T		Stacey. Apparently replaced A16-207.
HUG36/1 24/7	KO-S	1P7S		Replaced by A16-207.
HUG31/3 25/7	KO-S	5Y1S		O'Neill.
HUG43/4 26/7	KO-S	4H1S		Stacey.
HUG47/2 29/7	KO-S	4R9S		Faux. A51: Craze, flew as duty 1.
HUG48/3 28/7	KO-S	5Y7S		Cameron.
HUG3/4 31/7	KO-S	WG6S		Cameron.
HUG10/1 06/8	KO-S	R6FS		Cameron.
HUG15/1 09/8	KO-S	7L5S		Griffiths.
HUG18/4 11/8	KO-S	Y9NS		Cameron.
HUG27/4 14/8	KO-S	7O1S		Cameron.
HUG44/9 17/8	KO-S	1J3S		Cameron.
HUG47/1 18/8	KO-T	4D9T		Apted. Apparently replaced A16-207.
HUG49/2 19/8	KO-S	9N9S		Apted.
HUG4/4 20/8	KO-S	8W4S		Coleman.
HUG4/5 20/8		8W4S		Coleman.
HUG9/4 21/8	KO-S	Z5KS		Cameron. A50: Reed.
HUG18/13 23/8	KO-S	6A7S		Reed.
HUG16/2 24/8	KO-S	2L8S		Cameron. A51 typo: "-240".
HUG22/2 25/8	KO-S	6A7S		Cameron.
HUG32/10 27/8	KO-S	6M3S		Cameron.

Continued →

<sup>166</sup> Ibid.

## A16-204 (continued)

1943 (continued):

Mission/Duty Date	Aircraft Letter	W/T Call sign	R/T Call sign	Remarks
HUG44/11 31/8	KO-S	4G8S		Cameron.
HUG3/6 03/9	KO-S	1A5S		Cameron.
HUG7/1 06/9	KO-S	4S9S		Thomas.
HUG12/2 07/9	KO-S	5C9S		Stacey.
HUG17/6 08/9	KO-S	1Z7S		Cameron.
HUG20/5 09/9	KO-S	9SAS		Thomas.
HUG28/4 11/9	KO-S	5CVS		Cameron.
HUG29/1 13/9	KO-S	1G8S		Helsham.
HUG35/1 16/9	KO-S	2S6S		Cameron.
HUG40/8 20/9	KO-S	6N6S		Stacey.

On September 21<sup>st</sup>, 1943, allotment to 5AD was requested so as a 240-hourly could be completed and wrinkling of the wings fixed. 5AD received the aircraft on September 28<sup>th</sup>.<sup>167</sup>

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<sup>167</sup> Ibid.



**A-29-LO Hudson IIIa**  
**A16-207**  
**Ex FH186, 41-36987, c/n 6476**

Received at 1AD from the UK (aircraft status card says US) on April 6<sup>th</sup>, 1942, this aircraft was issued to 2SQN on May 4<sup>th</sup> and received on the 11<sup>th</sup>. It went to 1RSU for a few weeks during August, 1942, for a 240-hourly, being returned to 2SQN at the end of the month and then, early in October, it was received by 5AD at Wagga Wagga for installation of an auxiliary fuel tank. 2SQN got the aircraft back again on November 9<sup>th</sup>, 1942.<sup>168</sup>

1942:

Mission/Duty Date	Aircraft Letter	W/T Call sign	R/T Call sign	Remarks
BAT5/3 11/11	P	3Q8P		Eriksen.
BAT9/7 17/11	P	1FYP		McDouall.
BAT12/4 19/11	P	NF3P		Robertson.
BAT13/4 22/11	P	4M5P		Mills.
BAT17/2 28/11	P	1FYP		Morcombe.
BAT36/2 12/12	P	6Q8P		Goode.
BAT58/2 13/12	P	5W9P		Ralston.
BAT61/2 15/12	P	3Z3P		Daniel.
BAT63/5 16/12	P	J6DP		Goode.
BAT5/ 20/12	P	6Q8P		Ralston. Duty number not quoted.
BAT14/5 25/12	P	Q8RP		Robertson.

On December 27<sup>th</sup>, 1RSU received the aircraft for another 240-hourly and a top overhaul of both engines. They then sent it off to 3AD at Amberley, Queensland, with 2SQN eventually getting the aircraft back on strength on February 5<sup>th</sup>, 1943.<sup>169</sup>

1943:

Mission/Duty Date	Aircraft Letter	W/T Call sign	R/T Call sign	Remarks
BAT10/2 08/2	P	D3FP		Daniel.
BAT14/5 10/2	P	UM5P		McDouall.
BAT16/2 15/2	P	2Y6P		McDonald.
BAT19/2 17/2		4S9L		McDonald. Apparently replaced A16-181.
BAT23/5 18/2	P	1RMP		Apparently replaced by A16-238.
BAT25/3 19/2	P	5W9P		Morcombe.
BAT30/3 22/2	P	D3FP		McDouall.
BAT33/7 23/2	P	YG8P		McDouall.
BAT40/7 27/2	P	8MGP		McDouall.
BAT49/3 07/3	P	3N2P		Apparently replaced by A16-241.
BAT4/3 13/3	P	3F3P		Stacey.
BAT9/5 14/3	P	4P3P		L Martin.
BAT11/9 15/3	P	3A8P		McDouall.

<sup>168</sup> RAAF Form E/E.88 Record Card – Airframes, Aero Engines, Mechanical Transport and Marine Craft for A16-207 in Aircraft Status Cards Lockheed Hudson A16-1 to A16-247; NAA: A10297, BLOCK 84.

<sup>169</sup> Ibid.

### A16-207 (continued)

On March 31<sup>st</sup>, 1AD, Laverton, Victoria, recorded receiving the aircraft, evidently on its way to 5AD at Wagga Wagga, New South Wales, who received it for an engine change and replacement of its starboard wing on April 2<sup>nd</sup>. The aircraft was received by 2SQN again on June 9<sup>th</sup>, 1943.<sup>170</sup>

1943 (continued):

Mission/Duty Date	Aircraft Letter	W/T Call sign	R/T Call sign	Remarks
HUG42/6 12/6	KO-T	7M3T		McKenzie.
HUG45/4 13/6	KO-T	7DAT		McKenzie.
HUG45/5 13/6	KO-T	7DAT		McKenzie.
HUG47/2 15/6	KO-T	K6FT		Dickenson.
HUG49/2 16/6		7VNT		Dickenson.
HUG2/4 16/6	KO-T	8R5T		Kemp.
HUG3/4 17/6	KO-T	2B1T		Griffiths. ASV equipped.
HUG4/3 18/6	KO-T	QB1T		Craze.
HUG7/3 19/6	KO-T	7C1T		Craze.
HUG15/5 22/6	KO-T	3Z6T		Craze.
HUG19/4 25/6	KO-T	6T9T		A51: L Martin.
HUG20/3 26/6	KO-T	8H6T		L Martin.
HUG20/4 26/6	KO-T	8H6T		L Martin.
HUG25/3 27/6	KO-T	9C3T		L Martin.
HUG38/3 04/7	KO-T	8CGT		Thomas.
HUG39/3 05/7	KO-T	7N5T		Thomas.
HUG46/6 06/7	KO-T	9DGT		Austin.
HUG1/3 08/7	KO-T	2T2T		Austin.
HUG2/12 08/7		8N1T		Apted.
HUG6/3 09/7	KO-T	3R8T		Apted.
HUG12/2 13/7	KO-T	6M6T		Oates.
HUG16/1 14/7	KO-T	6A8T		Oates.
HUG18/1 15/7	KO-T	6X1T		McKenzie.
HUG22/2 16/7	KO-T	9E3T		McKenzie.
HUG26/7 20/7	KO-T	8CGT		Griffiths.
HUG29/5 21/7	KO-T	3K2T		Oates.
HUG34/4 23/7	KO-T	7Q6T		Apparently replaced by A16-204.
HUG36/1 24/7	KO-T	1P7T		Cameron. Replaced A16-204.
HUG43/5 26/7	KO-T	4H1T		Reed.
HUG45/ 27/7	KO-T	8N1T		[Spare].
HUG30/10 14/8	KO-T	A5AT		Newman.
HUG34/4 15/8	KO-T	3N1T		L Martin.
HUG34/5 15/8	KO-T	3N1T		L Martin.
HUG38/6 16/8	KO-T	1N5T		Stacey.
HUG42/4 17/8	KO-T	5JHT		L Martin.
HUG47/1 18/8	KO-T	4D9T		Apparently replaced by A16-204.
HUG3/4 19/8	KO-T	7D2T		Brodie.
HUG4/3 20/8	KO-T	8W4T		Brodie.

Continued →

<sup>170</sup> Ibid.

## A16-207 (continued)

1943 (continued):

Mission/Duty Date	Aircraft Letter	W/T Call sign	R/T Call sign	Remarks
HUG10/2 22/8	KO-T	NF3T		Griffiths.
HUG13/1 23/8	KO-T	7L5T		Griffiths.
HUG19/5 24/8	KO-T	7M3T		Brodie.
HUG32/5 27/8	KO-T	6M3T		Newman.
HUG39/1 30/8	KO-T	UM5T		L Martin.
HUG40/2 31/8	KO-T	7P1T		L Martin.

The aircraft was received by 4RSU on September 1<sup>st</sup> for a double engine change and to repair some bullet holes and it was handed back to 2SQN on the 14<sup>th</sup>.<sup>171</sup>

Mission/Duty Date	Aircraft Letter	W/T Call sign	R/T Call sign	Remarks
HUG39/1 20/9	KO-T	6Q8T		Coleman.
HUG40/7 20/9	KO-T	6N6T		Replaced by A16-226.
HUG41/1 21/9	KO-T	1Z7T		Thomas.
HUG47/3 24/9	KO-T	5Y1T		Brodie.
HUG1/1 25/9	KO-T	6Y7T		Martin.
HUG14/3 02/10	KO-T	4RCT	Offwind	Oates.
HUG24/2 09/10	KO-T	Y26T		Oates.
HUG25/1 10/10	KO-T	UT7T		Austin.
HUG27/1 11/10	KO-T	DM5T		Brodie.
HUG32/8 12/10	KO-T	4FNT CN5T		Martin. Call sign change over 121530Z.
HUG33/1 14/10	KO-T	GA9T		Ingram. Replaced A16-226, but in turn replaced by A16-178.
HUG36/9 14/10	KO-T	JM1T FU6T		Faux. Call sign change over 141530Z.
HUG38/2 16/10	KO-T	LU6T		Roe.
HUG42/2 19/10	KO-T	CX8T		Craze.
HUG43/1 20/10	KO-T	H64T		Scott.
HUG45/1 21/10	KO-T	GP8T		Brockhurst.
HUG33/1 14/11	KO-T	WM7T		Thomas.
HUG34/1 15/11	KO-T	1GDT		Roe.
HUG39/2 17/11	KO-T	CP9T		Apted.
HUG48/3 21/11	KO-T	1FVT		Replaced by A16-226.
HUG49/2 22/11	KO-T	CJ9T		Ingram.
HUG4/1 23/11	KO-T	OR3T		Faux.
HUG7/1 24/11	KO-T	JK7T		Semple.

The hydraulic system required an overhaul, so 4RSU took charge of the machine again on November 28<sup>th</sup>. 2SQN took the aircraft back again on January 23<sup>rd</sup>, 1944.<sup>172</sup>

<sup>171</sup> Ibid.

<sup>172</sup> Ibid.

## A16-207 (continued)

1944:

Mission/Duty Date	Aircraft Letter	W/T Call sign	R/T Call sign	Remarks
HGS21/1 06/2	KO-T	LL4T		Ingram.
HGS23/1 07/2	KO-T	1CWT		Ingram.
HGS35/1 10/2	KO-T	4SAT		Robinson.
HGS37/1 11/2	KO-T	ZS6T		Robinson.
HGS43/3 12/2	KO-T	LO5T		Thomas.
HUG15/6 18/2	KO-T	LZ1T		Thomas.
HUG29/2 23/2	KO-T	4SAT		Northover.
HUG33/2 24/2	KO-T	ZN4T		Brockhurst.
HUG39/3 26/2	KO-T	YW3T	Bloty	Oates.
HUG40/1 27/2	KO-T	QP7T		Oates.
HUG49/3 01/3	KO-T	GL4T		Thomas.
HUG7/1 04/3	KO-T	SX4T		Boyd.
HUG8/1 04/3	KO-T	DS2T		Boyd. Re-called due WX.
HUG10/1 05/3	KO-T	ST1T		Durbin.
HUG13/1 06/3	KO-T	VK8T		Unserviceable, operation cancelled.
HUG14/1 07/3	KO-T	WB1T		Boyd.
HUG23/1 10/3	KO-T	YS4T		Scott.
HUG27/1 11/3	KO-T	MN4T		Scott.
HUG31/1 12/3	KO-T	WV6T		Moore.
HUG37/1 13/3	KO-T	XF1T		Moore.

On March 19<sup>th</sup>, it was noted as being received by 2AD at RAAF Richmond. The aircraft went on to serve with 10TU and then, during December, 1944, went to Australian National Airways at Parafield, South Australia, to be converted in to an Air Ambulance; subsequently serving with Number 2 Air Ambulance Unit (2AAU).<sup>173</sup>

<sup>173</sup> Ibid.

**A-29-LO Hudson IIIa**  
**A16-210**  
**Ex BW752, 41-23614, c/n 6431**

On April 13<sup>th</sup>, 1942, this aircraft was officially received at 1AD at RAAF Laverton, Victoria, from the United Kingdom. After assembly, it was received by 2SQN at Batchelor on May 11<sup>th</sup>. During July, it was sent to 1RSU at Manbulloo for a top overhaul and was given back to 2SQN later that month. On September 3<sup>rd</sup>, it was received at 10RSU at RAAF Amberley, Queensland, with the view to being returned to 2SQN when they'd finished with it. This was done and on the 28<sup>th</sup>, 2SQN received the aircraft back at Batchelor, but in an unserviceable condition. Almost straight away it was sent south again, this time via 1AD at Laverton on its way to 5AD at Wagga Wagga, New South Wales, where it was received on October 8<sup>th</sup>. It was back with 2SQN on November 9<sup>th</sup> having made the return journey again via 1AD.<sup>174</sup>

1942:

Mission/Duty Date	Aircraft Letter	W/T Call sign	R/T Call sign	Remarks
BAT9/6 17/11	Q	1FYQ		Austin.
BAT12/2 19/11	Q	NF3Q		Mills.
BAT15/6 26/11	Q	1H2Q		McDouall.
BAT16/3 27/11	Q	6NHQ		Robertson.
BAT17/3 28/11	Q	1FYQ		McDouall.
BAT19/5 01/12	Q	QB1Q		McDouall.
BAT20/8 02/12	Q	5W9Q		McDouall.
BAT22/12 02/12	Q	5W9Q		Johns.
BAT27/3 06/12	Q	4R9Q		Eriksen.
BAT31/2 10/12	Q	HO8Q		Graham.
BAT38/5 12/12	Q	6Q8Q		McDonald.
BAT9/4 24/12	Q	5O8Q		McDouall.
BAT13/2 25/12	Q	8M6Q		Graham.
BAT16/5 26/12	Q	2M6Q		McDouall.
BAT17/7 27/12		2X8T		Johns. <b>Failed to Return.</b> Apparently replaced -221.

Batchelor 17 of 27<sup>th</sup> December, 1942, was ordered as an attack on stores concentrations at Laivai by six Hudson's of 2SQN. Time on Target was 0130Z (mid-day Darwin daylight savings time) and the target position was given as 08°25'S 126°44'E, concealed in trees roughly midway between barges on the beach and the road, although any concentration of ten or more motor vehicles could be attacked in lieu of the stores. Each aircraft was to be loaded with four 250-lb General Purpose Special bombs and incendiaries. Beaufighters of 31SQN would strike the same target area ten minutes after the Hudson's.<sup>175</sup>

<sup>174</sup> RAAF Form E/E.88 Record Card – Airframes, Aero Engines, Mechanical Transport and Marine Craft for A16-210 in Aircraft Status Cards Lockheed Hudson A16-1 to A16-247; NAA: A10297, BLOCK 84.

<sup>175</sup> DA/G2/26 Dec in AWM66, 15/1/22.

## The report on Batchelor 17:

Captains of (1) W/C. Moran (Bat 172) F/O. Morecombe (Bat 173) F/O. Daniels (Bat 174) Aircraft. (11) F/Lt. Austin (Bat 175) F/O. Robertson (Bat 176) F/O John (Bat 177).

Object. Attack stores concentrations at LAVAI (Port Timor) Lat. Long.  
Alternative Target: Ten or more M/T. on LAVAI-LAGA road.

Bombs. 24 x 250 G.P. Special. 12 Bundles Incendiaries.

Visibility. 10 – 15 miles – little Scattered Cu.

### ATTACK REPORT

Report Aircraft made landfall South Coast of TIMOR near Cape BATA PULIK proceeding thence more or less direct to target area, flight (1) to attack stores along east side of Cape LAVAI and flight (11) to attack M/T. concentration reported at LAVAI River crossing main LAVAI LAGA road. Approaching the target area flight (11) was flying almost line abreast with and to starboard of Flight (1).

ATTACK: Flight (1) began bombing run due N.W. at 0116Z/27, picking as target palm plantation just off the beach in which stores reported to be hidden. Bombs were released at 0118Z. Bombs from Bat 172 overshot falling in rice fields, those from Bat 173 fell partly on top edge of beach and partly in towards the palms, and those from Bat 174 through the plantation the first beside a long building.

PHOTOGRAPHS: Six excellent photographs were obtained VA508 – VA513 and accompany this report.

INTERCEPTION: (See Combat below). At 0116Z the formation (together with flight (11)) were attacked by three Zekes and were under fire during the bombing run. Commendation is due the members of the formation for the determined manner in which the attack was effected and for the accuracy of the bombing under the circumstances mentioned.

Flight (11). At the time Flight (1) began bombing run, Flight (11) was bearing left preparatory to making run along LAVAI-LAGA road, and, was travelling at an angle of 45° to flight (1) and about 50 yards off the latter formation's Starboard Stern quarter when interception occurred. The first attack by the enemy aircraft (see Combat) disabled the rudders of Bat 175. The formation was unable to continue its bombing run. Bombs from Bat 175 were jettisoned in the sea and those from Bat 176 landed on the tip of CAPE LAVAI results unobserved. Bat 177 was subsequently lost.

### GENERAL OBSERVATIONS:

(1) Stores. It would appear that the concentration of stores reported at this place the previous day had been removed, though there are indications that some material including petrol drums, timber and boxes still remained.

(11) The barges seen the previous day and attacked had all be removed.

### COMBAT REPORT:

At 0116Z when flight 1 and 11 were in the relative positions described above three ZEKES observed by the fire control officer approaching from the west circled wide behind the two formations. Two of these took up a position to the starboard and higher than our formations while the third immediately made an attack from the stern quarter and below passing under both formations. All belly gunners opened fire with out effect. In this pass Bat 175 (F/Lt. AUSTIN) was hit and the rudders disabled, and as a result the two flights were separated.

Flight 1. After the first pass and bombs released this flight circled to Port and took a Southernly [sic] course towards cloud on the hill slopes near HAREKAPA. After passing through this cloud some little distance they were overtaken and passed by Bat 175 and Bat 176 and were joined by Bat 177 which had been straggling almost continuously. From then on this flight was attacked persistently by two ZEKES which mainly concentrated their attention upon Bat 177. All attacks made were from up to 2000 feet above from the starboard and port stern quarter alternatively. One ZEKE showed much greater persistency than the other but all attacks were continued up to within about 50 yards range and broken off at our own height to opposite quarter.

When Bat 177 joined the formation he endeavoured to formate on the starboard (position four) but was straggling most of the time apparently being unable to keep up with the evasive action being taken by the rest of the formation. When five miles over the TIMOR [sic] one ZEKE attacked Bat 177 from the starboard quarter while the other attacked the rest of the formation from the port quarter. The formation turned towards Bat 177 to give as much protection as possible when ZEKE on the port side altered his attack to Bat 177. The Starboard ZEKE raked Bat 177 which burst into flames from half way under the fuselage and shot up in the air out of control and finally spiraled [sic] into the sea.

For the next 15 – 20 minutes the enemy continued to attack the formation which was and had kept close to sea using similar tactics without effect. The engagement was broken off by the enemy at 0146Z/27.

Flight 11. After the initial attack this flight proceeded out over the sea for some way until the leader effected a turn to port, to the South by use of ailerons. During the turn Bat 177 flying three fell away and almost to starboard and Bat 175 as the turn was completed drew away from the other two aircraft in the formation until about 400 yards separated Bat 175 and Bat 176 and 500 yards the latter and Bat 177. All aircraft made for the clouds near HAREKAPA and until this was reached each of our aircraft were attacked by the three ZEKES either singly or in pairs, the attacks being similar to those already described.

As Bat 176 was approaching the cloud one ZEKE drawing in to attack passed below within 50 yards when the belly gunner got in a long burst. Our aircraft was at 400 feet. The ZEKE turned over on its back with flames and smoke coming from the engine and engine cowling. It remained on its back falling away to the ground and although not seen to crash it is not considered possible for it to have recovered, and it was not seen again. Bat 176 passed into and through the small bank of cloud mentioned after which only two enemy aircraft remained in the engagement.

Bat 176 caught up with Bat 175 and these two aircraft after passing flight 1 at 200 knots were not again attacked. Bat 177 came across and joined that flight as described the two remaining ZEKES following.

ENEMY AIRCRAFT: Identified definitely as ZEKES very shiney [sic] and new looking with fresh paint or camouflage. This latter was green and bronze. Roundelles [sic] were on top and bottom surface of wing tips and not on fuselage.

ENEMY ARMAMENT: No cannon was used but one bullet retrieved as similar in caliber [sic] to .5 the shell was hollow with a powder substance still in it. The bullet had penetrated the fuselage directly underneath the turret gun at an angle of about 45 and was found in the spare ammunition – bin resting above the belly gun through the side of which it had also penetrated. The bullet and shell have been passed to N.W. Area H.Q. for examination. Another observer reported that the splashes from a burst of fire from a ZEKE on the water indicated to him a heavier caliber [sic] bullet than the usual 7.7.M.

FIRE CONTROL: While the full benefit to be derived from this drill was considerably reduced by the partial (and common) failure of R.T. all personnel in

Flight 1 were unanimous in confirming its effectiveness in defence. The engagement however again very forcibly draws attention to the unreliability of present R.T. equipment despite the attempts made to keep it serviceable.

GUNNERY: During the whole engagement the enemy aircraft rarely failed to press home his attack to much less than fifty yards, but despite the number of attacks only one enemy aircraft was put out of action. This and reference to reports on previous engagements of a similar nature in this area indicate that the standard of gunnery is dangerously low and that unless facilities are soon made available to air crew for purposes of practice further unnecessary loss of life and aircraft can be expected.

ROUNDS FIRED: 6800

DAMAGE TO OUR AIRCRAFT: All aircraft except Bat 172 were holed and control cables of two aircraft damaged and rudders of one completely unserviceable.

GENERAL: It is considered that special mention should be made of the splendid formation flying shown by Flight 1, which kept close formation at high speed during the violent evasive action taken during the whole conflict.<sup>176</sup>

A16-210 was believed to have been shot down about 15 miles off the south coast of Timor in approximate position 08°45'S 126°53'E. The crew comprised:

Pilot	Flying Officer Mervyn William Johns,
Observer	Sergeant John Frederick Nixon,
WAG	Sergeant Jack Douglas Horseman,
WAG	Sergeant Donald Lawson Tyler, and
WAG	Sergeant Keith Ross. <sup>177</sup>

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<sup>176</sup> Report on Operation BAT17 No. 10. No. 2 Squadron, dated 28/12/42, *ibid*.

<sup>177</sup> 2BPSO signal M557 of 27 December (1942) in Casualty Repatriation File Tyler Donald Lawson 416160; NAA: A705, 163/169/139.



**A-29-LO Hudson IIIa**  
**A16-211**  
**“The TOJO BUSTERS”**  
**Ex BW751, 41-23613, c/n 6430**

This aircraft was received at 1AD for assembly on April 13<sup>th</sup>, 1942 and then served with 6SQN before being received by 2SQN on April 3<sup>rd</sup>, 1943.<sup>178</sup>

1943:

Mission/Duty Date	Aircraft Letter	W/T Call sign	R/T Call sign	Remarks
BAT4/11 10/4	Z	6Q2Z		Kilgariff. Apparently replaced A16-177.
HUG37/5 15/4	KO-R	3Q8R		Kilgariff.
HUG44/12 19/4	KO-R	7H7R		Kilgariff.
HUG48/2 21/4	KO-R	4E4R		Unserviceable.
HUG3/2 22/4	KO-R	4M5R		Cambridge.
HUG8/4 24/4	KO-R	1D8R		Apparently replaced by A16-217.
HUG18/2 26/4	KO-R	6T6R		Cameron.
HUG20/5 27/4	KO-R	8Q2R		A Martin.
HUG21/3 28/4	KO-R	K9DR		Kilgariff. No A51.
HUG58/3 29/4	KO-R	6Q2R		Kilgariff. No A51. A50 indicates duty 7.
HUG65/4 05/5	KO-G	2T3G		Kilgariff.
HUG32/4 07/5	KO-G	5B5G		Hornby. Crash landed MIL.

The details of Hughes 32 of 7<sup>th</sup> May can be found by referring to the entry for Hudson A16-171, elsewhere in this volume.

A16-211 touched down heavily at Millingimbi and bounced. It was eased down again but bounced a second time. Shortly after touching down for the third time, the undercarriage collapsed and the aircraft skidded along the runway before ground-looping. The crew weren't injured.<sup>179</sup>



**Mounted on drums, weapons removed and the detritus collected.** [AWM image P00296.059]

<sup>178</sup> RAAF Form E/E.88 Record Card – Airframes, Aero Engines, Mechanical Transport and Marine Craft for A16-211 in Aircraft Status Cards Lockheed Hudson A16-1 to A16-247; NAA: A10297, BLOCK 84.

<sup>179</sup> Confirmatory Memorandum, Casualty Hudson Aircraft A16-211 in Lockheed Hudson A16 Accidents Part 4; NAA: A9845, 137.

**A-29-LO Hudson IIIa**  
**A16-212**  
**Ex FH191, 41-36992, c/n 6481**

This aircraft was received at 1AD, RAAF Laverton, Victoria, from the United Kingdom for assembly on April 13<sup>th</sup>, 1942. It was issued to 13SQN on June 1<sup>st</sup> for its first tour.<sup>180</sup> From the start of October, 1942, it was involved in the following operations:

1942:

Mission/Duty Date	Aircraft Letter	W/T Call sign	R/T Call sign	Remarks
HUG2/ 07/10				Smith. Duty number not known.
HUG25/7 26/10	C	7Z4C		Rule.

On November 5<sup>th</sup>, it was received by 5AD at Wagga Wagga, having passed through 1AD at Laverton, for repairs. On December 11<sup>th</sup>, it was back at 13SQN having again passed from 5AD through 1AD on the way up.<sup>181</sup>

1942:

Mission/Duty Date	Aircraft Letter	W/T Call sign	R/T Call sign	Remarks
HUG32/1 16/12	C	5C9C		Rehfish.
HUG37/1 21/12	C	6Q5C		Rehfish.
HUG42/4 24/12	C	8T3C		Rehfish.
HUG44/1 26/12	C	Q8RC		Danks-Brown.
HUG45/3 27/12	C	6A8C		Whyte.
HUG48/1 31/12	C	9KMC		Rehfish.

1943:

Mission/Duty Date	Aircraft Letter	W/T Call sign	R/T Call sign	Remarks
HUG1/3 02/1	C	F7DC		Warlow-Davies.
HUG3/2 03/1	C	D5YC		Dixon.
HUG5/1 05/1		7M3[...]		Kemp. W/T suffix letter not recorded.
HUG6/3 06/1	C	9T4C		Kavanagh.
HUG8/4 09/1	C	7Y6C		Evans.
HUG10/1 13/1	C	7H6C		Smith.
HUG12/1 15/1	C	9D6C		Smith.
HUG15/1 20/1	C	5J3C		Kemp.
HUG20/6 24/1	C	7P6C		Moore.
HUG25/5 26/1	C	5X2C		Moore.
HUG26/2 27/1	C	9D6C		Smith.

On February 6<sup>th</sup>, 1943, 1RSU temporarily took charge of the aircraft for an engine change and handed it back to 13SQN who were to officially accept it on February 28<sup>th</sup>. However, on the 27<sup>th</sup>, having been picked up from 1RSU and flown back to Hughes, it crashed about 100 yards short of the north-western threshold of the runway.<sup>182</sup>

<sup>180</sup> RAAF Form E/E.88 Record Card – Airframes, Aero Engines, Mechanical Transport and Marine Craft for A16-212 in Aircraft Status Cards Lockheed Hudson A16-1 to A16-247; NAA: A10297, BLOCK 84.

<sup>181</sup> Ibid.

<sup>182</sup> Ibid.

### A16-212 (continued)

A16-212, in company with A16-186, was flying from 1RSU at Manbulloo, near Katherine, Northern Territory, back to Hughes and had departed at about 6:10 pm on the 27<sup>th</sup> with A16-212 leading.

By the time they arrived in the Hughes circuit area, the local weather conditions were poor with heavy rain and a cloud base of 200 feet. The two aircraft, flying just below the clouds, separated with A16-212 turning to the left and A16-186 to the right, passing over the runway. This presumably indicating that A16-212 was performing a right-hand circuit for runway 14, during which and whilst turning right base, the wheels were lowered and the turn tightened, the nose dropped and A16-212 lost height until it hit the ground short of the runway.<sup>183</sup>

Those onboard were:

Pilot	Sergeant Keith Danks-Brown,
Observer	Sergeant William Robert Cochrane Robertson,
Passenger	Leading Aircraftsman R. G. Bradley, Flight Mechanic,
Passenger	Leading Aircraftsman Kelvin Eric George Edwards, Flight Rigger,
Passenger	Leading Aircraftsman Percy Russel Lazarus, Mess Steward, and
Passenger	Leading Aircraftsman Charles Conroy Jennings, Instrument Maker.

LAC Jennings was killed and the others were admitted to Number 1 Medical Receiving Station (1MRS).<sup>184</sup> At about 9 pm that night, both Sergeant Robertson and LAC Bradley died of their injuries, leaving Sergeant Danks-Brown and LAC Lazarus in a critical condition and LAC Edwards in a serious condition.<sup>185</sup> Lazarus passed away a day or two later.<sup>186</sup>

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<sup>183</sup> Casualty Memorandum 405822, Sgt Brown, K.D. dated 15<sup>th</sup> March, 1943 in Casualty Repatriation File Jennings Charles Conroy 18872; NAA: A705, 166/20/16.

<sup>184</sup> 2BPSO signal M365 of 27<sup>th</sup> February, 1943, *ibid*.

<sup>185</sup> 1MRS signal H221 of 28<sup>th</sup> February, 1943, in Casualty Repatriation File Edwards Kelvin Eric George 61066; NAA: A705, 166/11/19.

<sup>186</sup> Casualty Memorandum 405822, Sgt Brown, K.D. dated 15<sup>th</sup> March, 1943 in Casualty Repatriation File Jennings Charles Conroy 18872; NAA: A705, 166/20/16.

**A-29-LO Hudson IIIa**  
**A16-213**  
**Ex BW753, 41-23615, c/n 6432**

This aircraft initially served with 6SQN. 2SQN received the aircraft on March 27<sup>th</sup>, 1943.<sup>187</sup>

1943:

Mission/Duty Date	Aircraft Letter	W/T Call sign	R/T Call sign	Remarks
BAT25/3 28/3	S	8CGS		A Martin.
BAT27/4 30/3	S	7DNS		James.
BAT2/5 10/4	S	X3NS		McDouall.
HUG44/8 19/4	KO-S	7H7S		A Martin.
HUG2/1 22/4	KO-S	4M5S		Austin.
HUG5/11 24/4	KO-V	6S7V		Whyte. A51: duty 10. App replaced -236.
HUG58/6 29/4	KO-S	6Q2S		McDouall. No A51. A50 indicates duty 3.
HUG59/7 30/4		K9DS		McDouall. No record A50 or A51.

On May 4<sup>th</sup>, 4RSU took charge of the aircraft so as to perform a double engine change. It was recorded as having been handed it back to 2SQN on May 27<sup>th</sup>, a date which is at variance to the evidence presented below.<sup>188</sup>

Mission/Duty Date	Aircraft Letter	W/T Call sign	R/T Call sign	Remarks
HUG8/3 23/5	KO-H	3A2H		Newman.
HUG9/2 24/5	KO-H	8Z9H		Newman.
HUG10/4 25/5	KO-H	YT2H		O'Neill.
HUG12/1 26/5	KO-H	5Y7H		Hornby.
HUG13/4 27/5	KO-H	1FYH		Warlow-Davies.
HUG14/9 27/5	KO-H	Z6HH		Kilgariff.
HUG15/1 28/5	KO-H	6X1H		Apparently replaced by A16-199.
HUG16/1 29/5	KO-H	M1KH		Whyte.
HUG23/2 01/6	KO-H	R6FH		Helsham.
HUG25/3 02/6	KO-H	8R5H		Helsham.
HUG29/5 04/6	KO-H	4J8H		Operation cancelled.
HUG30/7 04/6	KO-H	4J8H		Craze.
HUG33/3 05/6	KO-H	3Q8H		Hornby.
HUG34/1 06/6	KO-H	1A8H		Hornby.
HUG39/3 10/6	KO-H	K9NH		Helsham.
HUG40/2 11/6	KO-H	ZT9H		Hornby.
HUG41/3 12/6	KO-H	1R2H		Hornby.
HUG44/1 13/6	KO-H	5S7H		Helsham.
HUG46/1 14/6	KO-H	1A8H		Helsham.

4RSU received the aircraft again on June 16<sup>th</sup> for a 240-hourly and a double engine change. 2SQN taking the aircraft back on strength on June 30<sup>th</sup>.<sup>189</sup>

<sup>187</sup> RAAF Form E/E.88 Record Card – Airframes, Aero Engines, Mechanical Transport and Marine Craft for A16-213 in Aircraft Status Cards Lockheed Hudson A16-1 to A16-247; NAA: A10297, BLOCK 84.

<sup>188</sup> Ibid.

<sup>189</sup> Ibid.

## A16-213 (continued)

1943 (continued):

Mission/Duty Date	Aircraft Letter	W/T Call sign	R/T Call sign	Remarks
HUG37/3 03/7	KO-H	3K2H		Hornby.
HUG43/2 05/7	KO-H	1D9H		Hornby.
HUG45/1 06/7	KO-H	9D6H		Hornby.
HUG4/5 09/7	KO-H	4H1H		Reed. Replaced A16-244.
HUG4/6 09/7	KO-H	4H1H		Reed. Replaced A16-244.
HUG8/1 10/7	KO-A	8B8A		Reed. Apparently replaced A16-244.
HUG15/7 14/7	KO-Z	5C9Z		Thomas. Apparently replaced A16-185.
HUG18/2 15/7	KO-H	6X1H		Apparently replaced by A16-185.
HUG21/10 15/7	KO-H	2R2H		Hornby.
HUG25/1 19/7	KO-H	6X1H		Craze.
HUG27/2 20/7	KO-H	7O4H		Craze.
HUG35/11 24/7	KO-H	5S7H		Hornby.
HUG31/5 25/7	KO-H	5Y1H		Thomas. Replaced A16-160.
HUG41/3 26/7	KO-H	3R8H		Faux.
HUG44/2 27/7	KO-W	2T2W		Hornby. Apparently replaced A16-235.
HUG46/1 28/7	KO-W	B6NW		Hornby. Apparently replaced A16-235.
HUG13/11 07/8	KO-H	6E5H		Hornby.
HUG14/2 08/8	KO-H	2Y6H		Griffiths.
HUG18/3 11/8	KO-H	Y9NH		Thomas.
HUG35/1 16/8	KO-H	R6FH		Coleman.
HUG40/2 17/8	KO-H	7P1H		Coleman.
HUG14/8 23/8	KO-H	Y9NH		Faux.
HUG21/6 25/8	KO-H	U9YH		Faux.
HUG21/7 25/8				Faux.
HUG26/4 26/8	KO-H	9F6H		Faux.
HUG26/6 26/8	KO-H	9F6H		Apted.
HUG38/3 30/8	KO-H	2H5H		Replaced by A16-199.
HUG41/3 31/8	KO-H	9JHH		Kilgariff.
HUG44/10 31/8	KO-H	4G8H		Apparently replaced by A16-156.

The requirement for another 240-hourly and another engine change saw the aircraft back with 4RSU from September 1<sup>st</sup> until the 24<sup>th</sup>.<sup>190</sup>

Mission/Duty Date	Aircraft Letter	W/T Call sign	R/T Call sign	Remarks
HUG3/2 26/9	KO-H	3A2H	Tagit	Thomas.
HUG9/4 30/9	KO-H	5T7H	Ubano	Kilgariff.
HUG12/2 01/10	KO-H	CX8H	Goodwon	Kilgariff.
HUG14/2 02/10	KO-H	4RCH	Offwind	Martin.
HUG29/3 10/10	KO-H	WY2H DV6H		Helsham. Crash Landed. Call sign change over 101530Z.

<sup>190</sup> Ibid.

### A16-213 (continued)

Five Hudson's from 2SQN were ordered to attack Langgoer between 1200Z and 1300Z (between 9:30 and 10:30 pm Darwin local time) on the night of the 10<sup>th</sup>. Two of the Hudson's were to bomb an area enclosed by certain grid references, one Hudson the Leper Hospital and two Hudson's the dispersal areas or the runway of a new airstrip reported to be two miles south of Langgoer; as an alternate, they were to bomb the same area as the first two

Hudson's. Each aircraft was to carry eight 100-lb Demolition bombs with instantaneous nose fuses plus incendiaries. B-25's from 18SQN would be attacking the same target between 1100Z and 1200Z.<sup>191</sup>



Number 2 Squadron's A16-213/KO-H at Hughes after its mishap. [AHMoWA image P023892 via Mike Mirkovic].

<sup>191</sup> DA/G9/10 Oct in AWM66, 15/1/67.

### A16-213 (continued)

A16-213 was one of two aircraft assigned to bomb the area enclosed by the grid references and bombed at 1240Z (10:10 pm Darwin time) from 7,000 feet on a course of 330° with bomb release set to achieve a 100-foot spacing. Two small fires resulted.<sup>192</sup> Anti-aircraft fire was considered to have comprised heavy calibre fire from a position north of Langgoer near the coast and fairly intense and accurate Bofors fire. The crew of A16-213 reported that the Bofors didn't start until they commenced bombing, but that they then were hit almost immediately and were then surrounded by many near misses. The left rear fuel tank was hit, controls shot away and the W/T equipment destroyed. Damage was deemed serious enough that the crew considered that they may be forced to bail out.<sup>193</sup> On assessment, it was found that some control was still actually available, the left aileron was still connected and a limited amount of elevator was available so, the crew stayed with the aircraft and made for home. Because of a lack of rudder control and only limited elevator control available, a wheels up crash landing was inevitable. At 1610Z (1:40 am on the morning of the 11<sup>th</sup>, Darwin time) they were on finals but just prior to touching down, a swing to the right started to develop which couldn't be checked. The aircraft consequently skidded off the runway and into small scrub within the flight strip. The crew escaped without injury.<sup>194</sup>

The aircraft was sent to 14ARD at Gorrie and was reduced to spare parts.<sup>195</sup>

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<sup>192</sup> HUG/B1/11 Oct, *ibid*.

<sup>193</sup> Report on HUG.29 of Night of 10/10/43, No. 2 Squadron Report No. 176, dated 11/10/43 in No. 2 Squadron Operation Reports; NAA: A11284, 2/1/INTEL PART 1.

<sup>194</sup> Confirmatory Memorandum, Casualty Hudson Aircraft No. A16-213 in Lockheed Hudson A16 Accidents Part 4; NAA: A9845, 137.

<sup>195</sup> RAAF Form E/E.88 Record Card – Airframes, Aero Engines, Mechanical Transport and Marine Craft for A16-213 in Aircraft Status Cards Lockheed Hudson A16-1 to A16-247; NAA: A10297, BLOCK 84.

**A-29-LO Hudson IIIa**  
**A16-215**  
**Ex BW750, 41-23612, c/n 6429**

This aircraft began its RAAF service on April 17<sup>th</sup>, 1942, when it was officially received at 1AD for assembly from the USA. The aircraft then served with 32SQN and then 6SQN before being received by 2SQN on December 22<sup>nd</sup>, 1943.<sup>196</sup>

1943:

Mission/Duty Date	Aircraft Letter	W/T Call sign	R/T Call sign	Remarks
HUG34/2 28/12	KO-C	GD9C		Scott. Presumably replaced unk "C".
HUG36/2 29/12	KO-B	H64B		Griffiths. Presumably replaced unk "B".
HUG38/2 30/12	KO-H	Q43H		Reed.

1944:

Mission/Duty Date	Aircraft Letter	W/T Call sign	R/T Call sign	Remarks
HGS44/3 03/1	KO-H	RV1H		Reed.
HGS48/1 05/1	KO-H	JG4H		Semple.
HGS3/1 07/1	KO-H	LS5H		Replaced by A16-230.
HGS4/2 07/1	KO-M	W18M		Apparently replaced A16-219. Operation cancelled.
HGS13/2 11/1	KO-H	3VYH		Brockhurst.
HGS15/1 12/1	KO-H	LD6H		Oates.
HGS18/1 14/1	KO-H	ON2H		Durbin.
HGS20/1 15/1	KO-H	YO5H		Thomas.
HGS28/2 18/1	KO-H	GQ8H		Boyd.
HGS32/1 21/1	KO-H	WG3H		Operation cancelled due WX.
HGS33/1 22/1	KO-H	WE9H		Boyd.
HGS34/1 23/1	KO-H	SL8H		Boyd.
HGS37/2 25/1	KO-H	VN2H		Hennock.
HGS42/1 27/1	KO-H	RN2H		Kuring.
HGS44/1 28/1	KO-H	HV1H		Kuring.
HGS49/1 30/1	KO-H	HT7H		Bowers.
HGS2/1 31/1	KO-H	KE8H		Bowers.

Continued →

<sup>196</sup> RAAF Form E/E.88 Record Card – Airframes, Aero Engines, Mechanical Transport and Marine Craft for A16-215 in Aircraft Status Cards Lockheed Hudson A16-1 to A16-247; NAA: A10297, BLOCK 84.



## A16-215 (continued)

1944 (continued):

Mission/Duty Date	Aircraft Letter	W/T Call sign	R/T Call sign	Remarks
HGS13/4 04/2	KO-H	PK8H		Boyd.
HGS1/2 14/2	KO-H	VR3H		Ingram.
HUG17/1 18/2	KO-H	FW4H		Hennock.
HUG18/1 19/2	KO-H	2QEH		Hennock.
HUG20/1 20/2	KO-H	JY5H		Boyd.
HUG23/1 21/2	KO-H	GN4H		Boyd.
HUG32/1 24/2	KO-H	MI1H		Bowers.
HUG36/1 25/2	KO-H	2LCH		Bowers.
HUG41/2 27/2	KO-H	KG1H		Kuring. Replaced A9-388 which RTB'd.
HUG43/1 28/2	KO-H	1QIH		Semple.
HUG47/5 28/2	KO-H	RP4H		Northover.
HUG44/1 29/2	KO-H	RP4H		Semple.
HUG48/1 01/3	KO-H	YR2H		Semple.

On March 3<sup>rd</sup>, 1944, this aircraft was received by 4RSU for a 240-hourly. From there, it went to Australian National Airways at Parafield, South Australia, for conversion to Air Ambulance configuration and subsequently served with 2AAU and then 1CU.<sup>197</sup>

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<sup>197</sup> Ibid.

**A-29-LO Hudson IIIa**  
**A16-217**  
**Ex FH192, 41-36993, c/n 6482**

Originally delivered to 1AD at RAAF Station Laverton, Victoria, on April 17<sup>th</sup>, 1942, A16-217 was received by 2SQN on June 12<sup>th</sup>. On August 14<sup>th</sup>, it went to 1RSU and was back with 2SQN on August 28<sup>th</sup>. By September 24<sup>th</sup>, it was due for a new set of rings and was received by 1RSU for their fitment, although it wasn't returned to 2SQN until October 18<sup>th</sup>. Shortly afterwards, the aircraft was sent south and was received by 1AD on October 26<sup>th</sup> on its way to 5AD at Wagga Wagga where it arrived the next day. On November 29<sup>th</sup>, it was received by 2SQN again having returned via 1AD.<sup>198</sup>

1942:

Mission/Duty Date	Aircraft Letter	W/T Call sign	R/T Call sign	Remarks
BAT33/6 10/12	O	4Q1O		Austin.
BAT39/3 13/12	O	7H7O		Austin.
BAT43/6 15/12	O	5X1O		Austin.
BAT1/6 18/12	O	3K2O		Apparently replaced by A16-181.
BAT4/4 19/12	O	1H9O		Cancelled prior to departure.
BAT7/2 23/12	O	8A9O		Graham.
BAT12/9 24/12	O	4Q1O		Austin.
BAT16/7 26/12	O	2M6O		Graham. (James in Op Rep No.9)
BAT17/5 27/12	O	2X8O		Austin.

1943:

Mission/Duty Date	Aircraft Letter	W/T Call sign	R/T Call sign	Remarks
BAT36/3 07/1	O	ZH9O		Cancelled.
BAT40/5 10/1	O	M1KO		Austin.
BAT26/4 26/1	O	8L2O		Daniel.

An engine change became necessary and on February 2<sup>nd</sup>, 1943, 1RSU took charge of the aircraft. Its date of return wasn't accurately recorded and evidently, a large gap exists in the recording of movements of this airframe on its aircraft status card between early February and early April.<sup>199</sup>

Mission/Duty Date	Aircraft Letter	W/T Call sign	R/T Call sign	Remarks
BAT29/2 21/2	O	6W2O		Cambridge.
BAT31/7 22/2	O	8X9O		Mills.
BAT36/8 25/2	O	X3NO		McDonald.
BAT42/8 28/2	O	2T2O		Cambridge.
BAT43/11 03/3	O	G3BO		Eriksen.
BAT47/11 05/3		7H2B		Eriksen. Apparently replaced A16-161.
BAT48/10 06/3	O	6NHO		Apparently replaced by A16-242.
BAT48/11 06/3		6NHQ		Graham. Apparently replaced A16-240.
BAT49/4 07/3	O	3N2O		Robertson.
BAT3/3 10/3	O	4Y7O		Cambridge.

Continued →

<sup>198</sup> RAAF Form E/E.88 Record Card – Airframes, Aero Engines, Mechanical Transport and Marine Craft for A16-217 in Aircraft Status Cards Lockheed Hudson A16-1 to A16-247; NAA: A10297, BLOCK 84.

<sup>199</sup> Ibid.

## A16-217 (continued)

1943 (continued):

Mission/Duty Date	Aircraft Letter	W/T Call sign	R/T Call sign	Remarks
BAT10/3 15/3	O	6NHO		Mills.
BAT14/4 19/3	O	1P8O		Stacey.
BAT16/2 20/3	O	3CHO		Robertson.
BAT19/5 24/3	O	4Y7O		McDonald.
BAT20/3 26/3	O	3N1O		L Martin.
BAT23/3 27/3	O	3F3O		Apparently replaced by A16-178.
BAT26/3 29/3	O	6NHO		Newman.
BAT27/3 30/3	O	7DNO		A Martin.
BAT30/5 03/4	O	4E4O		Kilgariff.
BAT33/3 04/4	O	5W9O		Ericksen.
BAT36/4 05/4	O	1D8O		Stacey.

It fell due for a 240-hourly early in April and was sent back to 1RSU on April 9<sup>th</sup>. 2SQN got it back on April 23<sup>rd</sup>.<sup>200</sup>

Mission/Duty Date	Aircraft Letter	W/T Call sign	R/T Call sign	Remarks
HUG8/4 24/4	KO-R	1D8R		Kilgariff. Apparently replaced A16-211.
HUG14/3 25/4	KO-L	N9GL		Hornby.
HUG19/1 27/4	KO-L	YG8L		Kavanagh. No serial recorded in A50/51.
HUG21/4 28/4	KO-L	K9DL		Kemp. No A51.
HUG58/9 29/4	KO-L	6Q2L		Kemp. No A51. No record in A50.

At about 4 pm local time on May 29<sup>th</sup>, 1943, A16-217 touched down at Corunna Downs, Western Australia.<sup>201</sup> Due to the recently sealed runway 16/34 being obstructed by drums, the aircraft landed on an unfinished portion of the longer runway 11/29, then in the process of being rebuilt and sealed. The soft surface caused the aircraft to swing to the right. Differential brake was applied but didn't arrest the swing which developed to 10°, the left main gear then collapsed.<sup>202</sup>

The port wing and aileron were assessed as having suffered 40% damage, the port flap 100%, 5% to the fuselage, port propeller 30% damage and 90% damage to the left main gear and engine mountings. The aircraft was sent to 7AD at Tocumwal, New South Wales, but the aircraft was deemed to be beyond economic repair and was converted to components.<sup>203</sup>

<sup>200</sup> Ibid.

<sup>201</sup> RAAF Form PT81 Preliminary Report (Internal) of Flying Accident or Forced Landing, Serial No. 1051 for Period 1942/43 in Lockheed Hudson A16 Accidents Part 5; NAA: A9845, 138.

<sup>202</sup> Confirmatory Memorandum, Casualty Hudson Aircraft No. A16-217, *ibid*.

<sup>203</sup> RAAF Form E/E.88 Record Card – Airframes, Aero Engines, Mechanical Transport and Marine Craft for A16-217 in Aircraft Status Cards Lockheed Hudson A16-1 to A16-247; NAA: A10297, BLOCK 84.

**A-29-LO Hudson IIIa**  
**A16-219**  
**Ex FH196, 41-36997, c/n 6486**

Received at 1AD at RAAF Laverton, Victoria, from the United States on April 17<sup>th</sup>, this aircraft was subsequently received by 13SQN at Hughes on July 20<sup>th</sup>, 1942.<sup>204</sup> From October 1<sup>st</sup>, it was tasked to fly the following operations:

1942:

Mission/Duty Date	Aircraft Letter	W/T Call sign	R/T Call sign	Remarks
HUG48/2 03/10	V	7H6V		Dixon.
HUG1/1 06/10	V	1S3V		Operation deferred due weather.
HUG1/3 07/10	V	5U6V		Portway.
HUG9/3 10/10	V	5PRV		Portway.
HUG13/4 12/10	V	2T2V		Moore.
HUG14/2 13/10	V	4Q6V		Portway.
HUG16/3 14/10	V	Q7KV		Portway.
HUG17/5 14/10	V	Q7KV		Operation cancelled.
HUG19/2 16/10	V	6M2V		Portway.
HUG23/4 25/10		9C8H		Harding. Apparently replaced A16-235.
HUG24/4 26/10		7Z4Y		Dixon. Apparently replaced "Y".
HUG27/11 26/10	V	7Z4V		Portway.
HUG34/5 31/10	V	4Q6V		Dixon.
HUG35/6 02/11	V	4G8V		Harding.
HUG38/1 05/11	V	5J8V		Harding.
HUG45/1 13/11	V	2T3V		Harding.
HUG47/2 14/11		4G8F		W-Davies. Apparently replaced A16-156.
HUG1/7 17/11	V	5P3V		Harding.

Having fallen due for a 240-hourly it was sent to 1RSU at Manbulloo on November 18<sup>th</sup> and they returned the freshly serviced machine to 13SQN on December 6<sup>th</sup>, 1942.<sup>205</sup>

Mission/Duty Date	Aircraft Letter	W/T Call sign	R/T Call sign	Remarks
HUG27/4 10/12	V	5N8V		Rule.
HUG28/2 11/12	V	7UCV		Warlow-Davies.
HUG29/1 12/12	V	2R7V		Harding.
HUG30/3 14/12	V	Y5CV		Operation cancelled.
HUG32/2 16/12	V	5C9V		Thomson.
HUG35/5 17/12	V	9KMV		Warlow-Davies.
HUG36/3 19/12	V	3K2V		Portway.
HUG40/3 24/12	V	8T3V		Dixon.
HUG42/6 24/12	V	8T3V		Warlow-Davies.
HUG43/3 25/12	V	2M6V		Portway.
HUG45/2 27/12	V	6A8V		Kavanagh.
HUG48/3 31/12	V	9KMV		Portway.

Continued →

<sup>204</sup> RAAF Form E/E.88 Record Card – Airframes, Aero Engines, Mechanical Transport and Marine Craft for A16-219 in Aircraft Status Cards Lockheed Hudson A16-1 to A16-247; NAA: A10297, BLOCK 84.

<sup>205</sup> Ibid.

## A16-219 (continued)

1943:

Mission/Duty Date	Aircraft Letter	W/T Call sign	R/T Call sign	Remarks
HUG1/1 02/1	V	F7DV		Kemp.
HUG6/2 06/1	V	9T4V		Dixon.
HUG7/4 07/1	V	Y7UV		Portway.

1RSU had it again between January 14<sup>th</sup> and 28<sup>th</sup>, 1943. After it's return to 13SQN, it was re-coded.<sup>206</sup>

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
HUG31/2 05/2	SF-M	6M4M		Dixon.
HUG33/5 06/2	SF-M	7G8M		Apparently replaced by A16-202.
HUG35/4 08/2	SF-M	2Y9M		Oldham.
HUG36/2 10/2	SF-M	9A7M		Portway.
HUG37/1 11/2	SF-M	RY6M		Kavanagh.
HUG38/1 13/2	SF-M	7OWM		Apparently replaced by A16-156.
HUG40/3 15/2	SF-M	6N6M		Dixon.
HUG42/3 16/2	SF-M	XW8M		Portway.
HUG47/1 18/2	SF-M	7G7M		Portway.
HUG2/1 22/2	SF-M	6Q2M		Moore.
HUG3/2 23/2	SF-M	8D3M		Portway.
HUG5/5 24/2	SF-M	5T2M		Moore.
HUG8/1 27/2	SF-M	4Q6M		Portway.
HUG10/2 03/3	SF-M	4Z9M		Portway.

From March 8<sup>th</sup> it was back with 1RSU and on the April 1<sup>st</sup> it was issued to 2SQN.<sup>207</sup>

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
BAT30/6 03/4	W	4E4W		Apparently replaced by A16-161.
BAT39/3 07/4		6T6A		Kavanagh. Apparently replaced A16-197.
BAT48/6 09/4	W	K9OW		L Martin.
BAT8/2 12/4	W	5UAW		Stacey. Cancelled.
HUG33/2 14/4	W	2M6W		Austin.
HUG44/7 19/4	KO-W	7H7W		L Martin.
HUG4/1 23/4	KO-W	5W9W		Apparently replaced by A16-202.
HUG5/9 24/4	KO-W	6S7W		Stacey.
HUG13/4 25/4	KO-W	N9GW		Warlow-Davies.
HUG21/1 28/4	KO-W	K9DW		Mason. No A51. A50 indicates duty 2.
HUG32/1 07/5	KO-M	5B5M		Kavanagh.
HUG39/2 13/5	KO-M	4E6M		Austin.
HUG42/1 15/5	KO-M	J9RM		L Martin.
HUG43/2 16/5	KO-M	7T2M		Kilgariff. A51: McDouall.
HUG7/5 22/5	KO-M	3E3M		Graham.
HUG8/2 23/5	KO-M	3A2M		Helsham.
HUG9/3 24/5	KO-M	8Z9M		Helsham.
HUG13/1 27/5	KO-M	1FYM		Griffiths.

Continued →

<sup>206</sup> Ibid.

<sup>207</sup> Ibid.

## A16-219 (continued)

1943 (continued):

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
HUG15/4 28/5	KO-M	6X1M		Griffiths.
HUG16/2 29/5	KO-M	M1KM		L Martin.
HUG26/1 03/6	KO-M	3HRM		Knauer.
HUG28/4 04/6	KO-M	8Z8M		Knauer.
HUG34/3 06/6	KO-M	1A8M		Mason.
HUG16/1 23/6		5UAM		McKenzie. Replaced A16-204.
HUG17/2 24/6	KO-M	1R2M		McKenzie.

On July 2<sup>nd</sup>, 1943, 4RSU received the aircraft for an engine top overhaul and it was recorded as being back with 2SQN on July 14<sup>th</sup>.<sup>208</sup>

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
HUG40/1 25/7	KO-M	1G8M		Oates.
HUG42/2 26/7	KO-M	4S8M		Oates.
HUG13/7 07/8	KO-M	6E5M		Oates.
HUG14/1 08/8	KO-M	2Y6M		Coleman.
HUG16/1 10/8	KO-M	NF3M		Oates.
HUG19/2 11/8	KO-M	7L5M		Oates.
HUG29/8 14/8	KO-M	6M3M		Robinson.
HUG30/8 14/8	KO-M	A5AM		Gates. A51: Oates. Duplicate duty number
HUG38/9 16/8	KO-M	1N5M		Roe.
HUG47/2 18/8	KO-M	4D9M		Sprigg.
HUG49/1 19/8	KO-M	9N9M		Sprigg.
HUG14/4 23/8	KO-M	Y9NM		Oates.
HUG32/6 27/8	KO-M	6M3M		Oates.
HUG34/2 28/8	KO-M	R6FM		Replaced by A16-226.
HUG43/6 31/8	KO-M	5JHM		Sprigg.
HUG3/4 03/9	KO-M	1A5M		Newman.
HUG4/1 05/9	KO-M	X3XM		Sprigg. Replaced by A16-154.
HUG8/2 06/9	KO-M	1RMM		Oates.
HUG23/2 11/9	KO-M	5CDM		Brodie.
HUG33/1 15/9	KO-M	3E3M		Newman.

It became bogged at Millingimbi on September 19<sup>th</sup> which caused minor damage to the propeller's.<sup>209</sup>

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
HUG29/6 10/10	KO-M	WY2M DV6M		O'Neill. Call sign change over 101530Z.
HUG30/1 12/10	KO-M	YS4M		Oates.
HUG31/1 13/10	KO-M	JR2M		Cameron.
HUG36/6 14/10	KO-M	JM1M FU6M		Oates. Call sign change over 141530Z.
HUG37/4 15/10	KO-M	FU6M		Newman.

Continued →

<sup>208</sup> Ibid.

<sup>209</sup> Ibid.

## A16-219 (continued)

1943 (continued):

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
HUG23/3 07/11	KO-M	JW4M	Ankle	Unserviceable.
HUG30/1 12/11	KO-M	1MQM		Replaced by A16-203.
HUG12/2 26/11	KO-M	VP4M		McKenzie.
HUG19/3 30/11	KO-M	3ZGM		Unserviceable, operation cancelled.
HUG22/2 02/12	KO-M	2QSM		Scott.
HUG30/1 06/12	KO-M	3ZGM		Craze.
HUG34/3 08/12	KO-M	KN3M		Hayes. Replaced A16-226.
HUG35/2 09/12	KO-M	FO5M		Helsham.
HUG18/1 20/12	KO-M	1RVM		Reed.
HUG19/1 21/12	KO-M	4KJM		Helsham. RTB. Re-launched. RTB.
HUG25/3 23/12	KO-M	KX6M		Oates.
HUG29/2 25/12	KO-M	3CSM		Northover.
HUG30/1 26/12	KO-M	UA9M		Brodie.
HUG31/1 27/12	KO-M	3XAM		Brodie. A51: Kuring.
HUG37/1 30/12	KO-M	VJ4M		Coleman.
HUG39/1 31/12	KO-M	2RKM		Brockhurst.

1944:

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
HGS46/2 04/1	KO-M	CS3M		Hayes.
HGS47/2 05/1	KO-M	4HFM		Moore.
HGS49/2 06/1	KO-M	YL8M		Operation cancelled.
HGS2/3 06/1	KO-M	YL8M		Sprigg.
HGS4/2 07/1	KO-M	W18M		Apparently replaced by A16-215. Operation cancelled.
HGS5/3 07/1	KO-M	PX4M		Hill. Replaced A16-230.
HGS8/3 09/1	KO-M	VP4M		Operation cancelled.
HGS11/2 10/1	KO-M	DQ4M		Thomas.
HGS24/3 16/1	KO-M	PB2M		Hayes.
HGS27/1 18/1	KO-M	YL8M		Hennock. Replaced A16-154.
HGS29/3 18/1	KO-M	4DHM		Replaced by A16-154.
HGS30/1 19/1	KO-M	RX6M		Hill.
HGS35/2 24/1	KO-M	PX4M		Thomas.
HGS39/3 25/1	KO-M	YO5M		Moore.

The aircraft was received at 1AD at RAAF Laverton on February 11<sup>th</sup>, 1944 and then received by Australian National Airways at Parafield on March 13<sup>th</sup>, for conversion to Air Ambulance.<sup>210</sup>

<sup>210</sup> Ibid.

**A-29-LO Hudson IIIa**  
**A16-221**  
**Ex BW749, 41-23611, c/n 6428**

Received at 1AD, RAAF Laverton, from the United States on April 17<sup>th</sup>, 1942, this aircraft served its first operational tour with 32SQN. 2SQN finally received the aircraft on October 30<sup>th</sup> but quickly sent off to 1RSU who took charge of it on November 5<sup>th</sup>. 2SQN got it back again on November 27<sup>th</sup>.<sup>211</sup>

1942:

Mission/Duty Date	Aircraft Letter	W/T Call sign	R/T Call sign	Remarks
BAT17/4 28/11		1FYU		Graham. Apparently replaced A16-237.
BAT20/6 02/12	T	5W9T		Robertson.
BAT27/4 06/12	T	4R9T		Johns.
BAT30/3 09/12	T	5CDT		McDonald.
BAT39/6 13/12	T	7H7T		Morcombe.
BAT45/11 15/12	T	3Z3T		McDonald.
BAT49/4 17/12	T	2H2T		James.
BAT1/5 18/12	T	3K2T		McDonald.
BAT6/3 22/12	T	5W9T		McDonald.
BAT6/5 22/12	T	5W9T		Cambridge.
BAT8/3 23/12	T	3Z6T		Eriksen.
BAT10/5 24/12	T	4Q1T		Goode.
BAT13/3 25/12	T	8M6T		Ralston.
BAT17/7 27/12	T	2X8T		Apparently replaced by A16-210.
BAT22/2 30/12	T	3Z3T		Daniel.

1943:

Mission/Duty Date	Aircraft Letter	W/T Call sign	R/T Call sign	Remarks
BAT24/2 01/1	T	3N1T		Ralston.
BAT26/3 02/1	T	4W4T		McDonald.
BAT30/2 03/1	T	5YTT		Mills.
BAT33/3 06/1	T	YR1T		McDouall (A51: McDonald).
BAT36/4 07/1	T	ZH9T		Cancelled.
BAT37/7 07/1	T	ZH9T		Graham.
BAT17/2 22/1	T	4E1T		Cambridge.
BAT21/7 24/1	T	ZH9T		McDonald.
BAT42/8 01/2	T	8W4T		James.
BAT47/9 02/2	T	4E4T		James.
BAT48/3 04/2	T	4S9T		McDonald.
BAT5/2 06/2	T	6F2T		McDonald.
BAT9/6 07/2		9C8Q		McDouall. Apparently replaced A16-240.
BAT37/10 25/2	T	6Q2T		Apparently replaced by A16-242.

It was received by 5AD at Wagga Wagga on February 18<sup>th</sup>, 1943, for a 240-hourly, engine change and replacement of the right wing. It never returned to operations because, on April 16<sup>th</sup>, approval was given to reduce the aircraft to spare parts.<sup>212</sup>

<sup>211</sup> RAAF Form E/E.88 Record Card – Airframes, Aero Engines, Mechanical Transport and Marine Craft for A16-221 in Aircraft Status Cards Lockheed Hudson A16-1 to A16-247; NAA: A10297, BLOCK 84.

<sup>212</sup> Ibid.



**A-29-LO Hudson IIIa**  
**A16-224**  
**Ex FH181, 41-36982, c/n 6471**

A16-224 was received by the Commonwealth Aircraft Corporation at Fisherman's Bend, Victoria, for assembly on May 6<sup>th</sup>, 1942 and was then received by 13SQN on June 27<sup>th</sup> having progressed through 1AD and then 5AD.<sup>213</sup> From the start of October, it flew on two operations:

1942:

Mission/Duty Date	Aircraft Letter	W/T Call sign	R/T Call sign	Remarks
HUG46/2 02/10	E	3L6E		Smith.
HUG49/2 04/10	E	3Z6E		Smith.

On October 10<sup>th</sup>, the aircraft was allotted to 5AD at Wagga Wagga, New South Wales and was to proceed there via 1AD at Laverton, Victoria. On the 14<sup>th</sup>, at Laverton, at 3:33 pm, it suffered an engine failure immediately after lift-off and fell back onto the runway from a height of 10 feet and caught fire, destroying the aircraft.

The crew comprised:

Pilot	Pilot Officer H.C. McDonald, (seriously injured),
Observer	Sergeant B.R. Coulter, injured,
WAG	Sergeant J.H. Brooks, injured,
WAG	Sergeant R.G. Curtis, injured, and
Passenger	Staff Sergeant D.M. Cowen, 7 <sup>th</sup> Military Ordnance Depot, AIF, (seriously injured). <sup>214</sup>

<sup>213</sup> RAAF Form E/E.88 Record Card – Airframes, Aero Engines, Mechanical Transport and Marine Craft for A16-224 in Aircraft Status Cards Lockheed Hudson A16-1 to A16-247; NAA: A10297, BLOCK 84.

<sup>214</sup> RAAF Form PT81 Preliminary Report (Internal) of Flying Accident or Forced Landing, Serial No. 334 for Period 1942/43 in Lockheed Hudson A16 Accidents Part 5; NAA: A9845, 138.

**A-29-LO Hudson IIIa**  
**A16-225**  
**Ex FH185, 41-36986, c/n 6475**

Received by the Commonwealth Aircraft Corporation at Fisherman's Bend, Victoria, for assembly on May 6<sup>th</sup>, 1942, 13SQN took charge of it on July 4<sup>th</sup>, after the machine was ferried via 1AD and then 5AD.<sup>215</sup> From the start of October, it was tasked with these operations:

1942:

Mission/Duty Date	Aircraft Letter	W/T Call sign	R/T Call sign	Remarks
HUG46/3 02/10	K	3L6K		Oldham.
HUG48/1 03/10	K	7H6K		Moore.
HUG1/2 07/10	K	5U6K		Moore.
HUG4/2 08/10	K	4W4K		Dixon. Cancelled.
HUG6/6 08/10	K	4W4K		Moore.
HUG7/1 09/10	K	7OWK		Apparently replaced by A16-199.
HUG11/1 12/10	K	2T2K		Apparently replaced by A16-199.
HUG13/3 12/10	K	2T2K		Rehfish.

5AD got it back again on October 20<sup>th</sup> and it was to have returned to 13SQN, but instead became a 6SQN machine on November 21<sup>st</sup>, 1942.<sup>216</sup>

<sup>215</sup> RAAF Form E/E.88 Record Card – Airframes, Aero Engines, Mechanical Transport and Marine Craft for A16-225 in Aircraft Status Cards Lockheed Hudson A16-1 to A16-247; NAA: A10297, BLOCK 84.

<sup>216</sup> Ibid.

**A-29-LO Hudson IIIa**  
**A16-226**  
**Ex FH187, 41-36988, c/n 6477**

This machine was received by the Commonwealth Aircraft Corporation, at Fisherman's Bend, Victoria, for assembly on May 6<sup>th</sup>, 1942. It went to 1AD at Laverton on the 28<sup>th</sup> and was then received by 5AD at Wagga Wagga, New South Wales, on June 3<sup>rd</sup>. Having been allotted to 13SQN, it was officially received at that unit on July 11<sup>th</sup> but on the same day by 1RSU to fit auxiliary fuel tanks. At 1RSU, Daly Waters, it sustained damage to the rear bulkhead when, whilst taxiing, the tailwheel collapsed. After repair, it was going to go to 2SQN, but 13SQN finally got hold of it on August 10<sup>th</sup>.<sup>217</sup> From October 1<sup>st</sup>, it flew or was tasked to fly on the following operations:

1942:

Mission/Duty Date	Aircraft Letter	W/T Call sign	R/T Call sign	Remarks
HUG48/3 03/10	B	7H6B		Trewren.
HUG6/8 08/10	B	4W4B		Trewren.
HUG13/5 12/10	B	2T2B		Oldham.
HUG15/3 13/10		4Q6D		Smith. Apparently replaced A16-199.
HUG16/1 14/10	B	Q7KB		Oldham.
HUG22/3 25/10	B	9C8B		Smith. Apparently replaced by A16-236.
HUG24/5 26/10	B	7Z4B		Moore.
HUG30/4 29/10	B	6M3B		Oldham.
HUG31/7 30/10	B	6M3B		Oldham.
HUG34/3 31/10	B	4Q6B		Rule.
HUG35/1 02/11	B	4G8B		Rehfisch.
HUG36/3 03/11	B	3A8B		Oldham.
HUG37/1 04/11	B	Z6HB		Oldham.
HUG38/6 05/11	B	5J8B		Oldham.
HUG43/1 11/11	B	8L4B		Smith.
HUG44/1 12/11		6CVX		Dickenson. Apparently replaced A16-227.
HUG45/5 13/11	B	2T3B		Oldham. Failed to take-off. Taxiing acco.

On November 13<sup>th</sup>, the starboard wheel of the aircraft went into a drain when it was being taxied from its dispersal bay onto the taxiway prior to take-off, causing significant damage, being received by 1RSU on the 16<sup>th</sup> for repairs and given back to 13SQN on January 9<sup>th</sup>, 1943.<sup>218</sup>

1943:

Mission/Duty Date	Aircraft Letter	W/T Call sign	R/T Call sign	Remarks
HUG16/1 22/1	A	9G7A		Moore.
HUG20/5 24/1	A	7P6A		Apparently replaced by A16-227.
HUG22/1 25/1	A	QP6A		Apparently replaced by A16-204.
HUG37/2 11/2	SF-T	RY6T		Evans.
HUG40/6 15/2	SF-T	6N6T		Dickenson.
HUG45/5 17/2	SF-T	WG6T		Danks-Brown.

<sup>217</sup> RAAF Form E/E.88 Record Card – Airframes, Aero Engines, Mechanical Transport and Marine Craft for A16-226 in Aircraft Status Cards Lockheed Hudson A16-1 to A16-247; NAA: A10297, BLOCK 84.

<sup>218</sup> Ibid.

### A16-226 (continued)

It was only back at the Squadron for 6 weeks, when it had to go back to 1RSU for a 240-hourly and a new set of rings, being received by that unit on February 22<sup>nd</sup>. From 1RSU it was sent south to 1AD, then 5AD and, eventually, back to North Western Area and 2SQN, who received it on June 26<sup>th</sup>.<sup>219</sup>

1943 (continued):

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
HUG23/5 26/6	KO-J	6S7J		Dickenson. Apparently replaced A16-186.
HUG28/3 30/6	KO-G	5UAG		Apted.
HUG31/2 01/7	KO-G	6X1G		Apted.
HUG35/1 02/7	KO-G	D3FG		Apted.
HUG32/1 23/7	KO-G	6M6G		Craze. Operationally unserviceable.
HUG36/2 24/7	KO-G	1P7G		Craze. RTB.
HUG45/7 27/7	KO-G	8N1G		Robinson. RTB.
HUG6/2 04/8	KO-G	9JHG		Reed.
HUG9/1 05/8	KO-G	9N9G		Reed.
HUG20/8 11/8	KO-G	3T8G		Griffiths.
HUG29/5 14/8	KO-G	6M3G		Reed.
HUG30/9 14/8	KO-G	A5AG		Griffiths.
HUG38/7 16/8	KO-G	1N5G		Reed.
HUG39/11 16/8	KO-G	4D9G		Newman.
HUG5/2 20/8	KO-G	2Y6G		Roe.
HUG7/1 21/8	KO-G	5Q2G		Roe.
HUG14/9 23/8	KO-G	Y9NG		Apted.
HUG32/9 27/8	KO-G	6M3G		Reed.
HUG34/2 28/8	KO-G	R6FG		Roe. Replaced A16-219.
HUG37/1 29/8	KO-G	5X2G		Roe.
HUG49/2 03/9	KO-G	Q5PG		Apted.
HUG1/1 04/9	KO-G	4B6G		Apted.
HUG6/3 05/9	KO-G	1T9G		Reed.
HUG10/6 06/9	KO-G	9H1G		Replaced by A16-236.
HUG16/3 08/9	KO-G	U3OG		Robinson.
HUG18/1 09/9	KO-G	4V2G		A Martin.
HUG28/5 11/9	KO-G	5CVG		Roe.
HUG31/1 14/9	KO-G	3R3G		Replaced by A16-154.
HUG34/5 16/9	KO-G	1A5G		Reed.
HUG40/7 20/9	KO-G	6N6G		Hornby. Replaced A16-207.
HUG42/8 21/9	KO-G	4Q1G		Faux.
HUG29/7 10/10	KO-G	WY2G DV6G		Replaced by A16-178.
HUG33/1 14/10	KO-G	GA9G		Stacey. Replaced by A16-207.
HUG36/8 14/10	KO-G	JM1G FU6G		Unserviceable, not replaced.
HUG38/1 16/10	KO-G	LU6G		Apted.
HUG39/1 17/10	KO-G	QV2G		Martin.
HUG42/4 19/10	KO-G	CX8G		Brodie.

Continued →

<sup>219</sup> Ibid.

## A16-226 (continued)

1943 (continued):

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
HUG44/2 20/10	KO-G	DY2G		Dennis.
HUG2/1 25/10	KO-G	PF5G		Brodie.
HUG6/1 28/10	KO-G	MV3G		Hennock.
HUG7/1 29/10	KO-G	JR2G		Reed.
HUG15/2 02/11	KO-G	JI2G		Replaced by A16-244.
HUG23/2 07/11	KO-G	JW4G	Ankle	Roe.
HUG23/4 07/11	KO-G	JW4G	Ankle	Roe.
HUG36/4 14/11	KO-G	4HPG UL5G		Reed. Call sign change over 141530Z.
HUG35/2 15/11	KO-G	WZ6G		Apted. Replaced A16-230.
HUG45/2 20/11	KO-G	KM5G		Faux.
HUG48/3 21/11	KO-G	1FVG		Thomas. Replaced A16-207.
HUG24/3 03/12	KO-G	QS5G		Semple.
HUG29/2 05/12	KO-G	ML8G		Coleman.
HUG32/2 07/12	KO-G	VV1G		Griffiths.
HUG34/3 08/12	KO-G	KN3G		Replaced by A16-219.
HUG36/1 09/12	KO-G	UA9G		Brockhurst.
HUG38/1 10/12	KO-G	W18G		Coleman.
HUG44/4 11/12	KO-G	QA4G		Semple.
HUG1/3 13/12	KO-G	Q43G		Op cancelled. In AWM66, 15/1/80.
HUG3/2 14/12	KO-G	LM8G		Thomas.
HUG7/3 15/12	KO-G	DY2G		McKenzie.
HUG8/2 16/12	KO-G	4KJG		Aircraft U/S, operation cancelled.
HUG12/3 17/12	KO-G	HY5G	Chumpy	Dennis.

1944:

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
HGS1/1 06/1	KO-G	GQ8G		Batho.
HGS7/2 09/1	KO-G	4MCG		Robinson.
HGS10/1 10/1	KO-G	VG8G		Moore.
HGS12/1 11/1	KO-G	VX6G		Bowers.
HGS16/2 12/1	KO-G	3CAG		Hayes.
HGS19/4 14/1	KO-G	KE8G		Ditchburn.
HGS21/2 15/1	KO-G	4OXG		Scott.

On January 19<sup>th</sup>, 1944, A16-226 was received by 4RSU for a 240-hourly and then sent down to 1AD during February. ANA at Parafield later took charge of the aircraft, converting it into an Air Ambulance.<sup>220</sup>

<sup>220</sup> Ibid.

**A-29-LO Hudson IIIa**  
**A16-227**  
**Ex FH188, 41-36989, c/n 6478**

This aircraft was received by the Commonwealth Aircraft Corporation at Fisherman's Bend, Victoria, for assembly on May 6<sup>th</sup>, 1942. It was received by 13SQN for its first tour on July 9<sup>th</sup>. 1RSU fitted it with auxiliary fuel tanks later in the month and it was back with 13SQN on the 26<sup>th</sup>. It was received by 5AD for the installation of CO<sub>2</sub> equipment on October 7<sup>th</sup> having stopped over at 1AD on the way. 13SQN got the aircraft back again on October 31<sup>st</sup>.<sup>221</sup>

1942:

Mission/Duty Date	Aircraft Letter	W/T Call sign	R/T Call sign	Remarks
HUG58/1 01/11		7T4L		Thomson. Apparently replaced -134.
HUG59/1 03/11	X	3A8X		Harding. Replaced by A16-134.
HUG44/1 12/11	X	6CVX		Apparently replaced by A16-226.
HUG45/4 13/11	X	2T3X		Smith.

Rings were changed by 1RSU during November and after a delay, was handed back to 13SQN on December 18<sup>th</sup>.<sup>222</sup>

Mission/Duty Date	Aircraft Letter	W/T Call sign	R/T Call sign	Remarks
HUG40/2 24/12	X	8T3X		Kavanagh.
HUG43/2 25/12	X	2M6X		Rule.
HUG44/2 26/12	X	Q8RX		Campbell.
HUG46/4 27/12	X	6A8X		Dickenson.
HUG48/4 31/12	X	9KMX		Rule. RTB engine failure. Crew flew -202.

1943:

Mission/Duty Date	Aircraft Letter	W/T Call sign	R/T Call sign	Remarks
HUG4/2 04/1	X	5X2X		Apparently replaced by A16-199.
HUG11/3 14/1	X	6R7X		Portway.
HUG12/3 15/1	X	9D6X		Campbell.
HUG14/1 18/1	X	6SXX		Smith.
HUG16/3 22/1	X	9G7X		Kavanagh.
HUG17/2 23/1	X	Y7UX		Apparently replaced by A16-204.
HUG20/5 24/1		7P6A		Campbell. Apparently replaced A16-226.
HUG22/3 25/1	X	QP6X		Evans.
HUG25/8 26/1	X	5X2X		Evans.
HUG32/2 06/2	SF-O	YG8O		Evans.
HUG36/1 10/2		9A7W		Kemp. Apparently replaced A16-235.
HUG40/5 15/2		6N6S		Campbell. Apparently replaced A16-204.
HUG45/4 17/2	SF-O	WG6O		Smith.
HUG46/2 19/2	SF-O	6N4O		Evans. RTB due weather.

Continued →

<sup>221</sup> RAAF Form E/E.88 Record Card – Airframes, Aero Engines, Mechanical Transport and Marine Craft for A16-227 in Aircraft Status Cards Lockheed Hudson A16-1 to A16-247; NAA: A10297, BLOCK 84.

<sup>222</sup> Ibid.

## A16-227 (continued)

1943 (continued):

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
HUG1/1 21/2	SF-O	5N2O		Kemp.
HUG2/3 22/2	SF-O	6Q2O		Danks-Brown.
HUG4/2 24/2	SF-O	5T2O		Smith.
HUG7/1 26/2	SF-O	8W4O		Dickenson.
HUG8/2 27/2	SF-O	4Q6O		Evans.
HUG10/4 03/3	SF-O	4Z9O		Evans.
HUG12/4 05/3	SF-O	9K7O		Portway.
HUG13/2 06/3	SF-O	7Z4O		Evans.
HUG15/1 11/3	SF-O	8M7O		Evans.
HUG19/7 15/3	SF-O	8M2O		Cameron. Operation cancelled.
HUG20/3 16/3	SF-O	[...]D3O		Kavanagh.
HUG21/1 17/3	SF-O	4Z9O		Moore.

It remained with the Squadron until going back to 1RSU on March 20<sup>th</sup> and from there went to 2SQN who received it on April 15<sup>th</sup>, 1943.<sup>223</sup>

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
HUG48/1 21/4	KO-O	4E4O		Robertson.
HUG10/2 25/4	KO-O	5G5O		Jackman.
HUG9/7 25/4	KO-O	8H6O		Jackman.
HUG20/3 27/4	KO-O	8Q2O		Hornby.
HUG23/1 01/5	KO-P	GB3P		O'Neill.
HUG61/4 02/5	KO-P	9F9P		Stacey.
HUG62/3 03/5		3AZP		Cameron.
HUG28/1 04/5	KO-P	4E6P		Warlow-Davies.
HUG30/3 05/5	KO-P	5F7P		O'Neill.
HUG34/2 08/5	KO-P	1Y3P		A Martin.
HUG36/1 09/5	KO-P	3A2P		Newman.
HUG38/3 11/5	KO-P	H3BP		Kavanagh. A51 lists as second detail.
HUG41/3 13/5	KO-P	3R8P		Newman.
HUG44/3 17/5	KO-P	3A2P		Graham.
HUG46/4 18/5	KO-P	2R8P		L Martin. A51 incorrectly records as -237.
HUG47/1 19/5	KO-P	3R8P		Kilgariff.
HUG49/4 20/5		2X8P		Kilgariff. A51: listed first.
HUG5/3 21/5	KO-P	3E3P		A Martin.
HUG6/4 22/5	KO-P	4R9P		McDouall. A51: A Martin.
HUG1/2 17/6	KO-P	8Z8P		Kilgariff.
HUG5/2 18/6		1A8P		Kilgariff. A51: Hornby.
HUG8/5 19/6	KO-P	Y7UP		Cameron. Replaced A16-177.
HUG9/2 20/6		K9NL		Cameron. Apparently replaced A16-177.
HUG11/6 20/6	KO-P	4B4P		Griffiths.

Continued →

<sup>223</sup> Ibid.

## A16-227 (continued)

1943 (continued):

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
HUG13/1 22/6	KO-P	QB1P		Austin.
HUG13/2 22/6	KO-P	QB1P		Apparently replaced by A16-195.
HUG16/2 23/6	KO-P	5UAP		Griffiths.
HUG17/1 24/6	KO-P	1R2P		Griffiths.
HUG23/6 26/6	KO-P	6S7P		Griffiths.
HUG32/3 01/7	KO-P	4E6P		Coleman. Crash landed.

At approximately 6 pm on July 1<sup>st</sup>, 1943, A16-227, having completed Hughes 32, was on finals for runway 11 at Millingimbi. Shortly after a normal touchdown, the aircraft swung viciously to the left. Some differential brake and opposite rudder was immediately applied but the aircraft kept skidding sideways down the runway, deviating off to the left. The left wing was obviously low to the ground and it was accordingly assumed that the left main wheel therefore had a flat tyre. Having now left the runway, the aircraft was rapidly approaching trees bordering the flight strip so the pilot applied hard right brake and rudder. The port undercarriage snapped off and the starboard undercarriage deformed and folded and the aircraft skidded to a halt on its belly off the northern side of the runway, facing south. One of the Wireless Operator Air Gunners received some facial injuries, but the rest of the crew were unhurt.<sup>224</sup>

Repair by 4RSU was recommended, but they assessed that repair by a southern Aircraft Depot was required and accordingly the aircraft was dismantled and packed into boxes at Millingimbi for a voyage aboard SS *TULAGI*. A16-227 eventually arrived at 5AD on October 3<sup>rd</sup> and it was approved for conversion into components.<sup>225</sup>

<sup>224</sup> Confirmatory Memorandum, Casualty Hudson Aircraft No. A16-227 in Lockheed Hudson A16 Accidents Part 5; NAA: A9845, 138.

<sup>225</sup> RAAF Form E/E.88 Record Card – Airframes, Aero Engines, Mechanical Transport and Marine Craft for A16-227 in Aircraft Status Cards Lockheed Hudson A16-1 to A16-247; NAA: A10297, BLOCK 84.



**A-29-LO Hudson IIIa**  
**A16-230**  
**Ex FH201, 41-37002, c/n 6491**

After being put together by CAC during May, 1942, this aircraft served with 6SQN. 2SQN received it on April 12<sup>th</sup>, 1943.<sup>226</sup>

1943:

Mission/Duty Date	Aircraft Letter	W/T Call sign	R/T Call sign	Remarks
HUG40/2 17/4	KO-X	9C3X		Kavanagh.
HUG46/2 20/4	KO-X	6S7X		Replaced by A16-197.
HUG1/4 21/4	KO-X	7OWX		James.
HUG7/5 24/4	KO-X	3G7X		James.

During the course of Hughes 7 of 24<sup>th</sup> April, 1943, the crew of A16-230 sighted and attacked two Japanese vessels, one a two-masted heavily camouflaged vessel of about 100 tons and the other a prau type vessel about 75-feet long. A shallow dive attack from 2,000 feet was conducted. No hits were recorded, but five of the eight 100-lb bombs were noted as near misses, close enough to cause one of the vessels to visibly rock from the effects of the bomb bursts. The larger of the two vessels opened fire with machine gun.<sup>227</sup> A bullet entered one of the cylinders of the starboard engine, broke that cylinders push-rod and then continued on and holed the hydromatic (propeller) oil pressure line. Smoke was seen to trail from the engine and oil flowed back over the top of the wing. Oil pressure was stable so, three further attacks were made on the ships. On departing the scene for base, the aircraft was climbed to 7,000 feet in anticipation of the failure of the starboard engine which by now was running roughly. After a period of time, the oil pressure began to fall so an attempt was made to secure the engine. The engine was shut down but the propeller refused to feather, even after several attempts and the use of oil from the auxiliary tank. So, it was decided to restart the engine but it wouldn't fire. By now, as a result of the drag caused by the windmilling propeller, the aircraft was down to just 300 feet above the water. The captain ordered guns and ammunition to be jettisoned to lighten the load with the hope of then being able to maintain what little height they still had. At 200 feet, the crew member in the nose had already dumped one of the Vickers guns out through the front window and was in the process of disposing the second when the deflector bag became snagged and the gun was then accidentally thrown into the starboard propeller disk. It hit with sufficient impact to force the blades into the feathered position. The aircraft immediately began to accelerate and climb and continued merrily on to Darwin where a precautionary landing was made!<sup>228</sup>

Mission/Duty Date	Aircraft Letter	W/T Call sign	R/T Call sign	Remarks
HUG44/1 17/5	KO-V	3A2V		Warlow-Davies.
HUG46/2 18/5	KO-V	2R8V		Newman.
HUG48/9 19/5	KO-V	3R8V		Helsham.

On June 9<sup>th</sup>, 4RSU received it for an engine change and gave it back to 2SQN on June 22<sup>nd</sup>.<sup>229</sup>

<sup>226</sup> RAAF Form E/E.88 Record Card – Airframes, Aero Engines, Mechanical Transport and Marine Craft for A16-230 in Aircraft Status Cards Lockheed Hudson A16-1 to A16-247; NAA: A10297, BLOCK 84.

<sup>227</sup> DAR/B2/24 Apr in AWM66, 15/1/37.

<sup>228</sup> Confirmatory Memorandum, Casualty Hudson A16-230 in Lockheed Hudson A16 Accidents Part 5; NAA: A9845, 138.

<sup>229</sup> RAAF Form E/E.88 Record Card – Airframes, Aero Engines, Mechanical Transport and Marine Craft for A16-230 in Aircraft Status Cards Lockheed Hudson A16-1 to A16-247; NAA: A10297, BLOCK 84.

## A16-230 (continued)

1943 (continued):

Mission/Duty Date	Aircraft Letter	W/T Call sign	R/T Call sign	Remarks
HUG18/1 25/6	KO-V	3HRV		O'Neill.
HUG22/2 26/6	KO-V	7D4V		O'Neill.
HUG24/2 27/6	KO-V	4E4V		Newman.
HUG26/1 28/6	KO-V	6U1V		Newman.
HUG34/4 02/7	KO-V	8X9V		Thomas. Shot down JAKE floatplane.
HUG15/6 14/7	KO-V	5C9V		Newman.
HUG21/[...] 15/7	KO-V	2R2V		Spare. Did not fly. Not recorded in A51.
HUG28/1 21/7	KO-V	5CDV		Griffith.
HUG30/2 22/7	KO-V	3WBV		Griffith.
HUG34/6 23/7	KO-V	7Q6V		Replaced by A16-178.
HUG31/4 25/7	KO-V	5Y1V		Griffiths.
HUG48/5 28/7	KO-V	5Y7V		Apted.
HUG4/1 02/8	KO-V	3F3V		Sprigg.
HUG5/2 03/8	KO-V	8A1V		Sprigg.
HUG13/6 07/8	KO-V	6E5V		Replaced by A16-177.
HUG16/2 10/8	KO-V	NF3V		Faux.
HUG21/2 12/8	KO-V	2L8V		Apted.
HUG23/1 13/8	KO-V	7C5V		Apted.
HUG31/3 15/8	KO-V	3N1V		Sprigg.
HUG38/8 16/8	KO-V	1N5V		Thomas.
HUG9/5 21/8	KO-V	Z5KV		L Martin. A50: Cameron.
HUG11/3 22/8	KO-V	5Z4V		Sprigg.
HUG12/3 23/8	KO-V	3T8V		L Martin.
HUG23/3 25/8	KO-V	7L5V		Newman.
HUG25/10 25/8	KO-V	Y9NV		Roe. Replaced A16-154.
HUG31/3 27/8	KO-B	K9DB		Thomas. Apparently replaced A16-178.
HUG43/5 31/8	KO-V	5JHV		Newman.
HUG49/1 03/9	KO-V	Q5PV		Helsham.
HUG1/2 04/9	KO-V	4B6V		Helsham.

With a 240-hourly due and the requirement to change out the starboard engine, 4RSU received the aircraft again on September 6<sup>th</sup>. 2SQN got it back on the 26<sup>th</sup>.<sup>230</sup>

Mission/Duty Date	Aircraft Letter	W/T Call sign	R/T Call sign	Remarks
HUG5/1 28/9	KO-V	256V		Sprigg. C/S likely "256" not "256".
HUG7/1 29/9	KO-V	9J4V		Faux.
HUG14/4 02/10	KO-V	4RCV	Offwind	Helsham. No record in A50 or A51.
HUG16/3 03/10	KO-V	DY2V	Nutsail	Helsham.
HUG20/1 06/10	KO-V	PF5V		Newman.
HUG21/1 07/10	KO-V	PK8V		Brockhurst.
HUG26/2 10/10	KO-V	KN3V		Hornby.
HUG32/2 12/10	KO-V	4FNV CN5V		Hornby. Call sign change over 121530Z.
HUG36/7 14/10	KO-V	JM1V FU6V		Austin. Call sign change over 141530Z.

Continued →

<sup>230</sup> Ibid.

## A16-230 (continued)

1943 (continued):

Mission/Duty Date	Aircraft Letter	W/T Call sign	R/T Call sign	Remarks
HUG40/1 18/10	KO-V	1RVV		Sprigg.
HUG41/1 19/10	KO-V	4RCV		Faux.
HUG48/1 22/10	KO-V	ZS6V		Dennis. Replaced A16-154.
HUG49/1 24/10	KO-V	PK8V		Hornby.
HUG3/1 26/10	KO-V	UT7V		Northover.
HUG4/1 27/10	KO-V	1RBV		Oates.
HUG8/3 29/10	KO-V	CN5V	Cardfile	Sprigg.
HUG12/1 01/11	KO-V	DZ6V		Roe.
HUG14/1 02/11	KO-V	MN4V		Sprigg. (In AWM66, 15/1/72).
HUG27/1 10/11	KO-V	VP4V		Craze. Replaced A16-203.
HUG28/1 11/11	KO-V	XM8V		Ingram.
HUG32/2 14/11	KO-V	S25V		Brockhurst.
HUG35/2 15/11	KO-V	WZ6V		Replaced by A16-226.
HUG43/1 19/11	KO-V	FK8V		Griffiths.
HUG44/1 20/11	KO-V	CN2V		Rice. A51: Hill.
HUG1/3 22/11	KO-V	JW4V		Helsham.
HUG5/2 23/11	KO-V	3BNV		Coleman.
HUG10/2 25/11	KO-V	WZ6V		Griffiths.
HUG14/2 27/11	KO-V	1MQV		Brockhurst.
HUG16/1 29/11	KO-D	GL4D		Dennis. Apparently replaced A16-203.

With another 240-hourly due, 4RSU took charge of the aircraft on the 29<sup>th</sup> (presumably immediately after the aircraft returned from operations that day). The aircraft was handed back to 2SQN on December 23<sup>rd</sup>.<sup>231</sup>

Mission/Duty Date	Aircraft Letter	W/T Call sign	R/T Call sign	Remarks
HUG26/1 24/12	KO-V	HP4V		Thomas. Replaced A16-203.
HUG27/2 24/12	KO-V	QS5V		Replaced by A16-203.
HUG28/1 25/12	KO-V	MD5V		Sprigg.
HUG33/1 28/12	KO-V	3HNV		Roe.
HUG35/1 29/12	KO-V	GG2V		Hill.

1944:

Mission/Duty Date	Aircraft Letter	W/T Call sign	R/T Call sign	Remarks
HGS43/1 03/1	KO-V	WE9V		Ditchburn.
HGS45/1 04/1	KO-V	CS3V		Scott.
HGS3/1 07/1	KO-V	LS5V		Reed. Replaced A16-215.
HGS5/3 07/1	KO-V	PX4V		Replaced by A16-219.
HGS6/1 08/1	KO-V	UC8V		Leed.
HGS9/2 10/1	KO-V	M51V		Boyd.
HGS22/1 16/1	KO-V	WQ4V		Semple.

Continued →

<sup>231</sup> Ibid.

## A16-230 (continued)

1944 (continued):

Mission/Duty Date	Aircraft Letter	W/T Call sign	R/T Call sign	Remarks
HGS25/1 17/1	KO-V	3AAV		Bowers.
HGS6/1 02/2	KO-V	MI1V		Apparently replaced by A16-203.
HGS10/3 03/2	KO-V	MV3V		Hennock.
HGS12/3 04/2	KO-V	YW3V		Hill.
HGS18/4 05/2	KO-V	PV5V		Semple.
HGS25/3 07/2	KO-V	GS6V		Kuring.
HUG18/1 22/3	KO-V	UU1V		Scott. RTB U/S.
HUG20/1 23/3	KO-V	ST1V		Scott.
HUG21/1 24/3	KO-V	VK8V		Scott.
HUG24/2 26/3	KO-V	RT7V		Ingram.
HUG29/3 27/3	KO-V	FR2V		Scott. <b>Failed to Return.</b>

Hughes 29 of March 27<sup>th</sup>, 1944, was a visual reconnaissance of Nila, Teoen and Seroea Islands in the Banda Sea by one Hudson of 2SQN.<sup>232</sup>

Wheels up was planned for 262100Z (6:30 am Darwin time on the 27<sup>th</sup>) and wheels down was estimated to be at 270400Z (1:30 pm).<sup>233</sup> As A16-230 was evidently delayed and didn't depart Hughes until 262348Z (9:18 am), their ETA was accordingly amended to 270700Z (4:30 pm).<sup>234</sup> No communication was received from the aircraft after departure.<sup>235</sup>

The aircraft was apparently forced down into the sea and the five-man crew was able to escape and made land in the aircraft's survival dinghy at Loeang Island. They were kept safe there for about 2 months until their presence was betrayed to the Japanese by a sympathiser and they were then taken as prisoners to Saumlaki. On May 24<sup>th</sup>, the five prisoners were being transported by barge from Saumlaki to Toeal (enroute for Ambon) when they were sighted and attacked by 2 B-25's from 18(NEI)SQN in a narrow strait between Namwaan and Itain Islands (also known as Tenaman and Macassar Islands). The barge in which they were being transported was badly damaged in the attack and was beached. It is believed that during the course of this attack, one of the Wireless Air Gunners in the crew of A16-230, Pilot Officer Beddoe, attempted to wave at the attacking Dutch B-25's and was consequently shot by the Japanese who then threw his body overboard. The remaining four members of A16-230's crew survived the attack and ultimately arrived at Ambon only to be executed by the Japanese by decapitation around mid-August, 1944.<sup>236</sup>

A16-230's crew consisted of:

Pilot	Squadron Leader John Leonard Scott,
Navigator	Flight Sergeant Robert Ian Maxwell King,
WAG	Pilot Officer Donald Cosmo Beddoe, Gunnery Leader,
WAG	Flight Sergeant Bruce Eskdale Wallace, and
AG	Flight Sergeant Keith Charles Wright. <sup>237</sup>

<sup>232</sup> Unreferenced Summary Sheet transcript of Form Green for HUG29/27 Mar (1944) in AWM66, 15/1/103.

<sup>233</sup> HUG/M9/26 Mar, *ibid.*

<sup>234</sup> HUG/M1/27 Mar, *ibid.*

<sup>235</sup> Confirmatory Memorandum, Casualty Hudson Aircraft A16-230 in Lockheed Hudson A16 Accidents Part 5; NAA: 9845, 138.

<sup>236</sup> Department of Air Minute, Presumption of Death of Flying Officer Donald Cosmo Beddoe 401731, in Presumption of Death – Casualties of Royal Australian Air Force Units – Minutes; NAA: A705, 166/1/319 PART 3.

<sup>237</sup> 2BPSO signal BC27 of 27<sup>th</sup> March (1944) in Casualty Repatriation File Beddoe Donald Cosmo 401731; NAA: A705, 166/5/475.

**A-29-LO Hudson IIIa**  
**A16-232**  
**Ex FH190, 41-36991, c/n 6480**

Another 1AD assembled aircraft, A16-232 was issued to 2SQN for its first tour on June 16<sup>th</sup>, 1942. 5AD got hold of it on August 31<sup>st</sup> for a top overhaul and gave it back to 2SQN on September 9<sup>th</sup> but it only flew once before being declared unserviceable on the 14<sup>th</sup> and remained that way for the rest of the month. 1RSU then received it on October 12<sup>th</sup> and 2SQN got it back again on the 28<sup>th</sup>.<sup>238</sup>

1942:

Mission/Duty Date	Aircraft Letter	W/T Call sign	R/T Call sign	Remarks
BAT42/5 03/11				Hawkesford. Aircraft U/S. W/T call sign not recorded.
BAT48/4 06/11	R	1FYR		Apparently replaced by A16-161.
BAT10/4 17/11	R	Z6HR		Apparently replaced by A16-241.
BAT11/4 18/11	R	ZH9R		Sharp.
BAT14/6 23/11	R	3Q8R		McDouall.
BAT15/2 26/11	R	1H2R		Mills.
BAT19/6 01/12	R	QB1R		Johns.
BAT20/5 02/12	R	5W9R		Austin.
BAT23/4 04/12	R	3E3R		Cambridge. <b>Wireless Operator Air Gunner Sergeant Thame killed in action.</b> Aircraft belly landing on return due to battle damage.

Batchelor 23 of 4<sup>th</sup> December, 1942, was an Offensive Sweep by three Hudson's from 2SQN along a route from 12°17'S 130°52'E to 08°10'S 127°05'E to 08°00'S 124°20'E and then back to Base with particular attention to north coast anchorages and Kalabahi. Attack or negative enemy reports were required when clear of Timor on the return leg but in any event, not later than 0001Z/4 (10:31 am Darwin time). Any Japanese shipping sighted was to be attacked before reporting.<sup>239</sup>

Wheels up was planned for 1930Z/3 (6 am Darwin time on the 4<sup>th</sup>) and the route was from Batchelor to a datum position of 12°25'S 130°52'E then, 319° true at 340 nautical miles, 273 at 163 and 123 at 401 returning via Cape Helvetius, Charles Point and Darwin to Base returning there 7 ½ hours after actual take-off. Each aircraft would be loaded with two 250-lb AS and five 100-lb AS bombs with 1 second delay tail fuses.<sup>240</sup>

Wheels up was recorded as having been 1940Z (6:10 am).<sup>241</sup> Batchelor 23 duties 2 and 3 both landed at Batchelor at 0240Z (1:10 pm) and duty 4 returned at 0325Z (1:55 pm), crashing on landing due to damage caused by enemy action.<sup>242</sup>

<sup>238</sup> RAAF Form E/E.88 Record Card – Airframes, Aero Engines, Mechanical Transport and Marine Craft for A16-232 in Aircraft Status Cards Lockheed Hudson A16-1 to A16-247; NAA: A10297, BLOCK 84.

<sup>239</sup> DA/G3/3 Dec in AWM66, 15/1/20.

<sup>240</sup> BAT/MR3/3 Dec, ibid.

<sup>241</sup> RAAF Form A51 Operations Record Book Detail of the Work Carried Out by No. 2 Squadron entry for BAT. 23 in RAAF Unit History Sheets Number 2 Squadron May 37 – May 46; NAA: A9186, 5.

<sup>242</sup> BAT/MR3/4 Dec in AWM66, 15/1/20.

## A16-232 (continued)

The report on the operation gave a fairly comprehensive account of proceedings:

Captains of Aircraft: F/O. MORCOMBE (BAT232) F/O. McDOUALL (BAT 233)  
F/O. CAMBRIDGE (BAT 234)

Object: Offensive sweep from 12°17'S 130°52'E to 08°10'S 127°05'E to 08°00S – 124°20'E thence to base.  
Search for and attack shipping

Bombs: 6 x 250 A S - 15 x 100 A S

Visibility: Out of cloud 20-30 miles.

Report: Search: Aircraft proceeded along tracks, entered WEBAR [sic] Straits and turned in towards LOGA [sic] to observe if "OCCUSI" still there. Anchorage observed through glasses from 10 miles out and no shipping in vicinity. It was here aircraft were attacked by Zeke. After attack aircraft proceeded west along approximate tracks till about 15 miles north of DILLI and thence to north west of ATAURO Island. Visibility was good up to 30 miles and area covered by tracks could be seen. No shipping was in this vicinity. In consequence of the excellent visibility no closer observation was made and aircraft returned to base along south of WETAR Island passing to north of KESSAR Island and thence south east to Cape Helvetius. This was necessated [sic] by the condition of Bat 234 which was badly shot up in the combat.

Combat: About ten miles north of LAGA the formation was attacked by a Zeke. The first attack was made on Bat 234 flying No. 3 from 7 o'clock and almost at level. Turrett [sic] gunner fired about 200 rounds and Zeke waiting until within 400 yards fired until within 100 yards passing underneath coming up close to port wing tip of Bat 232 [sic – 234] and then pulling away to port and ahead. In this attack a bullet severed a pipe line in the turret of Bat 234 which became immediately unserviceable and this same attack put out of action the hydraulic system within aircraft. The Zeke after first attack passed ahead and gained height. When well ahead it pulled up into a slow loop preparatory to a vertical dive. As it got to the top of the loop our aircraft dived and banked to starboard. The Zeke dived, passed the tail of Bat 234 and in this pass it was probable that the starboard engine of this aircraft was hit. The Zeke pulled out of dive to starboard and proceeded parallel with formation until ahead and then made beam attack, at the same time our aircraft turned in towards attacker. To effect his beam attack the Zeke was obliged to put on 90% bank. His attack passed behind Bat 232 and Bat 233. At this time the starboard engine of Bat 234 was failing and that aircraft was falling behind and below. It received the full burst of this attack about the tunnel gun and fuselage above it. In this attack the tunnel gunner of Bat 234 was hit and killed.

After this attack the engine of Bat 234 recovered and the aircraft regained formation after Bat 232 and 234 [sic – 233] reduced power to enable it to do so. The Zeke passed ahead to port and 1000 ft higher[.] When first attacked our aircraft were 300 ft above the water but had since been climbing to reach the cloud. The Zeke then attacked from the forward quarter with our aircraft turning to port towards him and diving. Our

concentrated fire forced the Zeke to pass ineffectually overhead. Coming ahead again and high another pass was made from the starboard forward quarter followed by a last attack from the starboard beam passing below. After this attack the Zeke stood off 1000-2000 yards between our aircraft and the coast and shadowed them as they continued westward on their search as far as DILLI when it was lost in cloud.

OBSERVATIONS ON COMBAT:

(i) Enemy Tactics: The enemy showed considerable determination in pressing home his attacks rarely firing until within 400 yards and continuing the attack up to within 100 yards. In most of the attacks our guns were firing first and the Zeke surrounded by trace before the smoke from his guns was observed. In the frontal attacks the enemy appeared to be deterred by our free front guns. Two or three frontal attacks were initiated but broken off at some distance on these guns firing. The enemy was quick to notice the failure of the turret in Bat 234 and appeared to direct most of his attacks with the exception of the vertical dive against this aircraft.

(ii) Armament: All damage suffered by our aircraft indicated the use of only machine guns by the enemy. Though there appears some evidence of shrapnel this may have been due to explosive bullets and there is nothing to suggest the use of cannon. An examination of Bat 234 by an expert is suggested.

(iii) Enemy Aircraft markings etc. The Zeke was grey green in colour with a suggestion of light brown camouflage. Red roundelles [sic] each side of fuselage aft the mainplane and on upper and lower side of each wing. Roundelles [sic] on fuselage were reported to have a ring of lighter colour and one observer reported vertical red strips on the fin but his was not corroborated.

(iv) Damage to our Aircraft:

Bat 232 - one hole in fin  
Bat 233 - one hole in auxiliary tank  
          one hole in W/T cabin  
Bat 234 - Considerably holed by machine guns in wings, fins, fuselage & engines.

(v) Rounds fired - about 2000

(vi) Time and duration of combat - 2240Z/3 - 2315Z/3.

Attack on Luggie: A small two masted luggie sighted on outward track was again sighted on return in position 8° 10'S 127° 30'E. Bat 232 released 1 x 250 A S and 1 x 100 A S but overshot. The release of these bombs was done more with the object of inducing Bat 234 to release his bombs and thereby lighten its load, as at this stage its undercarriage was down and impeding its progress.

Return to Base and Crash Landing: On reaching base the undercarriage of Bat 234 was hanging half down, and a wheel landing was impossible. Bombs were therefore jettisoned some 15 miles away in a clear patch but bomb doors remained down. However on return to drome an exceptionally fine belly landing was made without injury to any remaining members of the crew.

Special Comment:

(i) Whilst the actions of all members of the three crews was in the highest traditions of the R.A.A.F. it is felt that the conduct of F/O. MORCOMBE (the leader of the formation) in

(a) His meeting of the attacks made against the formation,

(b) The nursing of the third aircraft so badly hit (a fuller account of which could necessary not be given in this report)

(c) The determination exhibited in continuing the search through an even more dangerous zone,

is especially deserving of commendation and at the same time that of F/O. CAMBRIDGE in successfully bringing his aircraft back to base under the circumstances described deserving of the highest praise.<sup>243</sup>

Here, here.

The weather, according to the Form White, was 5/10ths cumulus over the Wetar Strait at 2,000 feet with tops to 6,000 feet and visibility between 20 and 30 nautical miles. The report, reproduced above, failed to mention a couple of minor details though, in that when attacked by the Zero, the Hudson's were tracking 270° true and the attack on the 20-ton lugger occurred at 2348Z [10:18 am Darwin daylight savings time].<sup>244</sup>

The crew comprised:

Pilot	Flying Officer Cambridge,
Observer	Sergeant Cooper,
WAG	Sergeant Gordon John Thame (killed in action),
WAG	Sergeant Gunn, and
Supernumerary	Flying Officer Barnes. <sup>245</sup>

A16-232 was handed over to 1RSU, but they couldn't fix it so it was boxed up and sent to 5AD via Darwin and a voyage on the *TULAGI*. It eventually turned up at 3AD at Amberley and it was considered pointless sending it on to 5AD and the aircraft was broken up for spares.<sup>246</sup>

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<sup>243</sup> Report on Operation BAT. 23 No.3 No. 2 Squadron, dated 4/12/42, *ibid*.

<sup>244</sup> BAT/W1/4 Dec, *ibid*.

<sup>245</sup> RAAF Form A50 Operations Record Book of No. 2 Squadron, entry of 4/12/42 for Bat 23/4/12 in RAAF Unit History Sheets Number 2 Squadron May 37 to May 46; NAA: A9186, 5.

<sup>246</sup> RAAF Form E/E.88 Record Card – Airframes, Aero Engines, Mechanical Transport and Marine Craft for A16-232 in Aircraft Status Cards Lockheed Hudson A16-1 to A16-247; NAA: A10297, BLOCK 84.



**A-29-LO Hudson IIIa**  
**A16-233**  
**Ex FH193, 41-36994, c/n 6483**

Received on May 6<sup>th</sup>, 1942, by 1AD from the United States, this aircraft was received by 13SQN on June 24<sup>th</sup>. It was sent to 5AD at Wagga Wagga for a 240-hourly, being received by them on September 7<sup>th</sup>. 13SQN got it back again on October 13<sup>th</sup>.<sup>247</sup>

1942:

Mission/Duty Date	Aircraft Letter	W/T Call sign	R/T Call sign	Remarks
HUG22/1 25/10	R	9C8R		Rehfish. Did not fly, engine trouble.
HUG27/9 26/10	R	7Z4R		Rehfish.
HUG29/2 29/10	R	6M3R		Moore.
HUG31/9 30/10	R	6M3R		Dixon.
HUG33/2 31/10		4Q6[...]		Harding. Suffix letter omitted from Mauve.
HUG35/4 02/11	R	4G8R		Moore.
HUG36/2 03/11	R	3A8R		Dixon.
HUG37/2 04/11	R	Z6HR		Dixon.
HUG38/4 05/11	R	5J8R		Dixon. Gunner WIA.
HUG43/3 11/11	R	8L4R		Dixon.
HUG45/3 13/11	R	2T3R		Dixon.
HUG1/8 17/11	R	5P3R		Kavanagh.
HUG5/4 20/11	R	8B4R		Oldham.
HUG6/1 21/11		6L5S		Danks-Brown. Apparently replaced -235.
HUG8/4 22/11	R	7D4R		Dixon.
HUG11/1 26/11	R	7M3R		Did not fly. Damaged by Enemy Action prior to departure.

Repairs to its tailplane were needed, so it was sent to 1RSU on November 27<sup>th</sup> to affect those repairs. Eventually, on January 9<sup>th</sup>, 13SQN received the aircraft back again.<sup>248</sup>

1943:

Mission/Duty Date	Aircraft Letter	W/T Call sign	R/T Call sign	Remarks
HUG11/2 14/1	R	6R7R		Dixon.
HUG16/2 22/1	R	9G7R		Dixon.
HUG18/3 23/1	R	Y7UR		Apparently replaced by A16-199.
HUG21/7 24/1	R	7P6R		Dixon.
HUG22/4 25/1	R	QP6R		Dixon.
HUG28/2 01/2		6N6W		Evans. Apparently replaced A16-235.
HUG33/4 06/2	SF-N	7G8N		Rule.
HUG34/1 07/2	SF-N	2HSN		Portway.
HUG35/2 08/2	SF-N	2Y9N		Dixon.
HUG40/2 15/2	SF-N	6N6N		Portway.

Another 240-hourly was due, so off to 1RSU it again went on February 22<sup>nd</sup>. March 20<sup>th</sup> saw the aircraft returned to 13SQN.<sup>249</sup>

<sup>247</sup> RAAF Form E/E.88 Record Card – Airframes, Aero Engines, Mechanical Transport and Marine Craft for A16-233 in Aircraft Status Cards Lockheed Hudson A16-1 to A16-247; NAA: A10297, BLOCK 84.

<sup>248</sup> Ibid.

<sup>249</sup> Ibid.

### A16-233 (continued)

1943 (continued):

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
HUG25/2 23/3	SF-N	9B7N		Cameron. A51 records as duty 3.
HUG29/3 31/3	SF-N	7H2N		Cameron.

13SQN handed A16-233 over to 2SQN on April 4<sup>th</sup>, 1943.<sup>250</sup>

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
BAT37/2 06/4	E	5G5E		Cameron.
BAT49/4 09/4	E	6M3E		Austin.
BAT7/3 12/4	E	5UAE		Austin. Cancelled.
HUG30/3 13/4	E	4G8E		Kavanagh.
HUG36/2 15/4	KO-E	7HLE		L Martin.
HUG44/15 19/4	KO-E	7H7E		Austin.
HUG49/3 21/4	KO-E	9C3E		Warlow-Davies.
HUG16/1 26/4	KO-E	6T6E		Newman.
HUG32/2 07/5	KO-N	5B5N		Austin.
HUG35/4 08/5	KO-N	1Y3N		Warlow-Davies.
HUG43/1 16/5	KO-N	7T2N		Cameron.
HUG11/6 25/5	KO-N	9F9N		Cameron.
HUG14/7 27/5	KO-N	Z6HN		Austin.
HUG18/7 29/5	KO-N	7DNN		Newman.
HUG19/3 30/5	KO-K	G3BK		Hornby. Apparently replaced A16-240.
HUG23/3 01/6	KO-N	R6FN		Austin.
HUG25/2 02/6	KO-N	8R5N		Austin.
HUG27/5 03/6	KO-N	6T9N		Apparently replaced by A16-235.
HUG31/5 05/6	KO-N	7HLN		Helsham.
HUG35/4 07/6	KO-N	B8KN		Austin.
HUG36/1 08/6	KO-N	7C1N		Austin.
HUG40/4 11/6	KO-N	ZT9N		Stacey.
HUG41/1 12/6	KO-N	1R2N		Stacey.
HUG43/7 12/6	KO-N	9M1N		Austin.
HUG47/3 15/6	KO-N	K6FN		Austin.
HUG49/1 16/6		7VNN		Austin.
HUG6/1 19/6	KO-N	4W4N		Dickenson.
HUG6/2 19/6	KO-N	4W4N		Austin.

At 3:30 pm, on July 17<sup>th</sup>, the aircraft landed at Hughes after a test flight but developed a swing to the right just after touchdown. The application of brakes failed to correct the swing and the aircraft looked set to continue off the runway and ground-loop. The starboard engine was opened up to full power and this arrested the swing but the aircraft had already left the runway. It came to a halt with the left wheel against a log which had just been nicked by the tips of the blades of the left propeller. Additionally, the left oil cooler was staked by a small stick and the left rudder was damaged after the tail wheel ran through a shallow depression.<sup>251</sup> Repairs were able to be performed by the Squadron.<sup>252</sup>

<sup>250</sup> Ibid.

<sup>251</sup> Aircraft Accident Data card for A16-233 in Lockheed Hudson A16 Accidents Part 5; NAA: A9845, 138.

<sup>252</sup> RAAF Form E/E.88 Record Card – Airframes, Aero Engines, Mechanical Transport and Marine Craft for A16-233 in Aircraft Status Cards Lockheed Hudson A16-1 to A16-247; NAA: A10297, BLOCK 84.

## A16-233 (continued)

1943 (continued):

Mission/Duty Date	Aircraft Letter	W/T Call sign	R/T Call sign	Remarks
HUG34/7 23/7	KO-N	7Q6N		Thomas.
HUG38/4 24/7	KO-N	2S4N		Kemp.
HUG18/5 11/8	KO-N	Y9NN		Newman.
HUG22/4 12/8	KO-N	7M3N		Newman.
HUG25/2 14/8	KO-N	9F6N		McKenzie.
HUG32/1 15/8	KO-N	5X2N		McKenzie.
HUG41/3 17/8	KO-N	9JHN		Austin.

On August 19<sup>th</sup>, 4RSU took charge of the aircraft to rectify a reportedly defective left wing and right undercarriage. 2SQN took the aircraft back again on September 7<sup>th</sup>.<sup>253</sup>

Mission/Duty Date	Aircraft Letter	W/T Call sign	R/T Call sign	Remarks
HUG14/1 08/9	KO-N	SO8N		L Martin. <b>Failed to Return.</b>

Hughes 14 of 8<sup>th</sup> September, 1943, was ordered as an Armed Shipping Reconnaissance of Area Horse to be conducted by one Hudson of 2SQN.<sup>254</sup>

Departure was planned for 080100Z (10:30 am Darwin local time) with the flight route from Hughes being: 018° True at 313 nautical miles, 280 at 58, 035/71, 280/107, 180/221, 197/114, 135/50 and 124/33. The crew were due back at Hughes at 080800Z (5:30 pm). The aircraft was armed with two 250-lb General Purpose bombs, NS TD11 (nose safe, tail delay 11 seconds).<sup>255</sup>

Nothing was heard from the aircraft after departure,<sup>256</sup> but it was later established that it had been shot down by the Japanese merchant vessel *Sugi Maru*. Three of the crew were killed and two captured.<sup>257</sup> The crew consisted of:

Pilot	Flying Officer Lynnton Ainsley Martin,
Navigator	Flight Sergeant Eric Marcus Wettenhall,
WAG	Flight Sergeant Maurice Anthony Graham,
WAG	Flight Sergeant Ralph Henry Williams, and
AG	Flight Sergeant Jack William Robinson Boanas. <sup>258</sup>

The two survivors of the shoot down, Flight Sergeant Graham and Flight Sergeant Boanas, were executed by the Japanese at Ambon on or before October 31<sup>st</sup>, 1943.<sup>259</sup>

<sup>253</sup> Ibid.

<sup>254</sup> DA/G1/7 Sep in AWM66, 15/1/61.

<sup>255</sup> HUG/MR3/7 Sep, *ibid*.

<sup>256</sup> Confirmatory Memorandum, Casualty Hudson Aircraft No. A16-233 in Lockheed Hudson A16 Accidents Part 5; NAA: A9845, 138.

<sup>257</sup> Enclosure 56b, translated Statement of Yasumura Okuma, taken at Amboina, 22<sup>nd</sup> January, 1947 in Casualty Repatriation File Graham Maurice Anthony 410337; NAA: A705, 166/16/174.

<sup>258</sup> 2BPSO signal M537 of 9<sup>th</sup> September (1943), *ibid*.

<sup>259</sup> Enclosure 85a, Reclassification of 410337 F/Sgt Graham, M.A. and 417331 F/Sgt Boanas, J.W.R, dated 22.12.47, *ibid*.

**A16-233 (continued)**



**Crew members posing in front of A16-233/SF-N towards the end of its time with 13SQN. [AWM image NWA0074].**

**A-29-LO Hudson IIIa**  
**A16-235**  
**"Houdini"**  
**Ex FH211, 41-37012, c/n 6501**

This aircraft was received by 1AD at Laverton on May 19<sup>th</sup>, 1942, from where it was issued, on the same day, to the Commonwealth Aircraft Corporation (CAC) for assembly. 13SQN received the machine on June 28<sup>th</sup>.<sup>260</sup> From the start of October it flew:

1942:

Mission/Duty Date	Aircraft Letter	W/T Call sign	R/T Call sign	Remarks
HUG43/2 01/10	H	7E7H		McDonald.

On October 5<sup>th</sup>, it was received by 1RSU for maintenance and they gave the aircraft back to 13SQN on November 6<sup>th</sup>. During this period, it seems to have been twice nominated for operations in error.<sup>261</sup>

Mission/Duty Date	Aircraft Letter	W/T Call sign	R/T Call sign	Remarks
HUG23/4 25/10	H	9C8H		Harding. Apparently replaced by A16-219.
HUG26/8 26/10	H	7Z4H		Smith. Apparently replaced by A16-118.
HUG44/2 12/11	S	6CVS		Danks-Brown.
HUG45/2 13/11	S	2T3S		Moore.
HUG47/3 14/11	S	4G8S		Danks-Brown. RTB U/S turret.
HUG48/3 16/11		5Z4F		Warlow-Davies. Apparently replaced -156
HUG1/6 17/11	S	5P3S		Danks-Brown.
HUG4/2 20/11	S	8B4S		Kavanagh.
HUG6/1 21/11	S	6L5S		Apparently replaced by A16-233.
HUG8/2 22/11	S	7D4S		Smith.
HUG9/4 24/11	S	Y7US		Moore.
HUG11/5 26/11	S	7M3S		Kavanagh. RTB U/S turret.
HUG12/2 27/11	S	6CVS		Dixon.
HUG13/1 28/11	S	5JHS		Danks-Brown.
HUG15/3 30/11	S	8B4S		Kavanagh.
HUG16/4 01/12	S	6Y7S		Portway.
HUG17/3 02/12	S	6A8S		Danks-Brown.
HUG21/4 05/12	S	7R9S		Danks-Brown.
HUG22/1 07/12	S	3Z6S		Operation cancelled.
HUG24/3 07/12	S	3Z6S		Kavanagh.
HUG25/2 09/12	S	6D2S		Kemp.
HUG26/2 10/12	S	5N8S		Portway.
HUG30/2 14/12		Y5CD		Apparently replaced -199. Op cancelled.
HUG31/5 14/12	S	Y5CS		Apparently replaced by A16-199.
HUG32/3 16/12	S	5C9S		Danks-Brown.
HUG34/2 17/12	S	9KMS		Kavanagh.
HUG36/1 19/12	S	3K2S		Warlow-Davies.
HUG38/3 21/12	S	6Q5S		Kavanagh.
HUG39/2 23/12	S	3E3S		Danks-Brown.

<sup>260</sup> RAAF Form E/E.88 Record Card – Airframes, Aero Engines, Mechanical Transport and Marine Craft for A16-235 in Aircraft Status Cards Lockheed Hudson A16-1 to A16-247; NAA: A10297, BLOCK 84.

<sup>261</sup> Ibid.

### A16-235 (continued)

An engine change became necessary, so 1RSU, according to A16-235's aircraft status card, got the aircraft back again on December 21<sup>st</sup> – but it must have been after the 23<sup>rd</sup>, as it flew an operation on that day – and were able to hand the aircraft back to 13SQN on January 9<sup>th</sup>, 1943.<sup>262</sup>

1943:

Mission/Duty Date	Aircraft Letter	W/T Call sign	R/T Call sign	Remarks
HUG9/1 11/1	S	7Q6S		Whyte.
HUG15/4 20/1	S	5J3S		Portway.
HUG19/2 24/1	S	7P6S		Portway.
HUG22/6 25/1	S	QP6S		Portway.
HUG25/6 26/1	S	5X2S		Portway.
HUG26/1 27/1	S	9D6S		Whyte.
HUG27/2 31/1	SF-W	3S2W		Evans.
HUG28/2 01/2	SF-W	6N6W		Apparently replaced by A16-233.
HUG29/6 01/2		6N6Q		Kemp. Apparently replaced A16-156.
HUG30/2 03/2	SF-W	S17W		Kemp.
HUG35/1 08/2	SF-W	2Y9W		Rule.
HUG36/1 10/2	SF-W	9A7W		Apparently replaced by A16-227.
HUG40/1 15/2	SF-W	6N6W		Kemp.
HUG42/1 16/2	SF-W	XW8W		Moore.
HUG48/4 19/2	SF-W	6N4W		Campbell.
BAT27/5 20/2		6F2V		Moore. Apparently replaced A16-199.
HUG6/1 25/2	SF-W	RY6W		Danks-Brown.

A 240-hourly having fallen due, it was off to 1RSU again on March 4<sup>th</sup>; back again to 13SQN on March 20<sup>th</sup>.<sup>263</sup>

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
HUG25/3 23/3	SF-W	9B7W		Mason. A51 records as duty 2.
HUG26/2 24/3	SF-W	5Y4W		O'Neill.
HUG28/4 25/3	SF-W	8M7W		O'Neill.
HUG29/6 31/3	SF-W	7H2W		Mason.

It was handed over to 2SQN on April 4<sup>th</sup>, 1943,<sup>264</sup> flying the following operations:

Mission/Duty Date	Aircraft Letter	W/T Call sign	R/T Call sign	Remarks
BAT46/11 09/4	/	9KDI		O'Neill.
BAT2/4 10/4	/	X3NI		Kemp.
BAT5/3 11/4	/	3HRI		Daniel.
HUG31/2 13/4	/	4G8I		O'Neill.

On April 23<sup>rd</sup>, 1RSU received the aircraft for an engine change. They handed it back to 2SQN on May 5<sup>th</sup>.<sup>265</sup>

<sup>262</sup> Ibid.

<sup>263</sup> Ibid.

<sup>264</sup> Ibid.

<sup>265</sup> Ibid.

## A16-235 (continued)

1943 (continued):

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
HUG36/2 09/5	KO-W	3A2W		O'Neill.
HUG37/1 10/5		3E3W		O'Neill.
HUG45/7 17/5	KO-W	3A2W		Austin.
HUG47/3 19/5	KO-W	3R8W		Austin.
HUG1/5 20/5		9O6W		Apparently replaced by A16-236.
HUG3/5 20/5		J6DW		Newman. A51 entry missing mission No.
HUG3/6 20/5		J6DW		Newman. A51 entry missing mission No.
HUG4/6 21/5	KO-W	9O6W		O'Neill.
HUG11/5 25/5	KO-W	9F9W		Warlow-Davies.
HUG14/8 27/5	KO-W	Z6HW		Cameron.
HUG18/8 29/5	KO-W	7DNW		Graham.
HUG20/5 30/5	KO-W	5B5W		Graham.
HUG27/5 03/6	KO-N	6T9N		Hornby. Apparently replaced A16-233.

On June 7<sup>th</sup>, it was sent down to 14ARD at Gorrie, but the purpose wasn't recorded. It must have been an easy fix, because 2SQN received the aircraft back on the 9<sup>th</sup>. It then went off to 4RSU for an engine change on the 20<sup>th</sup>, with the machine being handed back to 2SQN on the 26<sup>th</sup>.<sup>266</sup>

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
HUG30/9 30/6	KO-W	4L1W		O'Neill.
HUG35/2 02/7	KO-W	D3FW		O'Neill.
HUG40/6 04/7	KO-W	4G3W		Coleman.
HUG41/5 05/7	KO-W	7N5W		Coleman.
HUG1/7 08/7	KO-W	2T2W		O'Neill.
HUG7/9 09/7	KO-W	9B7W		Craze. RTB.
HUG10/1 11/7	KO-W	5Y7W		O'Neill.
HUG11/2 12/7	KO-W	SJ7W		O'Neill.
HUG15/5 14/7	KO-W	5C9W		Austin.
HUG21/8 15/7	KO-W	2R2W		Coleman.

A 240-hourly had fallen due and a double engine change was required, so 4RSU took charge of the aircraft on July 16<sup>th</sup>. It was handed back to 2SQN on the 26<sup>th</sup>.<sup>267</sup>

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
HUG44/2 27/7	KO-W	2T2W		Apparently replaced by A16-213.
HUG45/3 27/7	KO-W	8N1W		O'Neill.
HUG46/1 28/7	KO-W	B6NW		Apparently replaced by A16-213.
HUG3/3 31/7	KO-W	WG6W		O'Neill.

Continued →

<sup>266</sup> Ibid.

<sup>267</sup> Ibid.

## A16-235 (continued)

1943 (continued):

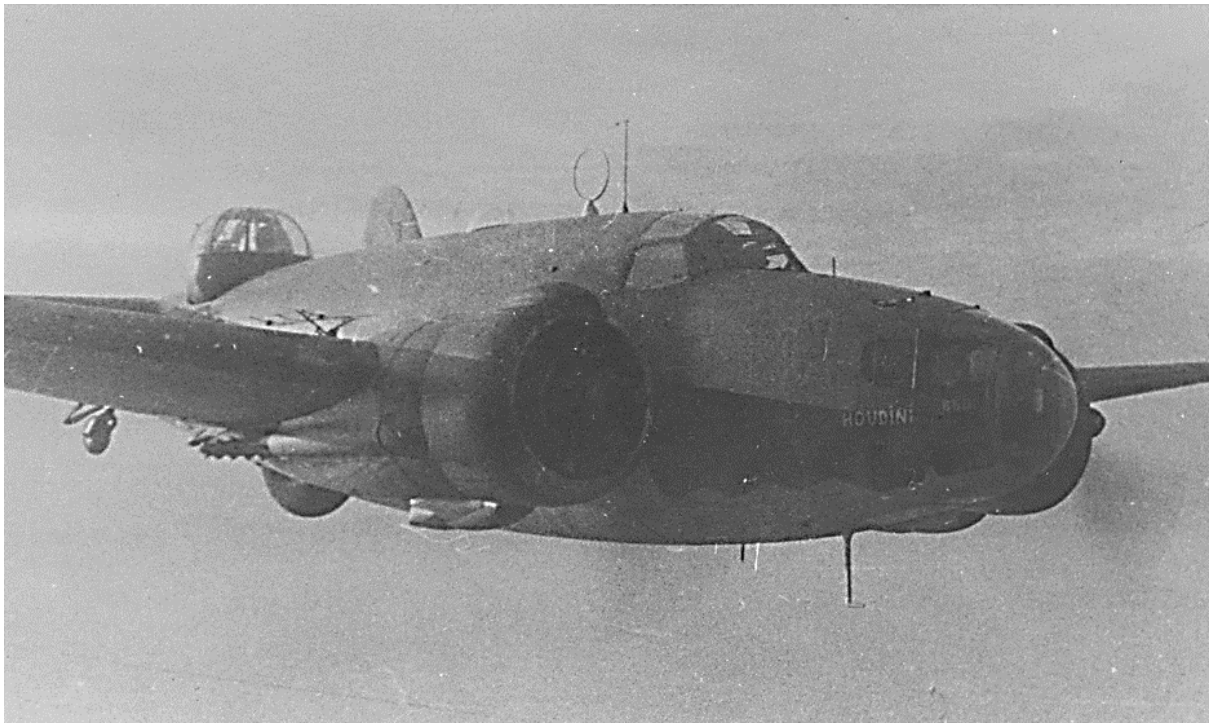
Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
HUG13/5 07/8	KO-W	6E5W		Lamb.
HUG17/8 09/8	KO-W	3T8W		Reed.
HUG21/1 12/8	KO-W	2L8W		Kilgariff.
HUG23/2 13/8	KO-W	7C5W		Kilgariff.
HUG38/5 16/8	KO-W	1N5W		Faux.
HUG40/1 17/8	KO-W	7P1W		Faux.
HUG1/5 19/8	KO-W	1B5W		Austin.
HUG9/7 21/8	KO-W	Z5KW		Reed. A50: McKenzie.
HUG10/1 22/8	KO-W	NF3W		Austin.
HUG13/2 23/8	KO-W	7L5W		Austin.
HUG29/1 26/8	KO-W	2H2W		L Martin.
HUG30/2 27/8	KO-W	3L6W		L Martin.
HUG10/7 06/9	KO-W	9H1W		Coleman.
HUG11/1 07/9	KO-W	6Q8W		Newman.
HUG17/8 08/9	KO-W	1Z7W		O'Neill.
HUG21/1 10/9	KO-W	G3BW		Faux.
HUG28/6 11/9	KO-W	5CVW		A Martin.
HUG30/3 14/9	KO-W	2D9W	Vapoc	O'Neill.
HUG34/3 16/9	KO-W	1A5W		Hennock.
HUG37/1 18/9	KO-W	4K6W		Austin.
HUG38/1 19/9	KO-W	4W7W		Oates.
HUG42/4 21/9	KO-W	4Q1W		Newman.
HUG45/2 23/9	KO-W	6CDW		Austin.
HUG49/2 24/9	KO-W	1G8W		Hennock.

Allotment to 5AD was requested on September 27<sup>th</sup> due to wrinkles having appeared on the wings and the fuselage centre section. It eventually ended up at 2AD at Richmond and the aircraft underwent a complete overhaul and was fitted for Radio Counter Measures duties for which employment it was received by 4CU on April 23<sup>rd</sup>, 1944.<sup>268</sup>

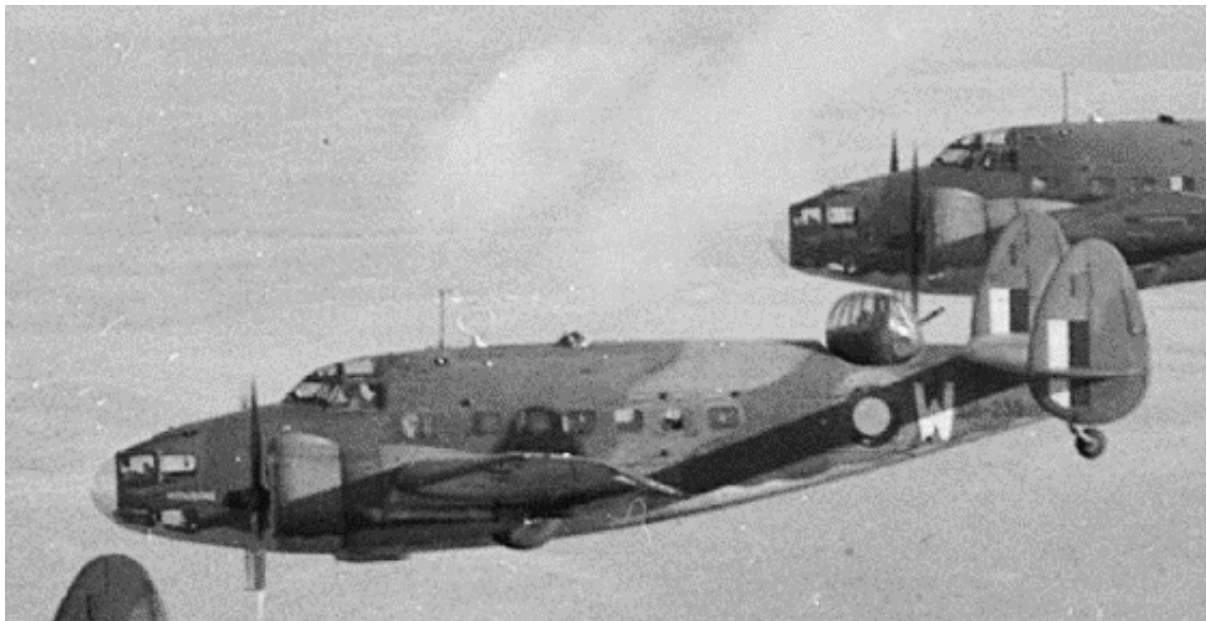
<sup>268</sup> Ibid.



**A16-235 (continued)**



**A16-235, *Houdini*, identifiable by its Lockheed construction number, 6501, on the nose.** [State Library of South Australia image PRG 1614/2/46 via [collections.slsa.sa.gov.au/resource/PRG+1614/2/46](http://collections.slsa.sa.gov.au/resource/PRG+1614/2/46)].



***"Houdini"* shortly after joining 2SQN.** [AWM image NWA0452].

**A-29-LO Hudson IIIa**  
**A16-236**  
**"Foo"**  
**Ex FH213, 41-37014, c/n 6503**

The initial received date for this aircraft at 1AD wasn't recorded on its aircraft status card, nor was it's received date at 13SQN, although it was reportedly unserviceable (for more than 3 days) at 1AD on June 8<sup>th</sup> and serviceable at 13SQN on July 26<sup>th</sup>.<sup>269</sup> From October 1<sup>st</sup>, it was tasked with the following operations:

1942:

Mission/Duty Date	Aircraft Letter	W/T Call sign	R/T Call sign	Remarks
HUG14/1 13/10	Q	4Q6Q		Jaques.
HUG16/2 14/10	Q	Q7KQ		Apparently replaced by A16-192.
HUG17/4 14/10	Q	Q7KQ		Operation cancelled.
HUG19/1 16/10	Q	6M2Q		Jaques.
HUG22/3 25/10		9C8B		Smith. Apparently replaced A16-226.
HUG27/10 26/10	Q	7Z4Q		Oldham. Unserviceable, not replaced.
HUG30/5 29/10	Q	6M3Q		Portway.
HUG31/8 30/10	Q	6M3Q		Smith.
HUG34/4 31/10	Q	4Q6Q		Moore.
HUG35/5 02/11	Q	4G8Q		Jaques.
HUG38/2 05/11	Q	5J8Q		Moore.
HUG48/1 16/11	Q	5Z4Q		Jaques.
HUG1/5 17/11	Q	5P3Q		Jaques.
HUG5/3 20/11	Q	8B4Q		Smith.
HUG7/5 21/11	Q	6L5Q		Warlow-Davies.
HUG8/3 22/11	Q	7D4Q		Oldham.
HUG9/2 24/11	Q	Y7UQ		Jaques.
HUG11/3 26/11	Q	7M3Q		Rule.
HUG12/1 27/11	Q	6CVQ		Apparently replaced by A16-204.
HUG14/1 29/11	Q	3A8Q		Smith.
HUG15/4 30/11	Q	8B4Q		Kemp.
HUG18/4 02/12	Q	6A8Q		Jacques.
HUG19/1 03/12	Q	2H2Q		Kemp.
HUG20/2 04/12	Q	6Q5Q		Whyte.
HUG27/5 10/12	Q	5N8Q		Moore. RTB U/S. Crew then took -166.
HUG29/2 12/12	Q	2R7Q		Danks-Brown.
HUG31/4 14/12	Q	Y5CQ		Kemp.
HUG35/4 17/12	Q	9KMQ		Kemp.
HUG39/1 23/12	Q	3E3Q		Kemp.

It was issued to 1RSU on December 24<sup>th</sup> for repairs and received back at 13SQN on January 9<sup>th</sup>.<sup>270</sup>

<sup>269</sup> RAAF Form E/E.88 Record Card – Airframes, Aero Engines, Mechanical Transport and Marine Craft for A16-236 in Aircraft Status Cards Lockheed Hudson A16-1 to A16-247; NAA: A10297, BLOCK 84.

<sup>270</sup> Ibid.

## A16-236 (continued)

1943:

Mission/Duty Date	Aircraft Letter	W/T Call sign	R/T Call sign	Remarks
HUG11/1 14/1	Q	6R7Q		Kemp.
HUG13/1 17/1	Q	5P3Q		White.
HUG19/1 24/1	Q	7P6Q		Kemp.
HUG22/2 25/1	Q	QP6Q		Kemp.

It was back to 1RSU on January 28<sup>th</sup>, 1943, for a 240-hourly and was re-issued to 13SQN on March 8<sup>th</sup>.<sup>271</sup>

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
HUG18/2 15/3	SF-Y	8M2Y		Dickenson.
HUG20/6 16/3	SF-Y	[...]D3Y		Porter.
HUG22/4 17/3	SF-Y	4Z9Y		Kavanagh.
HUG23/2 18/3	SF-Y	9G5Y		Moore.
HUG24/1 20/3	SF-Y	5M8Y		Portway.

It was allotted to 2SQN on March 24<sup>th</sup> and they received it on March 27<sup>th</sup>, 1943.<sup>272</sup>

Mission/Duty Date	Aircraft Letter	W/T Call sign	R/T Call sign	Remarks
BAT26/7 29/3	V	6NHV		Stacey.
BAT28/4 01/4	V	3Q8V		Stacey.
BAT30/9 03/4	V	4E4V		Stacey.
HUG39/4 15/4	KO-V	3Q8V		Mason.
HUG44/3 19/4	KO-V	7H7V		Kemp.
HUG6/1 24/4	KO-V	6S7V		Kemp.
HUG5/11 24/4	KO-V	6S7V		Apparently replaced by A16-213.
HUG64/6 03/5	KO-Y	5O7Y		Whyte. A51 lists as second detail.
HUG38/2 11/5	KO-Y	H3BY		Kemp. A51 lists as third detail.
HUG41/1 13/5	KO-Y	3R8Y		Mason.
HUG44/2 17/5	KO-Y	3A2Y		Dickenson.
HUG46/3 18/5	KO-Y	2R8Y		Kavanagh.
HUG48/8 19/5	KO-Y	3R8Y		Replaced by A16-240.
HUG49/2 20/5		2X8Y		Austin. A51: listed third.
HUG1/5 20/5		9O6W		Newman. Apparently replaced A16-235.
HUG5/4 21/5	KO-Y	3E3Y		L Martin.
HUG6/2 22/5	KO-Y	4R9Y		A Martin. A51: L Martin.

On June 8<sup>th</sup>, 1943, it was issued to 4RSU for a double engine change who, after the necessary work, handed the aircraft back to 2SQN on June 18<sup>th</sup>.<sup>273</sup>

<sup>271</sup> Ibid.

<sup>272</sup> Ibid.

<sup>273</sup> Ibid.

## A16-236 (continued)

1943 (continued):

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
HUG11/5 20/6	KO-Y	4B4Y		Kemp.
HUG21/6 26/6	KO-Y	1M4Y		Newman.
HUG23/8 26/6	KO-Y	6S7Y		Kemp.
HUG27/2 29/6	KO-Y	3Q8Y		Craze.
HUG29/1 30/6	KO-Y	7VNY		Stacey.
HUG30/6 30/6	KO-Y	4L1Y		Kemp.
HUG38/4 04/7	KO-Y	8CGY		Robinson.
HUG1/9 08/7	KO-Y	2T2Y		Robinson.
HUG3/13 08/7	KO-Y	RY6Y		Reed.
HUG39/12 16/8	KO-Y	4D9Y		Robinson.
HUG9/6 21/8	KO-Y	Z5KY		McKenzie. A50: L Martin.
HUG18/15 23/8	KO-Y	6A7Y		Newman.
HUG16/3 24/8	KO-Y	2L8Y		Hennock.
HUG22/1 25/8	KO-Y	6A7Y		Hennock.
HUG28/3 26/8	KO-Y	9F6Y		Robinson.
HUG43/4 31/8	KO-Y	5JHY		Stacey.
HUG5/2 05/9	KO-Y	4KBY		Hennock.
HUG10/6 06/9	KO-Y	9H1Y		Faux. Replaced A16-226.
HUG17/4 08/9	KO-Y	1Z7Y		Hennock.
HUG20/4 09/9	KO-Y	9SAY		Helsham.
HUG28/3 11/9	KO-Y	5CVY		Austin.

During September, the aircraft was allotted to 5AD at Wagga Wagga to repair wrinkles which had formed on the wings and centre section. The aircraft was then sent to 2AD at Richmond to complete the repairs during May, 1944, but during August, approval was received to convert the aircraft into spare parts.<sup>274</sup>



**“Foo”** shortly after joining 2SQN. [AWM image NWA0452].

<sup>274</sup> Ibid.

**A-29-LO Hudson IIIa**  
**A16-237**  
**Ex FH214, 41-37015, c/n 6504**

2SQN received the aircraft on July 5<sup>th</sup> and it remained with them until being sent south for an engine change by 5AD at Forest Hill, New South Wales. On the way, it was received at 1AD, Laverton, Victoria, on September 27<sup>th</sup> for replacement of the auxiliary tanks and fitting of CO<sub>2</sub> equipment. On October 23<sup>rd</sup>, it was received back at 2SQN.<sup>275</sup>

1942:

Mission/Duty Date	Aircraft Letter	W/T Call sign	R/T Call sign	Remarks
BAT45/7 04/11				Hawkesford. W/T call sign not recorded.
BAT1/4 07/11	U	6NHU		Morcombe.
BAT5/2 11/11	U	3Q8U		Hawkesford.
BAT78/3 14/11		4W4B		Hawkesford. Apparently replaced -161.
BAT79/2 15/11	U	6S7U		Cancelled.
BAT7/3 15/11	U	6S7U		Eriksen.
BAT9/5 17/11	U	1FYU		Moran.
BAT12/3 19/11	U	NF3U		Graham.
BAT13/2 22/11	U	4M5U		Apparently replaced by A16-161.
BAT14/5 23/11	U	3Q8U		Morcombe.
BAT15/7 26/11	U	1H2U		Hawkesford.
BAT17/4 28/11	U	1FYU		Apparently replaced by A16-221.
BAT19/4 01/12	U	QB1U		James.
BAT20/4 02/12	U	5W9U		Hawkesford.
BAT22/13 02/12	U	5W9U		Graham.
BAT25/2 06/12	U	4R9U		Cambridge.
BAT30/2 09/12	U	5CDU		Hawkesford.
BAT32/3 10/12	U	4Q1U		Cambridge.
BAT34/3 11/12	U	4B9U		McDouall.
BAT37/3 12/12	U	6Q8U		Hawkesford.
BAT41/3 14/12	U	9A4U		Hawkesford.
BAT43/9 15/12	U	5X1U		Morcombe.
BAT48/7 16/12	U	3E3U		Hawkesford.
BAT49/3 17/12	U	2H2U		Morcombe.
BAT8/5 23/12		3Z6M		Johns. Apparently replaced A16-183.
BAT9/3 24/12	U	5O8U		Daniel.
BAT13/4 25/12	U	8M6U		Hawkesford.
BAT17/3 27/12	U	2X8U		Morcombe.
BAT22/5 30/12	U	3Z3U		Ralston.

1943:

Mission/Duty Date	Aircraft Letter	W/T Call sign	R/T Call sign	Remarks
BAT25/2 02/1	U	4W4U		Apparently replaced by A16-178.
BAT28/5 02/1	U	Y7UU		Robertson.

It went to 5AD via 3AD in January, 1943, and was issued back to 2SQN on March 3<sup>rd</sup>.<sup>276</sup>

<sup>275</sup> RAAF Form E/E.88 Record Card – Airframes, Aero Engines, Mechanical Transport and Marine Craft for A16-237 in Aircraft Status Cards Lockheed Hudson A16-1 to A16-247; NAA: A10297, BLOCK 84.

<sup>276</sup> Ibid.

## A16-237 (continued)

1943 (continued):

Mission/Duty Date	Aircraft Letter	W/T Call sign	R/T Call sign	Remarks
BAT10/4 15/3		6NHQ		Stacey. Apparently replaced A16-240.
BAT12/4 16/3	U	M1KU		Apparently replaced by A16-238.

At approximately 151600Z (2:30 am Darwin daylight savings time on the 16<sup>th</sup>), A16-237 was being refuelled by two airmen. Fuel had been pumped into the cabin auxiliary tank and the airman shone his torch into the tank to check its remaining capacity when a flash occurred followed by several explosions and the aircraft then burst into flames. The airman was able to exit the aircraft via the main crew door where the second airman had been standing, jump into the refuelling tanker and move it to safety. The second airman was found in a dazed state and was taken to sick quarters by the first airman in the tanker. Both airmen were treated for severe burns.<sup>277</sup>

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<sup>277</sup> Confirmatory Memorandum, Casualties 46153 LAC Lane, J.P.S. 45481 LAC King, H.R. No. 2 Squadron in Lockheed Hudson A16 Accidents Part 5; NAA: A9845, 138.

**A-29-LO Hudson IIIa**  
**A16-238**  
**Ex FH198, 41-36999, c/n 6488**

This aircraft was received from the USA by 2AD at Richmond, New South Wales, on May 20<sup>th</sup>, 1942. It served with 13SQN and after a period with 1RSU, 3AD, 1AD and 5AD was eventually received by 2SQN on January 24<sup>th</sup>, 1943.<sup>278</sup>

1943:

Mission/Duty Date	Aircraft Letter	W/T Call sign	R/T Call sign	Remarks
BAT39/6 31/1	G	1D4G		Morcombe.
BAT47/10 02/2	G	4E4G		Apparently replaced by A16-183.
BAT1/6 04/2	G	1RMG		Graham.
BAT8/5 07/2	G	6W2G		Cambridge.
BAT14/2 10/2	G	UM5G		Morcombe.
BAT17/7 15/2	G	8W4G		Morcombe.
BAT23/5 18/2		1RMP		McDouall. Apparently replaced A16-207.
BAT33/5 23/2	G	YG8G		Morcombe.
BAT39/1 26/2	G	3AGG		James.
BAT40/6 27/2	G	8MGG		McDonald.
BAT42/9 28/2	G	2T2G		Morcombe.
BAT43/10 03/3	G	G3BG		Morcombe.
BAT46/7 05/3	G	1PBG		Morcombe.
BAT48/9 06/3	G	6NHG		Apparently replaced by A16-241.
BAT49/2 07/3	G	3N2G		Morcombe.
BAT3/2 10/3	G	4Y7G		James.
BAT10/2 15/3	G	6NHG		Morcombe.
BAT12/4 16/3		M1KU		L Martin. Apparently replaced A16-237.
BAT14/5 19/3	G	1P8G		Mills.
BAT16/4 20/3	G	3CHG		Apparently replaced by A16-169.
BAT17/6 20/3	G	3CHG		Cambridge.
BAT19/6 24/3	G	4Y7G		James.
BAT30/7 03/4	G	4E4G		McDouall.
BAT36/5 05/4	G	1D8G		L Martin.
BAT41/2 08/4	G	YG8G		McDouall.
BAT49/5 09/4	G	6M3G		Mills.
BAT1/1 10/4	G	X3NG		Mills. Operation cancelled.

1RSU received the aircraft on April 14<sup>th</sup>, 1943, to make unspecified repairs and they handed it over to their replacement in the area, 4RSU, on May 9<sup>th</sup>. The aircraft was then sent to 5AD at Wagga Wagga and it was broken up for spare parts.<sup>279</sup>

<sup>278</sup> RAAF Form E/E.88 Record Card – Airframes, Aero Engines, Mechanical Transport and Marine Craft for A16-238 in Aircraft Status Cards Lockheed Hudson A16-1 to A16-247; NAA: A10297, BLOCK 84.

<sup>279</sup> Ibid.

**A-29-LO Hudson IIIa**  
**A16-240**  
**Ex FH203, 41-37004, c/n 6493**

Received on May 20<sup>th</sup>, 1942, at 2AD, Richmond, from the USA, the aircraft spent most of its time in service with 6SQN until being received by 2SQN on February 11<sup>th</sup>, 1943, after some work at 5AD.<sup>280</sup>

1943:

Mission/Duty Date	Aircraft Letter	W/T Call sign	R/T Call sign	Remarks
BAT28/6 02/1	Q	Y7UQ		Mills. Failed to take-off, engine trouble.
BAT39/2 10/1	Q	7DHQ		Ralston.
BAT44/4 12/1	Q	1G8Q		McDouall.
BAT7/4 16/1	Q	9G2Q		Goode.
BAT17/4 22/1	Q	4E1Q		Erickson.
BAT27/7 26/1	Q	8L2Q		Cambridge. Cancelled.
BAT32/4 28/1	Q	9G2Q		Erickson.
BAT36/7 30/1	Q	5W3Q		Ralston. A51: flew as duty 8.
BAT41/12 31/1	Q	1D4Q		Ralston.
BAT43/5 01/2		2Y6B		Eriksen. Apparently replaced A16-161.
BAT48/4 04/2	Q	4S9Q		Ralston.
BAT9/6 07/2	Q	9C8Q		Apparently replaced by A16-221.
BAT13/3 09/2	Q	YG8Q		McDonald.
BAT17/6 15/2		8W4R		James. Apparently replaced A16-241.
BAT19/4 17/2	Q	4S9Q		Ralston.
BAT25/2 19/2	Q	5W9Q		Ralston.
BAT30/4 22/2	Q	D3FQ		Apparently replaced by A16-169.
BAT33/3 23/2	Q	YG8Q		Cambridge.
BAT35/9 24/2	Q	UM5Q		Ralston.
BAT48/11 06/3	Q	6NHQ		Apparently replaced by A16-217.
BAT10/4 15/3	Q	6NHQ		Apparently replaced by A16-237.

On March 15<sup>th</sup>, it struck a pot hole in one of Batchelor's runways which broke the left-hand undercarriage strut and damaged the left propeller and wing tip. It was received by 1RSU for repairs on the 17<sup>th</sup> and was handed back to 2SQN on April 10<sup>th</sup>. Before it could be used on operations though, it was decided that it needed to go back to 1RSU for an engine change, being received there for that purpose on April 25<sup>th</sup>. 2SQN received it back again on May 6<sup>th</sup>.<sup>281</sup>

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
HUG40/6 13/5	KO-K	6L5K		A Martin.
HUG42/2 15/5	KO-K	J9RK		A Martin.
HUG43/3 16/5	KO-K	7T2K		McDouall. A51: Kilgariff.
HUG45/6 17/5	KO-K	3A2K		McDouall.
HUG48/8 19/5		3R8K		Craze. Replaced A16-236.
HUG9/4 24/5	KO-K	8Z9K		Craze. Replaced A19-192.

Continued →

<sup>280</sup> RAAF Form E/E.88 Record Card – Airframes, Aero Engines, Mechanical Transport and Marine Craft for A16-240 in Aircraft Status Cards Lockheed Hudson A16-1 to A16-247; NAA: A10297, BLOCK 84.

<sup>281</sup> Ibid.



## A16-240 (continued)

1943 (continued):

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
HUG10/2 25/5	KO-K	YT2K		Hornby.
HUG12/3 26/5	KO-K	5Y7K		O'Neill.
HUG13/3 27/5	KO-K	1FYK		Helsham.
HUG15/2 28/5	KO-K	6X1K		Helsham.
HUG17/6 29/5	KO-K	1P3K		Griffiths.
HUG19/3 30/5	KO-K	G3BK		Apparently replaced by A16-233.
HUG44/3 13/6	KO-K	5S7K		Craze.
HUG46/2 14/6	KO-K	1A8K		Craze.
HUG47/1 15/6	KO-K	K6FK		A Martin. RCM equipped. Recalled.
HUG1/1 17/6	KO-K	8Z8K		Hornby. RCM equipped.
HUG5/1 18/6		1A8K		Hornby. A51: Kilgariff. RCM equipped.
HUG12/2 21/6	KO-K	5G5K		Dickenson.
HUG14/1 22/6	KO-K	L1MK		Dickenson.
HUG19/3 25/6	KO-K	6T9K		L Martin. A51: A Martin.
HUG19/5 25/6	KO-K	6T9K		L Martin. A51: A Martin.
HUG23/11 26/6	KO-K	6S7K		Austin.
HUG27/1 29/6	KO-K	3Q8K		RCM equipped. U/S, replaced by -204.
HUG31/1 01/7	KO-K	6X1K		Griffiths. RCM equipped.
HUG2/11 08/7	KO-K	8N1K		Stacey.
HUG12/1 13/7	KO-K	6M6K		Craze.
HUG16/2 14/7	KO-K	6A8K		Craze.
HUG26/4 20/7	KO-K	8CGK		O'Neill.
HUG29/2 21/7	KO-K	3K2K		Hornby.

A double engine change was performed by 4RSU between July 29<sup>th</sup> and August 10<sup>th</sup>, when the machine was handed back to 2SQN.<sup>282</sup>

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
HUG20/10 11/8	KO-K	3T8K		Stacey.
HUG22/3 12/8	KO-K	7M3K		Sprigg.
HUG28/5 14/8	KO-K	2H2K		Stacey.
HUG36/3 16/8	KO-K	4D9K		Apted.
HUG39/10 16/8	KO-K	4D9K		Oates.
HUG44/10 17/8	KO-K	1J3K		Kilgariff.
HUG6/6 20/8	KO-K	5G1K		Faux.
HUG14/7 23/8	KO-K	Y9NK		Kilgariff.
HUG15/1 24/8	KO-K	7M3K		Stacey.
HUG25/9 25/8	KO-K	Y9NK		Austin.
HUG32/4 27/8	KO-K	6M3K		Helsham.

On August 31<sup>st</sup>, 4RSU took charge of this aircraft for a 240-hourly and they sent it on to 5AD to fix wrinkles in the wings and centre section; 5AD receiving the aircraft on September 11<sup>th</sup>, 1943.<sup>283</sup>

<sup>282</sup> Ibid.

<sup>283</sup> Ibid.

**A-29-LO Hudson IIIa**  
**A16-241**  
**Ex FH204, 41-37005, c/n 6494**

After being received at and assembled by 2AD, RAAF Richmond, New South Wales, this aircraft was issued to 2SQN on July 18<sup>th</sup>, 1942. It went to 1RSU for a few weeks in the first half of August and again during September, with 2SQN receiving it on September 26<sup>th</sup>, 1942.<sup>284</sup>

1942:

Mission/Duty Date	Aircraft Letter	W/T Call sign	R/T Call sign	Remarks
BAT42/2 03/11				Austin. Aircraft U/S. W/T call sign not recorded.
BAT45/6 04/11				Austin. W/T call sign not recorded.
BAT3/3 08/11				Austin. Aircraft U/S. W/T call sign not recorded.
BAT72/2 12/11	F	4M5F		Sharp.
BAT76/2 14/11				Johns. W/T call sign not recorded.
BAT7/2 15/11	F	6S7F		Robertson.
BAT10/4 17/11		Z6HR		Graham. Apparently replaced -232.

Around the middle of November, it was to go off to 5AD for a 240-hourly and an overhaul. On departure from Batchelor, the port engine failed, the captain turned the aircraft around and headed back to base where the aircraft came to grief when it overshot the end of the runway during the ensuing landing; so, the 5AD allotment was cancelled and the aircraft went to 1RSU instead. 2SQN got the aircraft back on February 13<sup>th</sup>, 1943.<sup>285</sup>

1943:

Mission/Duty Date	Aircraft Letter	W/T Call sign	R/T Call sign	Remarks
BAT17/6 15/2	R	8W4R		Apparently replaced by A16-240.
BAT23/3 18/2	R	1RMR		Austin.
BAT27/3 20/2	R	6F2R		Austin.
BAT31/6 22/2	R	8X9R		Austin.
BAT33/4 23/2	R	YG8R		Daniels.
BAT36/6 25/2	R	X3NR		Austin.
BAT42/6 28/2	R	2T2R		U/S. Replaced by A16-181.
BAT44/8 04/3	R	NF3R		Robertson.
BAT47/9 05/3	R	7H2R		Roberston.
BAT48/9 06/3		6NHG		Burns. Apparently replaced A16-238.
BAT49/3 07/3		3N2P		McDouall. Apparently replaced A16-207.
BAT2/2 09/3	R	6M6R		Burns.
BAT3/4 10/3		4Y7C		Eriksen. Apparently replaced A16-169.
BAT5/4 13/3	R	5L3R		Burns.
BAT15/3 19/3	R	7H2R		Cambridge. Duty No. should be 6.
BAT17/5 20/3	R	3CHR		James.

1RSU had it for a 240 hourly from April 8<sup>th</sup> with 2SQN being recorded as having taken it back again on the 24<sup>th</sup>.<sup>286</sup>

<sup>284</sup> RAAF Form E/E.88 Record Card – Airframes, Aero Engines, Mechanical Transport and Marine Craft for A16-241 in Aircraft Status Cards Lockheed Hudson A16-1 to A16-247; NAA: A10297, BLOCK 84.

<sup>285</sup> Ibid.

<sup>286</sup> Ibid.

## A16-241 (continued)

1943 (continued):

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
HUG20/4 27/4	KO-A	8Q2A		Jackman.
HUG21/6 28/4	KO-A	K9DA		James. <b>Failed to Return.</b> No A51.

A Diverging Search was ordered to be conducted from Millingimbi on April 28<sup>th</sup>, 1943, as Hughes 21 by either 6 or 7 of 2SQN's Hudson's covering an area radiating out to the positions 06°53'S 132°49'E and 06°53'S 135°32'E with the object of locating the crew of a missing Beaufighter (Greenwood and Thompson, missing with A19-59 which failed to return from Coomalie 43 of 26<sup>th</sup> April). The centre aircraft of the search was to cover the southern shores of the Aru Islands in case the Beaufighter had made a forced landing there. The secondary objective was to locate any Japanese shipping so, accordingly, a bomb load of five 100-lb Anti-Shipping bombs was to be carried by each aircraft.<sup>287</sup>

The weather forecast predicted between 4 and 6/10ths cumulus at 2,500 feet with tops to 6,000 feet south of 8°S, increasing north of that latitude to 8/10ths cumulus at 1,000 feet with tops to 12,000 feet and intermittent heavy showers.<sup>288</sup>

Number 2 Squadron tasked six Hudson's to fly the search. The mean time of departure from Hughes was to be around 272100Z (6:30 am Darwin local time on the 28<sup>th</sup>), arriving at Millingimbi 100 minutes later at 272240Z (8:10 am) and then departing Millingimbi for the search at 272330Z (9 am), returning around 280430Z (2 pm) before refuelling again and transiting back to Hughes, arriving there at around 280730Z (5 pm). A16-241 was the last duty, duty six, so had the far right-hand portion of the search area allocated to it. Their tracks and distances from Millingimbi were planned as 004° True at 311 nautical miles, 090 at 17 and 187 at 314. The search was to be conducted at 2,000 feet.<sup>289</sup>

Squadron records note that A16-241 departed Hughes at 272134Z (7:04 am Darwin time), twenty-three minutes behind duty 2, A16-171/KO-T (not A16-219 as recorded in the Squadron's A50), which then suffered engine trouble and was forced to return to Hughes, landing there at 2307Z (8:37 am). Another aircraft, duty 5, was delayed for two hours at Hughes due to a defect. A16-241 continued on and arrived at Millingimbi at 272330Z (9 am) and after refuelling, they departed on the search at 280030Z (10 am).<sup>290</sup>

The loss of one duty due to unserviceability and a second duty now significantly behind the rest of the aircraft meant that the four aircraft that were able to proceed to Millingimbi would have to have had their flight routes amended so as to fill in the gaps thus created.<sup>291</sup>

About half an hour after departing Millingimbi, the crew of A16-241, confusingly using the call sign of the aircraft that had returned to Hughes with engine trouble (KO-T),<sup>292</sup> sent a message reporting that they themselves had also lost an engine and were down to about 200 feet.<sup>293</sup> Because of the use of

<sup>287</sup> DA/G3/27 Apr in AWM66, 15/1/37.

<sup>288</sup> Summary Sheet Weather Forecast for HUG21 of 28<sup>th</sup> April, *ibid*.

<sup>289</sup> HUG/MR3/28 [sic – 27] Apr, *ibid*.

<sup>290</sup> RAAF Form A50 Operations Record Book of No. 2 Squadron entry for HUG.21 of 28.4.43 in RAAF Unit History Sheets Number 2 Squadron May 37 to May 46; NAA: A9186,5.

<sup>291</sup> Enclosure 34b, The Loss of Hudson Aircraft A16-241, Statement by F/Lt Menear. I. 27-2163, nd, paragraph 10, sub-paragraph (f) in Casualty Repatriation File Ryan Ronald Drinkwater 404989; NAA: A705, 166/36/52. In his statement, FLTL Menear mistakenly refers to 7 Hudson's being tasked to flying the search instead of 6 and therefore refers to 5 Hudson's, instead of 4 as initially departing on the search.

<sup>292</sup> Enclosure 34b, The Loss of Hudson Aircraft A16-241, Statement by F/Lt Menear. I. 27-2163, nd, paragraph 10, sub-paragraphs (g), (h) and (i), *ibid*.

<sup>293</sup> Signal intercepted by Darwin, allegedly from K9DT (should have been K9DA) and passed on to Millingimbi at 0115Z in AWM66, 15/1/37.

## A16-241 (continued)

the wrong call sign, it was impossible to determine which aircraft was in distress. In an effort to determine who had made the distress call, Darwin was instructed to send a message to the other aircraft: "Aircraft using call sign K9DT repeat K9DT force landed 30 minutes out from MIL at 0113Z. Search area if possible."<sup>294</sup> Always wary of Japanese subterfuge and traps, it doesn't take much imagination to understand why it took a considerable time for some of the aircraft to respond, increasing the delay in initiating a realistic search.<sup>295</sup>

Two Beaufighters from 31SQN were at Millingimbi being refuelled and their OIC (Officer-In-Charge), Squadron Leader Savage, as soon as he was aware that A16-241 was in difficulties, made them available to conduct a search. Those two aircraft had been due to depart for Darwin shortly after A16-241's distress message was received and, had its approximate location been known, could have commenced searching almost immediately. Due to the lack of information as to which aircraft was in distress and what its outbound track was and then a 4-hour delay in that requested information being then supplied by Air Operations Room meant that the Beaufighters were not called upon to assist.<sup>296</sup>

At 0255Z (12:25 pm Darwin time), Air Operations Room North Western Area (AOR NWA) ordered Millingimbi that the aircraft returning from Hughes 21 were to be refuelled and used to search for the missing Hudson, but this message still didn't supply any information to assist in the planning of the search, giving the search area only as "30 minutes out from Millingimbi".<sup>297</sup>

Flight Lieutenant Menear claimed that Darwin had a bearing for the distress transmission made by A16-241 and they knew the approximate distance from Millingimbi – 30 minutes which equates to 75 nautical miles at 150 knots – because the message contained that information. Whilst that bearing would not have been accurate enough for a "fix", it would have intersected the 75-mile arc at two points which could have served as the basis of an initial, immediate, search until more specific information was determined, such as who was actually in distress and their revised outbound track.<sup>298</sup>

It was later determined that the search should be centred on position 11°00'S 134°50'E.<sup>299</sup> No trace was found of the aircraft or crew.

Those lost were:

Pilot	Flying Officer Ralph Reginald James,
Navigator	Sergeant Ronald Drinkwater Ryan,
WAG	Sergeant Roy Edgar Norris,
WAG	Sergeant Kenneth Gordon Keech,
WAG	Sergeant Patrick Stanislaus Reen, <sup>300</sup> and
Supernumerary	Warrant Officer Harry Edgar Cutten, Fitter Armourer. <sup>301</sup>

<sup>294</sup> Typed docket "Darwin instructed to send this message to HUG.21", *ibid*.

<sup>295</sup> Enclosure 34b, The Loss of Hudson Aircraft A16-241, Statement by F/Lt Menear. I. 27-2163, nd, paragraph 10, sub-paragraphs (k) and (l) in Casualty Repatriation File Ryan Ronald Drinkwater 404989; NAA: A705, 166/36/52.

<sup>296</sup> Enclosure 32b, Loss of Hudson Aircraft A16-241, Statement by Wing Commander Savage, dated 15 Apr 44, *ibid*.

<sup>297</sup> AOR NWA signal DA965 of 28 Apr (1943) in AWM66, 15/1/37.

<sup>298</sup> Enclosure 34b, The Loss of Hudson Aircraft A16-241, Statement by F/Lt Menear. I. 27-2163, nd, paragraph 10, sub-paragraphs (m) and (n) and paragraph 13 in Casualty Repatriation File Ryan Ronald Drinkwater 404989; NAA: A705, 166/36/52.

<sup>299</sup> HUG/MR1/29 Apr in AWM66, 15/1/37.

<sup>300</sup> 2BPSO signal M405 of 25 April (1943) in Casualty Repatriation File Ryan Ronald Drinkwater 404989; NAA: A705, 166/36/52.

<sup>301</sup> 2BPSO signal M422 of 29<sup>th</sup> April (1943) in Casualty Repatriation File Cutten Harry Edgar 3403; NAA: A705, 166/8/97.

**A-29-LO Hudson IIIa**  
**A16-242**  
**Ex FH205, 41-37006, c/n 6495**

This aircraft served with 2SQN between July 9<sup>th</sup>, and September 11<sup>th</sup>, 1942. It returned to 2SQN on September 27<sup>th</sup>, 1942.<sup>302</sup>

1942:

Mission/Duty Date	Aircraft Letter	W/T Call sign	R/T Call sign	Remarks
BAT42/3 03/11				Sharp. W/T call sign not recorded.
BAT44/18 03/11				Austin. W/T call sign not recorded.
BAT45/5 04/11				Sharp. W/T call sign not recorded.
BAT48/3 06/11	J	1FYJ		Johns.
BAT4/5 08/11				Hawkesford. W/T call sign not recorded.
BAT5/4 11/11	J	3Q8J		Mills.
BAT74/2 13/11				Austin. W/T call sign not recorded.
BAT8/2 16/11	J	1FYJ		Morcombe.
BAT10/3 17/11	J	Z6HJ		Eriksen.
BAT11/3 18/11	J	ZH9J		Johns.
BAT13/3 22/11	J	4M5J		Eriksen.
BAT14/2 23/11	J	3Q8J		Austin.
BAT15/4 26/11	J	1H2J		Morcombe.
BAT16/2 27/11	J	6NHJ		Austin.
BAT40/2 14/12	J	2M6J		Moran.
BAT44/10 15/12	J	3Z3J		McDouall.
BAT2/9 18/12	J	5CDJ		Johns.
BAT69/2 19/12	J	4T2J		Daniel.
BAT12/12 24/12	J	4Q1J		Johns.
BAT16/3 26/12		2M6D		Daniel. Apparently replaced A16-160.

A requirement for a 240-hourly saw it back with 1RSU from December 31<sup>st</sup>, 1942, until January 28<sup>th</sup>, 1943, when 2SQN was recorded as having received it back again.<sup>303</sup>

1943:

Mission/Duty Date	Aircraft Letter	W/T Call sign	R/T Call sign	Remarks
BAT36/10 30/1	J	5W3J		Goode.
BAT41/11 31/1	J	1D4J		McDonald.
BAT44/4 02/2	J	4E4J		Ralston.
BAT48/2 04/2	J	4S9J		Mills.
BAT8/4 07/2	J	6W2J		Graham.
BAT15/2 11/2	J	X3NJ		Graham.
BAT17/5 15/2	J	8W4J		Eriksen.
BAT22/9 17/2	J	3BOJ		Eriksen.
BAT24/4 18/2	J	4S9J		James.
BAT27/4 20/2	J	6F2J		Mills.
BAT31/5 22/2	J	8X9J		McDonald.
BAT37/10 25/2		6Q2T		Robertson. Apparently replaced A16-221.

Continued →

<sup>302</sup> RAAF Form E/E.88 Record Card – Airframes, Aero Engines, Mechanical Transport and Marine Craft for A16-242 in Aircraft Status Cards Lockheed Hudson A16-1 to A16-247; NAA: A10297, BLOCK 84.

<sup>303</sup> Ibid.

## A16-242 (continued)

1943 (continued):

Mission/Duty Date	Aircraft Letter	W/T Call sign	R/T Call sign	Remarks
BAT45/11 04/3	J	5Z4J		McDonald. A51: duty 10.
BAT46/6 05/3	J	1PBJ		McDonald.
BAT48/10 06/3		6NHO		McDouall. Apparently replaced A16-217.
BAT1/3 09/3	J	2J9J		Graham.
BAT4/2 13/3	J	3F3J		Newman.
BAT9/4 14/3	J	4P3J		Graham. Forced landed Annisley Pt.

On March 14<sup>th</sup>, it suffered a double engine failure and was successfully force landed, wheels up, in a clearing on Coburg Peninsular:

At 2215/Z/13, when approximately ten miles South East of MALAY BAY, and five minutes after switching to auxiliary tanks, both motors cut out completely. The aircraft was then at 2,500 feet. The pilot immediately switched to the wing tanks and switches on the auxiliary fuel pumps. Three wing tanks were tried successively without result. The position of ignition switches was checked, mixture was put to full rich, pitch into fine and throttles wide open. The motors still failed to recover. The bombs were then jettisoned safe. [...] Two possible semi-clear patches for landing were observed, one larger than the other. The rest of the country was heavily timbered. An attempt was made to land on the larger patch but the aircraft had excessive speed and height. The aircraft just managed to lift over heavy timber, and grazing the treetops, landed, wheels up, on the smaller patch. The aircraft slithered on its belly for 100 yards turned 180° degrees and came to rest. No personnel sustained injury.<sup>304</sup>

The crew were able to make running repairs so as to establish communications with AOR and advised their position and situation. A Vengeance from 12SQN was dispatched and dropped supplies and instructions. After trekking through swampy country, the crew camped for the night (to be ravaged by swarms of insects) and the next morning made the coast. After a very risky creek crossing they were spotted by another 12SQN Vengeance who directed the *SOUTHERN CROSS* to pick them up, this being accomplished that afternoon.<sup>305</sup>

The aircraft was recovered a number of months later, during late July – the dry season – and packed up and shipped aboard the *TULAGI* for southern ports, eventually being received by 5AD at Wagga Wagga who submitted their survey report of the aircraft; the result of which had it converted into components.<sup>306</sup>

<sup>304</sup> Confirmatory Memorandum, Aircraft Accident – Hudson A16-242 in Lockheed Hudson A16 Accidents Part 5; NAA: A9845, 138.

<sup>305</sup> Ibid.

<sup>306</sup> RAAF Form E/E.88 Record Card – Airframes, Aero Engines, Mechanical Transport and Marine Craft for A16-242 in Aircraft Status Cards Lockheed Hudson A16-1 to A16-247; NAA: A10297, BLOCK 84.

**A-29-LO Hudson IIIa**  
**A16-243**  
**Ex FH206, 41-37007, c/n 6496**

This aircraft was received by 2AD, RAAF Richmond, New South Wales, direct from the United States on May 20<sup>th</sup>, 1942 and was formally received by 13SQN on July 4<sup>th</sup>, having made its way from 2AD, via 1AD at RAAF Laverton.<sup>307</sup> During the period under consideration, it only flew on one operation:

1942:

Mission/Duty Date	Aircraft Letter	W/T Call sign	R/T Call sign	Remarks
HUG42/1 01/10	G	7E7G		Alcock. <b>Failed to Return.</b>

Hughes 42 of 1<sup>st</sup> October was ordered as a reconnaissance of the Koepang area, provided sufficient cloud cover was available, by single Hudson aircraft of 13SQN.<sup>308</sup>

Wheels up was planned for 0015Z (10:45 am Darwin day-light savings time on October 1<sup>st</sup>) with the aircraft following a route: Hughes to Darwin then 287° true for 448 nautical miles to the target area then 107° at 448 back to Darwin and then direct to Hughes. The estimated time of return was 0700Z (5:30 pm). No bombs would be carried.<sup>309</sup> The crew evidently made an on-time departure at 0015Z.<sup>310</sup>

At 1230Z (11 pm) it was reported to Air Operations North Western Area and to RAAF Command that no contact had been made with the aircraft after departure and that the aircraft had failed to return.<sup>311</sup>

The crew consisted of:

Pilot	Flying Officer John Edward Alcock,
2 <sup>nd</sup> Pilot	Flying Officer Paul Cole Gunson,
Observer	Pilot Officer Geoffrey Vernon Boynton,
WAG	Sergeant Francis Peter Kemp, and
WAG	Sergeant William Stephen Powell. <sup>312</sup>

<sup>307</sup> RAAF Form E/E.88 Record Card – Airframes, Aero Engines, Mechanical Transport and Marine Craft for A16-243 in Aircraft Status Cards Lockheed Hudson A16-1 to A16-247; NAA: A10297, BLOCK 84.

<sup>308</sup> DA/G3/30 Sep in AWM66, 15/1/16.

<sup>309</sup> HUG/MR2/30 Sep, *ibid.*

<sup>310</sup> RAAF Form A51 Unit History Sheet Detail of Operations by 13 Squadron entry for Hug42/1 [Oct42] in RAAF Unit History Sheets Number 13 Squadron Jun 40 to Dec 45; NAA: A9186, 35.

<sup>311</sup> HUG/MR3/1 Oct in AWM66, 15/1/16.

<sup>312</sup> RAAF Form A50 Operations Record Book of 13 Squadron entry for 1/10/42 in RAAF Unit History Sheets Number 13 Squadron Jun 40 to Dec 45; NAA: A9186, 35.

**A-29-LO Hudson IIIa**  
**A16-244**  
**Ex FH207, 41-37008, c/n 6497**

This machine served with 6SQN and 32SQN after being assembled at 2AD, Richmond, during late May, 1942 and about a year later was issued to 1RSU early in May, 1943. Whilst under that units' charge, it acted as an escort for Spitfires being ferried to North Western Area from 2OTU and 1AD. 2SQN officially received the aircraft on May 19<sup>th</sup>, 1943.<sup>313</sup>

1943:

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
HUG5/1 21/5	KO-G	3E3G		McDouall.
HUG6/1 22/5	KO-G	4R9G		L Martin. A51: McDouall.

It was allotted to 4RSU for an engine change on May 29<sup>th</sup> and handed back to 2SQN on June 8<sup>th</sup>.<sup>314</sup>

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
HUG39/4 10/6	KO-E	K9NE		L Martin.

It was back to 4RSU on June 17<sup>th</sup> for another engine change with 2SQN getting it back again on June 24<sup>th</sup>.<sup>315</sup>

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
HUG30/10 30/6	KO-A	4L1A		Hornby.
HUG36/2 03/7	KO-A	5CDA		Helsham.
HUG42/1 04/7	KO-A	7O4A		Helsham.
HUG46/7 06/7	KO-A	9DGA		O'Neill.
HUG1/8 08/7	KO-A	2T2A		Hornby.
HUG4/5 09/7	KO-A	4H1A		U/S, replaced by A16-213.
HUG4/6 09/7	KO-A	4H1A		U/S, replaced by A16-213.
HUG7/7 09/7	KO-A	9B7A		Austin.
HUG8/1 10/7	KO-A	8B8A		Apparently replaced by A16-213.
HUG91/4 11/7	KO-A	9G2A		A51: Coleman.
HUG14/3 14/7	KO-A	6Q8A		Reed.
HUG17/3 15/7	KO-A	6L5A		Read.
HUG17/5 15/7	KO-A	6L5A		Read.
HUG20/4 16/7	KO-A	2V6A		Read.
HUG26/8 20/7	KO-A	8CGA		Coleman.
HUG38/5 24/7	KO-A	2S4A		Brodie.
HUG39/3 25/7	KO-A	D5YA		Brodie.
HUG39/4 25/7	KO-A	D5YA		Brodie.
HUG43/8 26/7	KO-A	4H1A		Coleman.
HUG48/7 28/7	KO-A	5Y7A		Sprigg.
HUG49/1 30/7	KO-A	6M6A		Faux.

Continued →

<sup>313</sup> RAAF Form E/E.88 Record Card – Airframes, Aero Engines, Mechanical Transport and Marine Craft for A16-244 in Aircraft Status Cards Lockheed Hudson A16-1 to A16-247; NAA: A10297, BLOCK 84.

<sup>314</sup> Ibid.

<sup>315</sup> Ibid.



## A16-244 (continued)

1943 (continued):

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
HUG4/2 02/8	KO-A	3F3A		Brodie.
HUG5/1 03/8	KO-A	8A1A		Brodie.
HUG10/2 06/8	KO-A	R6FA		Robinson.
HUG12/1 07/8	KO-A	5Q2A		Robinson.
HUG17/5 09/8	KO-A	3T8A		L Martin.
HUG15/2 09/8	KO-A	7L5A		Apparently replaced by A16-192.
HUG32/7 27/8	KO-A	6M3A		Sprigg.
HUG34/1 28/8	KO-A	R6FA		Austin.
HUG37/2 29/8	KO-A	5X2A		Unserviceable.
HUG44/8 31/8	KO-A	4G8A		Austin.
HUG45/2 01/9	KO-A	3E3A		Coleman. No record found in A50 or A51.
HUG46/1 02/9	KO-A	7D6A		Coleman.
HUG9/3 06/9	KO-A	6N6A		O'Neill.
HUG28/7 11/9	KO-A	5CVA		Thomas.
HUG25/1 12/9	KO-A	4P3A		Hornby.
HUG30/4 14/9	KO-A	2D9A	Vapoc	Kilgariff.
HUG34/4 16/9	KO-A	1A5A		Faux.
HUG40/9 20/9	KO-A	6N6A		Kilgariff.
HUG42/5 21/9	KO-A	4Q1A		Martin.
HUG46/5 23/9	KO-A	3U2A		Oates.
HUG6/2 29/9	KO-A	3L3A	Sparrow	Coleman. R/T C/S for Millingimbi use only.
HUG12/3 01/10	KO-A	CX8A	Goodwon	Craze.
HUG18/1 04/10	KO-A	4AQA		Craze.
HUG19/1 05/10	KO-A	GP8A		Dennis.
HUG32/4 12/10	KO-A	4FNA CN5A		Coleman. Call sign change over 121530Z.
HUG36/5 14/10	KO-A	JM1A FU6A		Craze. Call sign change over 141530Z.
HUG46/3 21/10	KO-A	GG2A RV1A		Martin. Call sign change over 201530Z.
HUG9/4 28/10	KO-A	HN2A		Craze.
HUG15/2 02/11	KO-A	JI2A		Craze. Replaced A16-226.

On November 4<sup>th</sup>, it was involved in a landing accident at Drysdale,<sup>316</sup> during which the aircraft ground looped as a result of a flat tyre.<sup>317</sup> The aircraft was extensively damaged and was sent via 4RSU to 14ARD and eventually reduced to spare parts.<sup>318</sup>

<sup>316</sup> RAAF Form PT81 Preliminary Report (Internal) of Flying Accident or Forced Landing, Serial No. 395 for Period 1943/44 in Lockheed Hudson A16 Accidents Part 5; NAA: A9845, 138.

<sup>317</sup> Aircraft Accident Data card for A16-244 in Lockheed Hudson A16 Accidents Part 5; NAA: A9845, 138.

<sup>318</sup> RAAF Form E/E.88 Record Card – Airframes, Aero Engines, Mechanical Transport and Marine Craft for A16-244 in Aircraft Status Cards Lockheed Hudson A16-1 to A16-247; NAA: A10297, BLOCK 84.

**A-29-LO Hudson IIIa**  
**A16-245**  
**Ex FH208, 41-37009, c/n 6498**

This aircraft was received by 2AD, RAAF Richmond, New South Wales, direct from the United States on May 20<sup>th</sup>, 1942. It was formally received by 13SQN on July 6<sup>th</sup>, 1942, having made its way from 2AD, via 1AD at RAAF Laverton.<sup>319</sup> From October 1<sup>st</sup>, it was tasked to fly the following operations:

1942:

Mission/Duty Date	Aircraft Letter	W/T Call sign	R/T Call sign	Remarks
HUG47/6 03/10	T	7H6T		McDonald.
HUG1/3 06/10	T	1S3T		Operation deferred due weather.
HUG3/5 07/10	T	5U6T		McDonald. Operation deferred due WX.
HUG5/3 08/10	T	4W4T		McDonald. Cancelled.
HUG6/9 08/10	T	4W4T		Unserviceable. Engine trouble.
HUG8/3 09/10	T	7OWT		Did not fly. Suspect unserviceable, engine trouble. Apparently replaced by A16-247.

On October 22<sup>nd</sup>, it was received by 1RSU so as to repair damage sustained as a result of an engine failure during take-off on October 8<sup>th</sup> (probably the 9<sup>th</sup>); 13SQN got her back on November 19<sup>th</sup>.<sup>320</sup>

Mission/Duty Date	Aircraft Letter	W/T Call sign	R/T Call sign	Remarks
HUG6/4 21/11	T	6L5T		Thomson.
HUG9/3 24/11	T	Y7UT		Harding.
HUG11/6 26/11	T	7M3T		Did not fly. Damaged by Enemy Action prior to departure.
HUG15/1 30/11	T	8B4T		Whyte.
HUG16/2 01/12	T	6Y7T		Apparently replaced by A16-166.
HUG17/2 02/12	T	6A8T		Apparently replaced by A16-166.
BAT22/11 02/12	T	6A8T		Portway.
HUG20/3 04/12	T	6Q5T		Warlow-Davies.
HUG21/3 05/12	T	7R9T		Warlow-Davies.
HUG22/4 07/12	T	3Z6T		Operation cancelled.
HUG24/1 07/12	T	3Z6T		Harding.
HUG27/6 10/12	T	5N8T		Danks-Brown.
HUG28/1 11/12	T	7UCT		Thomson.

It was sent off to 5AD for incorporation of modifications around mid-December, 1942. From 5AD, she was sent off to 6SQN during February, 1943, and was ditched at sea later that month.<sup>321</sup>

<sup>319</sup> RAAF Form E/E.88 Record Card – Airframes, Aero Engines, Mechanical Transport and Marine Craft for A16-245 in Aircraft Status Cards Lockheed Hudson A16-1 to A16-247; NAA: A10297, BLOCK 84.

<sup>320</sup> Ibid.

<sup>321</sup> Ibid.

**A-29-LO Hudson IIIa**  
**A16-247**  
**Ex FH210, 41-37011, c/n 6500**

Received by 2AD, RAAF Richmond, New South Wales, direct from the United States on May 20<sup>th</sup>, 1942. It was formally received by 13SQN on July 4<sup>th</sup>, 1942, having made its way from 2AD, via 1AD at RAAF Laverton.<sup>322</sup> From the start of October, it flew:

1942:

Mission/Duty Date	Aircraft Letter	W/T Call sign	R/T Call sign	Remarks
HUG1/1 07/10	U	5U6U		Holswich.
HUG6/5 08/10	U	4W4U		Holswich.
HUG8/3 09/10		7OWT		McDonald. Apparently replaced A16-245.
HUG9/1 10/10	U	5PRU		Jaques.
HUG29/3 29/10	U	6M3U		Holswich.
HUG35/3 02/11	U	4G8U		Holswich.
HUG38/3 05/11	U	5J8U		Jaques.
HUG47/1 14/11	U	4G8U		Holswich.
HUG1/1 17/11	U	5P3U		Holswich.
HUG15/2 30/11	U	8B4U		Dickenson.
HUG16/1 01/12	U	6Y7U		Rule.
HUG18/5 02/12	U	6A8U		Whyte.

It was received by 1RSU on December 5<sup>th</sup> and they handed it back to 13SQN on December 12<sup>th</sup>.<sup>323</sup>

1942/1943:

Mission/Duty Date	Aircraft Letter	W/T Call sign	R/T Call sign	Remarks
HUG41/1 25/12	U	2M6U		Whyte.
HUG48/2 31/12	U	9KMU		Dixon.
HUG3/1 03/1	U	D5YU		Whyte.
HUG6/1 06/1	U	9T4U		Whyte.
HUG7/1 07/1	U	Y7UU		Kemp.
HUG8/3 09/1	U	7Y6U		Portway.
HUG17/1 23/1	U	Y7UU		Whyte.
HUG20/4 24/1	U	7P6U		Whyte.
HUG30/1 03/2	SF-Z	S17Z		Whyte.
HUG34/2 07/2		2HSP		Smith. Apparently replaced A16-202.

It was sent off to 5AD at Wagga Wagga for an engine change and incorporation of modifications (CO<sub>2</sub> equipment and stainless-steel fuel tanks) during February, 1943, and was received back at 13SQN on March 3<sup>rd</sup>.<sup>324</sup>

<sup>322</sup> RAAF Form E/E.88 Record Card – Airframes, Aero Engines, Mechanical Transport and Marine Craft for A16-247 in Aircraft Status Cards Lockheed Hudson A16-1 to A16-247; NAA: A10297, BLOCK 84.

<sup>323</sup> Ibid.

<sup>324</sup> Ibid.

## A16-247 (continued)

1943 (continued):

Mission/Duty Date	Aircraft Letters	W/T Call sign	R/T Call sign	Remarks
HUG16/3 14/3	SF-Z	4W8Z		Operation cancelled.
HUG17/3 14/3	SF-Z	4W8Z		Dixon.
HUG18/1 15/3	SF-Z	8M2Z		Moore.
HUG20/1 16/3	SF-Z	[...]D3Z		Whyte.
BAT17/7 20/3	SF-Z	3CHZ		O'Neill.
HUG25/1 23/3	SF-Z	9B7Z		Dixon.

On March 27<sup>th</sup>, it was handed over to 2SQN.<sup>325</sup>

Mission/Duty Date	Aircraft Letter	W/T Call sign	R/T Call sign	Remarks
BAT25/2 28/3	N	8CGN		Burns.
BAT35/3 05/4	N	6S7N		O'Neill. Crashed on landing.
BAT38/3 06/4	N	N9GN		Replaced by A16-183.

During the course of Batchelor 35 on April 5<sup>th</sup>, A16-247 was damaged by machine gun fire. A normal approach and landing was made at Millingimbi at the conclusion of the mission. Some two-thirds of the way down the runway, with the tail right down, brake was applied. The left brake worked, but the right-hand brake, damaged by machine gun fire, didn't and the aircraft ground-looped to the left, collapsing the right main gear.<sup>326</sup>

It was converted to components.<sup>327</sup>



**A16-247, identifiable from its Lockheed construction number, 6500, on the nose.** [Aviation Heritage Museum of WA image P980213 via Mike Mirkovic].

<sup>325</sup> Ibid.

<sup>326</sup> Confirmatory Memorandum, Accident to Hudson Aircraft A16-247 in Lockheed Hudson A16 Accidents Part 5; NAA: A9845, 138.

<sup>327</sup> RAAF Form E/E.88 Record Card – Airframes, Aero Engines, Mechanical Transport and Marine Craft for A16-247 in Aircraft Status Cards Lockheed Hudson A16-1 to A16-247; NAA: A10297, BLOCK 84.

## Unidentified 13SQN Hudson

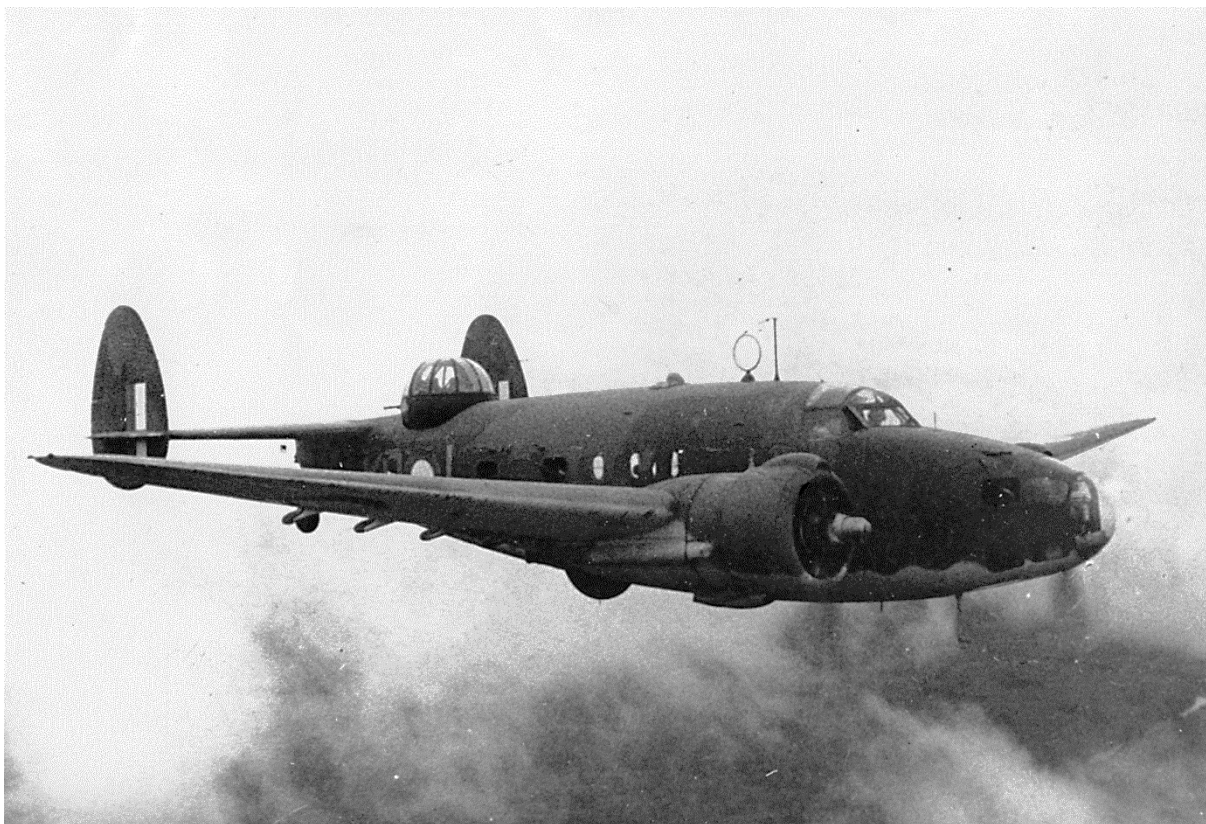
1942:

Mission/Duty Date	Aircraft Letter	W/T Call sign	R/T Call sign	Remarks
HUG68/5 01/12	H	6Y7H		Apparently replaced by A16-134.

## Unknown 13SQN Hudson's

1942/1943:

Mission/Duty Date	Aircraft Letter	W/T Call sign	R/T Call sign	Remarks
HUG24/4 26/10	Y	7Z4Y		Dixon. Possibly A16-227. Apparently replaced by A16-219.
HUG15/3 20/1	L	5J3L		Apparently replaced by A16-186.



This is a 2SQN Hudson IIIa – the Squadron code letters “KO” are just visible aft of the fuselage roundel. The individual letter has a vertical stroke which means it could only be either “I”, “J” or “L” but, the fact that the stroke is butted up against the roundel, means that it can’t be “J”. So, it’s either KO-I or KO-L. I think that it is more likely to be “L”. But which “KO-L”? Is it A16-177 or A16-217? It probably wasn’t a very pleasant experience for the crewmember, seen here sticking his head out through the roof-top opening into the 140 knot airstream – the hatch has been opened, but evidently the open cupola with wind deflector hasn’t been used leaving the crewie to brace himself, head turned, against the wind. If he wasn’t wearing his leather flying helmet, then the aircrafts passage through the clouds would have been painful – those water droplets feel like needles! [Aviation Heritage Museum of WA image P001582 via Mike Mirkovic].

# Notes Regarding No. 13 Squadron Hudson's Squadron Code Letters

## General

Beginning with mission Hughes 30 of 16<sup>th</sup> August, 1942, Number 13 Squadron began recording W/T call sign information in their Forms Mauve. For that mission, those call signs, in duty number order, were: 6R7D, 6R7K, 6R7G, 6R7Q, 6R7A, 6R7X, 6R7S, 6R7E and 6R7F. The use of seemingly random suffix letters suggested one of two things. Either the suffix letters were actually random or, they indicated a specific aircraft.

Suffix letters though were never random. In cases where W/T call sign suffix letters did not indicate a specific aircraft, those letters always followed a pattern. Either they commenced daily with "A" and worked forward through the alphabet, or at "Z" and worked backwards, or the letter matched the duty number (duty 5 having the fifth letter of the alphabet), or were issued in sequential blocks of letters (e.g. duties 1, 2 and 3 having the letters "A", "B" and "C" and duties 4, 5 and 6 having the letters "L", "M" and "N" or some other similar type of sequence). W/T call sign suffix letters only ever gave the appearance of being random when they indicated a specific aircraft. The fact that they started using apparently random letters and that those letters began to match specific serial numbers suggested that 13SQN had assigned individual identification letters to their aircraft. Whether Hughes 30 of 16<sup>th</sup> August, 1942, was the first time that they had flown with those identities or whether they had been assigned at some earlier time isn't yet known. No photographic evidence has surfaced either to indicate whether these single letters were applied to an external surface of any of their aircraft.

A squadron's RAAF Form A51 usually recorded the serial number(s) of aircraft partaking in operations as well as the name of the aircraft's captain. 13SQN did not compile an A51 for August or September, 1942. Often though, a squadron's A50 would include similar core information (such as date, mission number, aircraft serial number and crew – or at least aircraft captain's name). During this period, 13SQN's did not. So, despite having found a large amount of call sign information providing individual identification letter allocations, the lack of serial number information means that the association of individual identification letters to specific 13SQN airframes from mid-August through until the end of September, 1942, is not supported by sufficient evidence to prove a correlation.

## 13SQN Individual Identification Letter Allocations, Prior to October, 1942

To deal very briefly with possible allocations prior to October – according to their E/E.88's, the following Hudson aircraft were on 13SQN strength during August, 1942:

A-28-LO Hudson Mark IVa:	A16-118, -138, and
A-29-LO Hudson Mark IIIa:	A16-156, -166, -199, -204, -212, -219, -224, -225, -226, -227 A16-233, -235, -236, -243, -245, and -247.

Individual identification letters (from W/T call sign suffix letters) for 13SQN during the second half of August, 1942, were:

A B D E F G K Q R S T U V and X.

The following suggestions are offered as possibilities:

A16-156 may have been "F", which matches later evidence,  
A16-199 may have been "D" which matches later evidence,  
A16-204 may have been "A", which matches later evidence,  
A16-219 may have been "V", which matches later evidence,  
A16-224 may have been "E", which matches later evidence,  
A16-225 may have been "K", which matches later evidence,  
A16-226 may have been "B", which matches later evidence,  
A16-227 may have been "X", which matches later evidence,  
A16-233 is believed to have been "R", which matches later evidence,  
A16-235 may have been "S", which matches later evidence,  
A16-236 may have been "Q", which matches later evidence,  
A16-243 was probably "G", it failed to return from an operation on October 1<sup>st</sup> (as "G"),  
A16-245 may have been "T", which matches later evidence and,  
A16-247 may have been "U", which matches later evidence.

That leaves A16-166 and -212, plus the two Mk IV's A16-118 and A16-138.

A16-166 was away from 13SQN until 20AUG and may not have been used operationally. Later evidence suggests it was "J". A16-212 was noted as being U/S on the 18<sup>th</sup> and 24<sup>th</sup>, so may not have been used operationally. It might have been "C", which if so, matches later evidence.

Identification letters for the Mk IV's, A16-118 and A16-138, is not known at present.

For September, 1942, the following Hudson aircraft were on 13SQN strength:

A-28-LO Hudson Mark IVa:	A16-118, -134, and
A-29-LO Hudson Mark IIIa:	A16-156, -166, -192, -199, -204, -212, -219, -224, -225, -226, A16-227, -233, -235, -243, -245, and -247.

Individual identification letters (from W/T call sign suffix letters) for during September, 1942, were:

A B D E F G J K N R S T U and V.

Of the Mk III's listed above, the following suggestions are offered:

A16-156 may have been "F", which matches later evidence,  
A16-166 may have been "J", which matches later evidence,  
A16-199 may have been "D" which matches later evidence,  
A16-204 may have been "A", which matches later evidence,  
A16-212 may have been "C", which matches later evidence,  
A16-219 may have been "V", which matches later evidence,  
A16-224 may have been "E", which matches later evidence,  
A16-225 may have been "K", which matches later evidence,  
A16-226 may have been "B", which matches later evidence,  
A16-227 may have been "X", which matches later evidence,  
A16-233 is believed to have been "R", which matches later evidence,  
A16-235 may have been "S", which matches later evidence,  
A16-243 was probably "G", it failed to return from an operation on October 1<sup>st</sup> (as "G"),  
A16-245 may have been "T", which matches later evidence and,  
A16-247 may have been "U", which matches later evidence.

That leaves A16-192, plus a couple of Mk IV's and the letter "N". There is no evidence to indicate the serial number identity for "N". It does seem likely though that the letter "N" was allocated to A16-192 because it was re-coded during October – which means it must have been some other identity before then.

Like August, no identification letter allocation for A16-118 could be identified for September, 1942; A16-134 is believed to have been "L" during October, so may have been so during September.

So, from the start of October, 1942, thru to late January, 1943, each 13SQN aircraft seems to have been allocated an individual letter by which it was operationally identified during its period of service. It is not known if these letters were applied to any external surface of any of these aircraft.

Those allocations apparently changed between the 28<sup>th</sup> and 30<sup>th</sup> January, 1943. Prior to the 28<sup>th</sup> of January, the letter allocations were scattered throughout the alphabet, but after the change, the allocations utilised all the letters from "K" onwards (except "X"). I believe that this change was bought about by the application of full squadron "SF" codes as required by AFCO A3/1943 which had been promulgated a few weeks earlier on January 4<sup>th</sup>.

The last operational flights with the "old" letters occurred on January 27<sup>th</sup> (HUG26), and the first operational flight with the "new" letters was on January 31<sup>st</sup> (HUG27). During the period in which the change seems to have taken place only three non-operational flights were recorded in 13SQN's A51 (HUG82, 83 and 84). The first two of these were flown by A16-156 and the third flight was an away trip in A16-227 which had it away from Hughes for 5 nights, returning on February 4<sup>th</sup>. Such a reduction in activity would seem to allow an opportunity for a change of letters – if individual letters had been marked on the aircraft – or for the application of them if they weren't.

An interesting observation when comparing ex-13SQN machines that later served with 2SQN shows that on a number of machines, the later 2SQN individual letter allocations either carried over from or reverted to the previous 13SQN identity:

<u>Serial</u>	<u>Last 13SQN Letter</u>	<u>2SQN Letter(s)</u>
A16-156	<b>Q</b>	(KO-G) then <b>KO-Q</b>
A16-192	<b>U</b>	<b>KO-U</b>
A16-204	<b>S</b>	N, KO-N then <b>KO-S</b>
A16-219	<b>M</b>	W, KO-W then <b>KO-M</b>
A16-227	<b>O</b>	<b>KO-O</b> later KO-P
A16-233	<b>N</b>	E, KO-E then <b>KO-N</b>
A16-235	<b>W</b>	I then <b>KO-W</b>
A16-236	<b>Y</b>	V, KO-V then <b>KO-Y</b>

Of these eight aircraft, the allocations given to six of them by 2SQN was initially different to their previous 13SQN identity, yet they all – after a period – reverted to their 13SQN letter. The two exceptions both started their 2SQN careers retaining their previous 13SQN individual letters. For that to happen in one or two aircraft would be nothing more than coincidence, but to happen, effectively, on all eight of these aircraft that were transferred from 13SQN to 2SQN suggests that the previous identity was known to 2SQN – and *that* suggests that it was actually marked on the aircraft at hand-over.

To date, I have only seen photographic evidence of two of 13SQN Hudson's wearing full three-letter codes: A16-233/SF-N and A16-156/SF-Q, but I believe that they were worn on at least several other machines and possibly all of 13SQN's Hudson's in service during that period.



There is a sequence of photographs, several of which also appear in the Australian War Memorials photographic collection, which depicts a formation of five 2SQN Hudson's, four of which were former 13SQN machines:



Image 1. The leading aircraft is A16-160. A16-236 "Foo", is in echelon port to the leader (that is – on the right of the image) and is identifiable by its serial number, the name on its nose and the rather unique metal plug on the tip of its nose transparency. The aircraft immediately to the right of the leader, in echelon starboard (that is – at left, second from the top), is A16-235/W "Houdini", identifiable by its name "Houdini" on the nose, the letter "W", clearly visible aft of the fuselage roundel and its serial number, which, although illegible in this reproduction, is discernible in the original. The farthest aircraft is A16-202. A fifth aircraft, A16-233/N, is out of frame off to the right. In this shot, "Foo" displays evidence of the overpainting of the letters "SF" immediately forward of the fuselage roundel – it's not too clear in this version, but is more so in the original image, the sheen of the relatively fresh paint over the letters stands out. Notice also the combination of astrodomes and open cupola with wind deflector. All except A16-160 were former 13SQN machines. [AWM image NWA0242].



Image 2. Here, A16-233/N is closest to the camera, then A16-236/Y "Foo", with A16-160 at the extreme left of shot, A16-235/W "Houdini" is in echelon starboard to A16-160 and the farthest aircraft is A16-202. We know from photographic evidence that A16-233 (right foreground) was marked with full "SF-N" codes (see photo elsewhere in this article), but at the time of that photo, it wasn't equipped with ASV – here only the individual identification letter "N" remains, but ASV has now been installed which means that this image post-dates the other one; little or no evidence of the "SF" codes having been overpainted is visible – but we now know that it must have occurred. "Foo" shows clear evidence of repainting forward and aft of the roundel and "Houdini" has a large re-painted area immediately forward of its roundel. There doesn't seem to be any evidence of an individual identification letter on A16-160 but notice that it has been partially repainted – the green about the centre section of the fuselage is much darker than the similar band around the aft fuselage. Notice also, "Foo" displays much smaller white centres to its wing roundels than the others. [AWM image NWA0452].



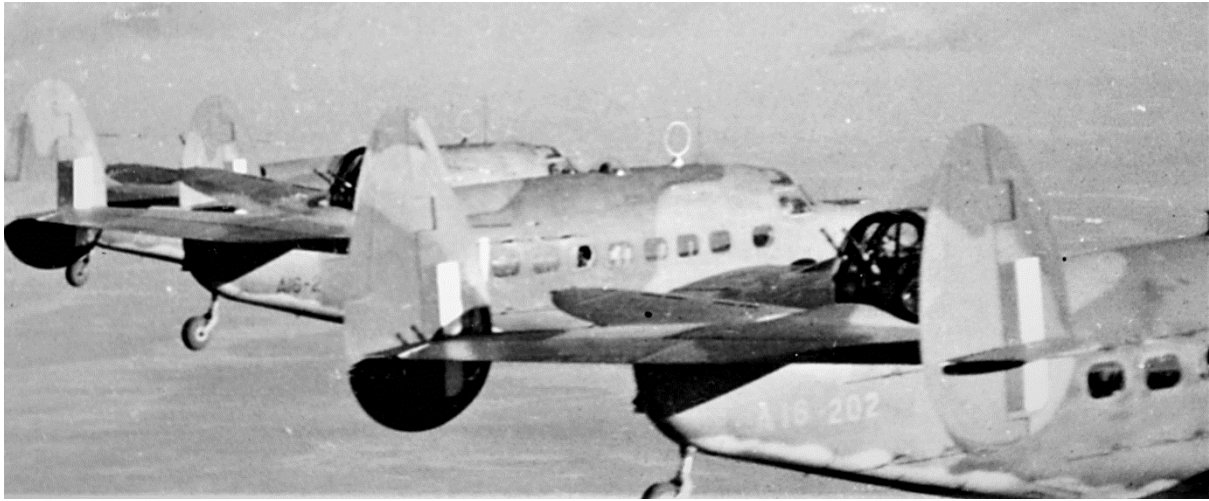
**Image 3.** Three of the aircraft in Vic formation. The leader, A16-160, with A16-236/Y "Foo" in echelon port and A16-233/N now in echelon starboard. In this image, the repainting of the "SF" forward of the roundel and the individual letter "Y" aft of the roundel on "Foo" is quite clear. As mentioned in the previous caption, no evidence of identification letters on A16-160 is apparent here; what appear to be two vertical lines immediately forward of its fuselage roundel are merely the edges of the crew access door. [AWM image NWA0245].



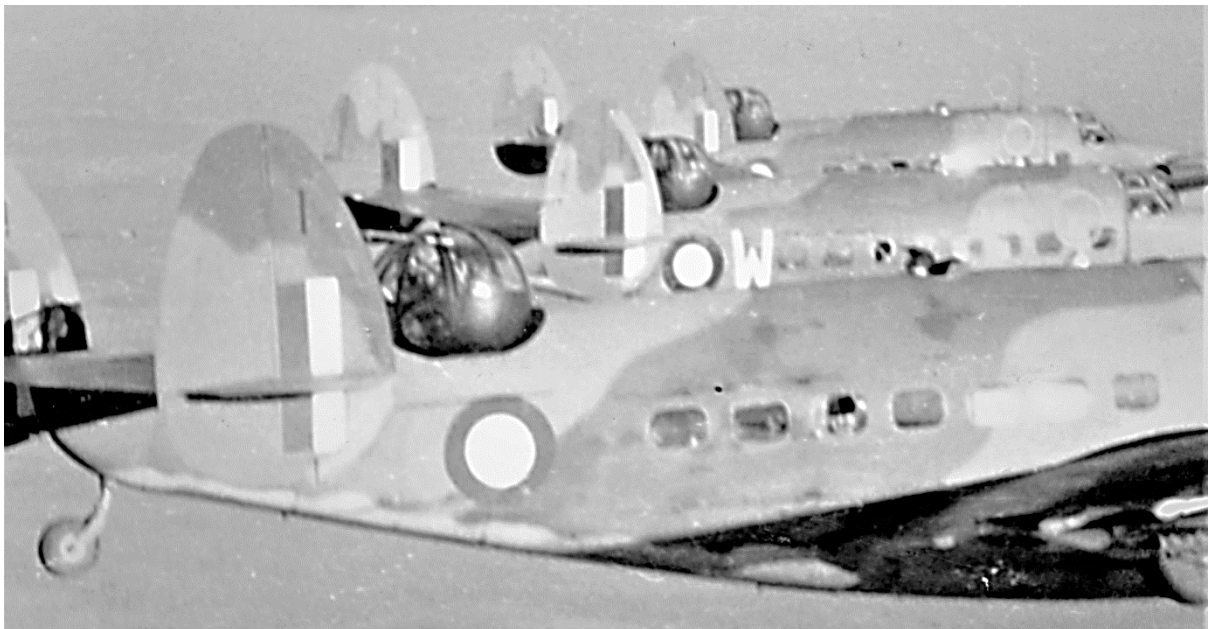
**Image 4.** This is the same formation, but with everybody now in echelon starboard. A16-236/Y "Foo" is bringing up the rear as number 5, with A16-233/N in the number 4 position, number 3 is A16-202 and number 2 is A16-235/W "Houdini"; number 1 is A16-160. Over-painting of 13SQN's "SF" letters aft of the fuselage roundel is particularly evident on "Foo", and "Houdini" in this shot. [Aviation Heritage Museum of WA image P026817 via Mike Mirkovic].



**Image 5.** The same formation, this time from above. Repainting aft of the fuselage roundel on “*Foo*” and “*Houdini*” is much more apparent in this image. [AWM image NWA0453].



**Image 6.** This shot shows A16-202 in echelon starboard to A16-235/W “Houdini”. Again, the over-painting of 13SQN’s “SF” code letters aft of Houdini’s roundel is obvious and has actually obliterated the last two digits of its serial. [Aviation Heritage Museum of WA image P015829 via Mike Mirkovic].



**Image 7.** A16-202 with open cupola and wind deflector and A16-235/W with astrodome. There doesn’t appear to be any clear evidence of identification letters having been removed from A16-202. [Aviation Heritage Museum of WA image P015828 via Mike Mirkovic].

A16-202 left 13SQN for 1RSU on March 9<sup>th</sup>, 1943, having been consistently operationally identified by the letter “P” since the end of January. It wasn’t handed over to 2SQN until April 10<sup>th</sup>, which therefore provides the earliest date that this sequence of photographs could have been taken. It’s new 2SQN identity was “KO-J”, but it wasn’t identified (operationally) with those letters until April 24<sup>th</sup>. It ceased flying with 2SQN, according to its E/E88, around the middle of May, 1943, providing the latest possible date that this formation sequence of photographs could have occurred.

A16-233/N was fully marked (on the port side at least) as “SF-N” (photographic evidence – without ASV) and had been operationally identified by the letter “N” since February 6<sup>th</sup>, 1943. It was sent to 1RSU towards the end of February and returned to 13SQN on March 20<sup>th</sup> and it then continued to be operationally identified as “N” for the rest of that month. It seems likely that ASV was installed during that four-week period at 1RSU. A16-233 was one of the direct transferees being handed over to 2SQN

on April 4<sup>th</sup>, 1943. Another image of this aircraft, obviously taken during this same formation sequence, was published in the early 1990's. It was taken whilst the aircraft were all in echelon starboard and was a close view of A16-233 and A16-236. In that image, A16-233's serial number was clearly visible as was the over-painting of the individual letter "N" on the starboard fuselage side, forward of the roundel (so too was A16-236's serial, dark repainted area aft fuselage and the name "Foo"). Unfortunately, when I approached the publisher of that work for a copy of the image and permission to use it, they weren't able to offer any help as they no longer had any copies of the image and couldn't say where it had come from. It doesn't seem to appear in the AWM's collection or in that of the Aviation Heritage Museum of WA. A16-233 was operationally identified as "KO-E" from April 15<sup>th</sup> until April 26<sup>th</sup>, 1943. From May 7<sup>th</sup>, it was identified as "KO-N" up until it failed to return from operations on September 8<sup>th</sup>, 1943.

A16-235/W "*Houdini*" had been operationally identified by the letter "W" since January 31<sup>st</sup>, 1943. It's E/E88 recorded that it was at 1RSU from March 4<sup>th</sup> until March 20<sup>th</sup>; then from March 23<sup>rd</sup> it resumed operational activities with 13SQN and was again identified by the letter "W". This machine was another one of the April 4<sup>th</sup> direct transferees. In the foregoing images, it can be seen that A16-235 retained its 13SQN individual identification letter on both sides of the fuselage and that both sides of the fuselage showed clear evidence of its former squadron letters having been over-painted. From April 9<sup>th</sup> until the 13<sup>th</sup>, it was operationally referred to by the letter "I" by 2SQN and was sent off to 1RSU again on April 23<sup>rd</sup>. Given the presence of A16-202, these photographs must have been taken either during the period from April 10<sup>th</sup> to 23<sup>rd</sup>, or after A16-235 returned to 2SQN from 1RSU on May 5<sup>th</sup> but before A16-202 was damaged around mid-May. A16-235 was operationally identified as "KO-W" from May 9<sup>th</sup> right up until it left 2SQN towards the end of September, 1943.

A16-236/Y "*Foo*" was at 1RSU from January 28<sup>th</sup> until it was handed back to 13SQN on March 8<sup>th</sup> so, wasn't operationally identified by the letter "Y" until flying its first post-maintenance operation on 15<sup>th</sup> March. It was consistently identified by that letter until being handed over to 2SQN on March 27<sup>th</sup>, 1943. During its first week with 2SQN, it was identified by the letter "V", becoming "KO-V" on April 15<sup>th</sup>. On May 3<sup>rd</sup>, it made its first appearance as "KO-Y" and kept that allocation until leaving the Squadron in September, 1943. In the preceding photographs, A16-236 was still carrying its individual identification letter "Y" on the starboard side of its fuselage with a large, obviously repainted, area immediately aft of the roundel. On its port-side, a large repainted area is visible forward of the roundel masking the letters "SF" and aft of the roundel; the letter "Y", although over-painted, is still visible in image 3.

Each of the three ex-13SQN aircraft still carrying individual letters in this sequence of formation photographs were direct transferees to 2SQN and appear in the preceding list of eight aircraft. Of the other listed aircraft, one was a direct transfer – A16-192 also on April 4<sup>th</sup> – the other four went via 1RSU. Given this photographic evidence of 13SQN code letters and the fact that a fourth aircraft in that list was known to have carried full 13SQN codes (A16-156), I believe therefore, that it would be reasonable to assume that each of the eight previously listed machines had full three-letter codes applied by 13SQN.

Although eight of the fourteen aircraft transferred from 13SQN either retained or reverted to their previous individual identities after joining 2SQN, the remaining six machines didn't and their individual identification letters changed permanently:

<u>Serial</u>	<u>Last 13SQN Letter</u>	<u>2SQN Letter(s)</u>
A16-186	R	C, KO-C, KO-J
A16-197	L	A
A16-199	V	(K), KO-F
A16-202	P	KO-J
A16-226	T	KO-G
A16-247	Z	N

A16-186, -197, -199 and -247 were each direct transferees; A16-202 (who appeared in the previous formation sequence) and -226 both went via 1RSU.

A16-186 *"The Saint"* would have had to relinquish its former identity of "R" because another new arrival at 2SQN, A16-211 *"The Tojo Busters"*, which had arrived a day or two before *"The Saint"*, had been allocated that letter.

A16-197 was a different case. It only joined 13SQN after maintenance at 1RSU on February 22<sup>nd</sup>, having previously been a 2SQN machine. With 13SQN it was then consistently identified operationally as "L" until being handed back to 2SQN on April 4<sup>th</sup>. It was then identified by 2SQN as "A" and then "KO-A" until it was lost on operations on April 20<sup>th</sup>. Perhaps it would have reverted to "L" on or shortly after May 1<sup>st</sup>, because the letter "L" was vacant with 2SQN. It was no coincidence that the letter allocated to it by 2SQN was "A", however. It had been identified by that letter from November 30<sup>th</sup>, 1942, until January 28<sup>th</sup>, 1943.

A16-199 had been operationally identified by the letter "D" by 13SQN since at least October 2<sup>nd</sup>, 1942. It was first noted by its new letter "V" on January 31<sup>st</sup>, 1943. Its last 13SQN operation was on March 31<sup>st</sup> and it was handed over to 2SQN on April 4<sup>th</sup>, picking up the interim identification of "K" because the letter "V" had already been allocated to an earlier transfer – A16-236 *"Foo"*.



This is 13SQN's A16-233/SF-N. Note the absence of the ASV Search Array on the fuselage side. [AWM image NWA0074].

From November, 1942, thru to the middle of April, 1943 and in the same way as 13SQN, each 2SQN aircraft seems to have been allocated an individual letter by which it was operationally identified during its period of service. Whether or not they were marked externally on any aircraft isn't known. I believe that, like 13SQN, each airframe had an alphabetical identity by which it was always referred to operationally.

Full three-letter "KO" codes were quoted in 2SQN's Forms Mauve from mid-April, 1943. 2SQN's Hudson's underwent a change of individual identification letter allocations on or about May 1<sup>st</sup>, 1943. That this same type of change had occurred at 13SQN at the end of January and apparently heralded the physical application of full three-letter squadron codes on their aircraft, I believe that the May 1<sup>st</sup> change for 2SQN also marked the same event for them.

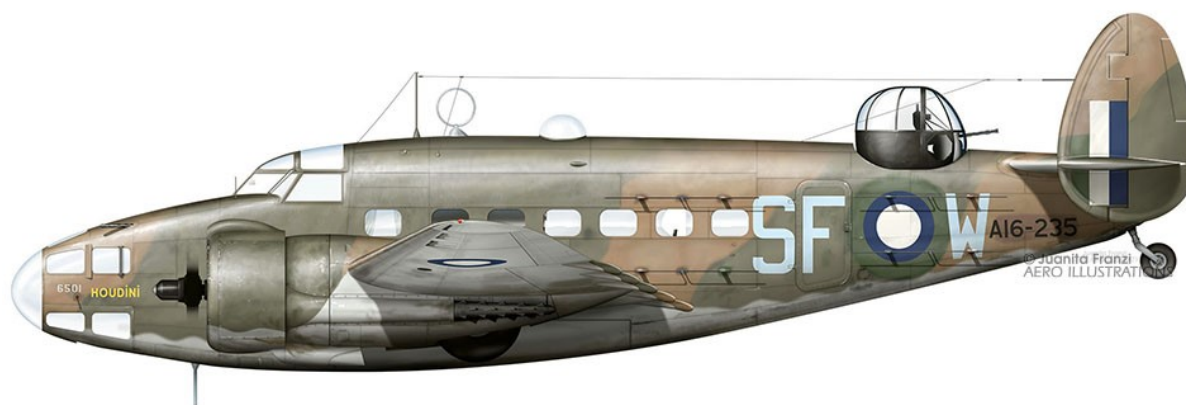
The assignment of aircraft specific, individual code letters, in 13SQN between the start of October, 1942 and the end of March, 1943, looks like this:

Letter	Pre AFCO A3/43 Allocations		Post AFCO A3/43 Allocations
	Oct-Dec 1942	Jan 1943	Jan-Mar 43 SF-
A	204	226	-
B	226	-	-
C	212	212	-
D	199	199	-
E	224	186	-
F	156	-	-
G	243 / 192	192	-
H	235	-	-
I	-	-	-
J	166	-	-
K	225	-	118
L	134	-	197
M	202	202	219
N	-	-	233
O	-	-	227
P	-	204	202
Q	236	236	156
R	233	233	186
S	235	235	204
T	245	-	226
U	247	247	192
V	219	219	199
W	-	-	235
X	227	227	-
Y	-	-	236
Z	-	-	247

# Notes Regarding No.2 and No.13 Squadron Hudson's

The assignment of individual identification letters to 2SQN Hudson's between November, 1942 and April, 1944, in order of allocation, looked like this:

Letter	Pre AFCO A3/43 Allocations		Post AFCO A3/43 Allocations		
	Nov-Dec 1942	Jan-Apr 1943	Apr 43 KO-	May-Dec 43 KO-	1944 KO-
A	197	197	197 / 241	244	-
B	161	161	161	178	-
C	-	169 / 186	186	-	-
D	160	160	160	181 / 203	203
E	-	233	233	244	-
F	241	195	195	199	199
G	-	238	156	211/244/226	226
H	178	178	178	213 / 215	215
I	-	235	-	-	-
J	242	242	202	186 / 154	154
K	-	199	-	240	-
L	181	181	217	177	-
M	183	183	183	219	219
N	-	247 / 204	204	233	-
O	217	217	227	195	-
P	207	207	-	227	-
Q	210	240	-	156	-
R	232	241	211	171 / 189	-
S	-	213	213	204	-
T	221	221	171	207	207
U	237	237	192	192	-
V	-	236	236	230	230
W	-	219	219	235	-
X	-	-	230	160	160
Y	-	-	-	236	-
Z	-	177	177	185	-



**A16-235/SF-W "HOUDINI"**. [Juanita Franzi, Aero Illustrations, LHUD3071v2].



Here is a tabular analysis of the accuracy of the identification letter to serial number associations for each of 2SQN's and 13SQN's Hudson's in NWA for which an identification has been made during my research.

Accuracy equals "Tasked and Recorded" divided by the sum of "Tasked and Recorded", "Tasked but Not Recorded" and "Not Tasked but Recorded", multiplied by 100.

Serial	Letters	Tasked	Known Cancellations	Tasked and Recorded in A51 as Flying	Tasked but Not Recorded (Apparently replaced by...)	Not Tasked but Recorded (Apparently replaced...)	Accuracy (%)
A16-118	-	0	0	0	0	1	0
	SF-K	1	0	1	0	0	100
A16-134	L	6	0	5	1	2	62.5
A16-154	KO-J	61	11	50	0	1	98.0
A16-156	F	20	1	17	2	0	89.4
	SF-Q	14	1	11	2	3	68.7
	KO-G	3	0	2	0	0	100
	KO-Q	43	0	43	0	1	97.7
A16-160	D	23	2	18	3	1	81.8
	KO-D	6	1	5	0	0	100
	KO-X	46	2	43	1	1	97.7
A16-161	B	37	0	33	4	3	82.5
	KO-B	1	0	0	1	0	0
A16-166	J	12	1	11	0	3	78.5
A16-169	C	13	0	12	1	3	75.0
A16-171	KO-T	2	0	2	0	0	100
	KO-R	4	0	4	0	0	100
A16-177	Z	2	0	1	1	0	50.0
	KO-Z	4	0	4	0	0	100
	KO-L	35	3	29	3	1	87.8
A16-178	H	27	1	26	0	3	89.6
	KO-H	1	0	1	0	0	100
	KO-B	34	2	30	2	2	88.2
A16-181	L	18	0	16	2	2	80.0
	KO-D	31	2	29	0	0	100
A16-183	M	29	0	27	2	2	87.0
	KO-M	3	0	3	0	0	100
A16-185	KO-Z	13	0	12	1	3	75.0
A16-186	E	10	0	10	0	1	90.9
	SF-R	9	0	9	0	0	100
	C	4	0	4	0	0	100
	KO-C	1	0	1	0	1	50.0
	KO-J	3	0	2	1	0	66.6
A16-189	KO-R	20	1	19	0	0	100
A16-192	G	3	0	3	0	1	75.0
	SF-U	9	0	8	1	0	88.8
	KO-U	25	1	23	1	1	92.0

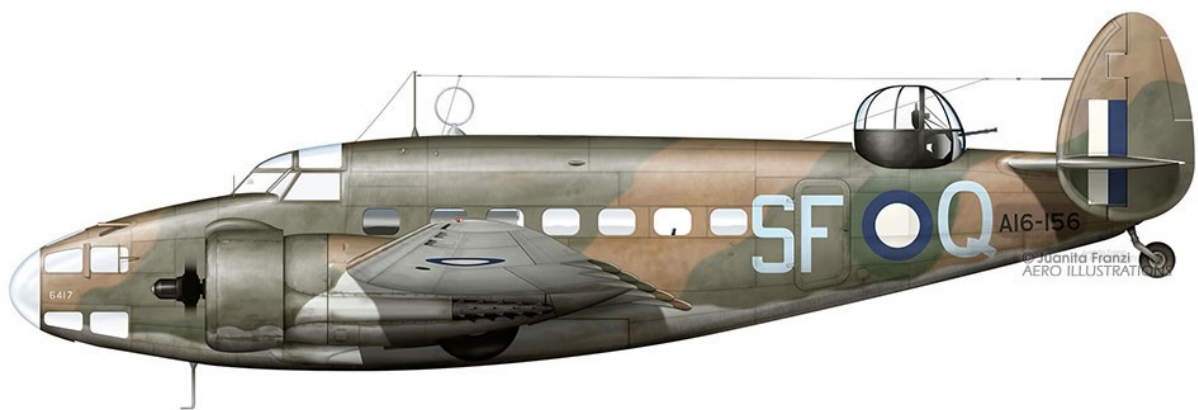
Serial	Letters	Tasked	Known Cancellations	Tasked and Recorded in A51 as Flying	Tasked but Not Recorded (Apparently replaced by...)	Not Tasked but Recorded (Apparently replaced...)	Accuracy (%)
A16-195	F	16	1	15	0	0	100
	KO-F	6	2	3	0	0	100
	KO-O	12	1	11	0	1	91.6
A16-197	A	24	1	21	0	1	95.4
	SF-L	11	1	10	0	0	100
	A	2	0	1	1	0	50.0
	KO-A	1	0	1	0	1	50.0
A16-199	D	31	4	24	3	5	75.0
	SF-V	11	1	9	1	0	90.0
	K	2	0	2	0	0	100
	KO-F	100	6	92	2	2	95.8
A16-202	M	12	0	12	0	1	92.3
	SF-P	17	0	16	1	1	88.8
	KO-J	3	0	2	0	2	50.0
A16-203	KO-D	41/43	5	34/36	1	4/2	87.1/92.3
A16-204	A	19	1	17	1	1	89.4
	P	1	0	1	0	2	33.3
	SF-S	14	1	11	2	1	78.5
	N	1	0	1	0	0	100
	KO-N	6	1	5	0	0	100
	KO-S	55	2	52	1	2	94.5
A16-207	P	23	0	21	2	1	87.5
	KO-T	87	5	80	2	0	97.5
A16-210	Q	14	0	14	0	1	93.3
A16-211	KO-R	9	1	7	1	1	77.7
	KO-G	2	0	2	0	0	100
A16-212	C	17	0	17	0	0	100
A16-213	S	3	0	3	0	0	100
	KO-S	4	0	3	0	1	75.0
	KO-H	46	2	43	3	4	86.0
A16-215	KO-H	30	2	28	0	2	93.3
A16-217	O	31	2	26	3	2	83.8
	KO-L	4	0	4	0	1	80.0
A16-219	V	30	3	27	0	2	93.1
	SF-M	14	0	12	2	0	85.7
	W	4	1	2	1	1	50.0
	KO-W	5	0	4	1	0	80.0
	KO-M	70	8	61	1	0	98.3
A16-221	T	27	1	24	2	2	85.7
A16-224	E	2	0	2	0	0	100
A16-225	K	8	1	5	2	0	71.4

Serial	Letters	Tasked	Known Cancellations	Tasked and Recorded in A51 as Flying	Tasked but Not Recorded (Apparently replaced by...)	Not Tasked but Recorded (Apparently replaced...)	Accuracy (%)
A16-226	B	15	1	13	1	2	81.2
	A	3	0	1	2	0	33.3
	SF-T	3	0	3	0	0	100
	KO-G	66	10	56	0	1	98.2
A16-227	X	16	1	12	3	2	70.5
	SF-O	15	1	14	0	2	87.5
	KO-O	4	0	4	0	0	100
	KO-P	25	0	24	1	1	92.3
A16-230	KO-X	4	1	3	0	0	100
	KO-V	82	6	75	1	2	96.1
A16-232	R	8	0	6	2	0	75.0
A16-233	R	19	2	16	1	1	88.8
	SF-N	6	0	6	0	1	85.7
	E	4	1	3	0	0	100
	KO-E	4	0	4	0	0	100
	KO-N	27	0	26	1	1	92.8
A16-235	H	3	0	1	2	0	33.3
	S	31	1	28	3	1	87.5
	SF-W	13	0	11	2	1	78.5
	I	4	0	4	0	0	100
	KO-W	50	0	47	3	1	92.1
A16-236	Q	32	2	24	2	1	88.8
	SF-Y	5	0	5	0	0	100
	V	3	0	3	0	0	100
	KO-V	4	0	3	1	0	75.0
	KO-Y	30	1	29	1	1	93.5
A16-237	U	29	1	24	4	2	80.0
A16-238	G	25	1	21	3	2	80.7
A16-240	Q	19	2	13	4	2	68.4
	KO-K	40	1	38	1	0	97.4
A16-241	F	2	0	2	0	1	66.6
	R	13	1	11	1	3	73.3
	KO-A	2	0	2	0	0	100
A16-242	J	30	0	30	0	3	90.9
A16-243	G	1	0	1	0	0	100
A16-244	KO-G	2	0	2	0	0	100
	KO-E	1	0	1	0	0	100
	KO-A	50	3	45	2	0	95.7
A16-245	T	19	6	10	3	0	76.9
A16-247	U	19	0	19	0	1	95.0
	SF-Z	7	1	6	0	1	85.7
	N	3	1	2	0	0	100

From 120 entries, the highest accuracy figure recorded was 100% on 35 occasions. The lowest accuracy figure recorded was 0% (twice) followed by 33.3% on three occasions and then 50% accuracy

on six occasions. The remaining entries (74) returned an accuracy figure greater than 60%. Surely irrefutable evidence that these associations were fact and not chance.

Three points should be remembered. Firstly, that the mission tables I had prepared during this research and therefore this accuracy table have been derived from surviving and available records – there may well have been contemporaneous documents that have since either been lost, destroyed or not yet re-discovered, that may have provided further proof of an aircraft having been replaced (or formally replacing another) on a flight. Secondly, that the accuracy of an aircraft's individual identification to serial number association will be adversely affected if that aircraft was used as a replacement on any occasion – that is it is being “penalised” for being serviceable and available. Thirdly, my research and therefore this accuracy table deliberately ignores photographic evidence. At least three images exist which verify the association of a particular letter to a certain serial number which my table gives an accuracy figure of less than 100%. They are, A16-160/KO-X, A16-192/KO-U and A16-213/KO-H.



**A16-156/SF-Q.** It wasn't clear from the reference photograph if this aircraft had been fitted with ASV or not so, the decision was made to illustrate it without. [Juanita Franzi, Aero Illustrations, LHUD3041].



**Illustration of A16-233/SF-N** prior to the installation of ASV. [Juanita Franzi, Aero Illustrations, LHUD3061].

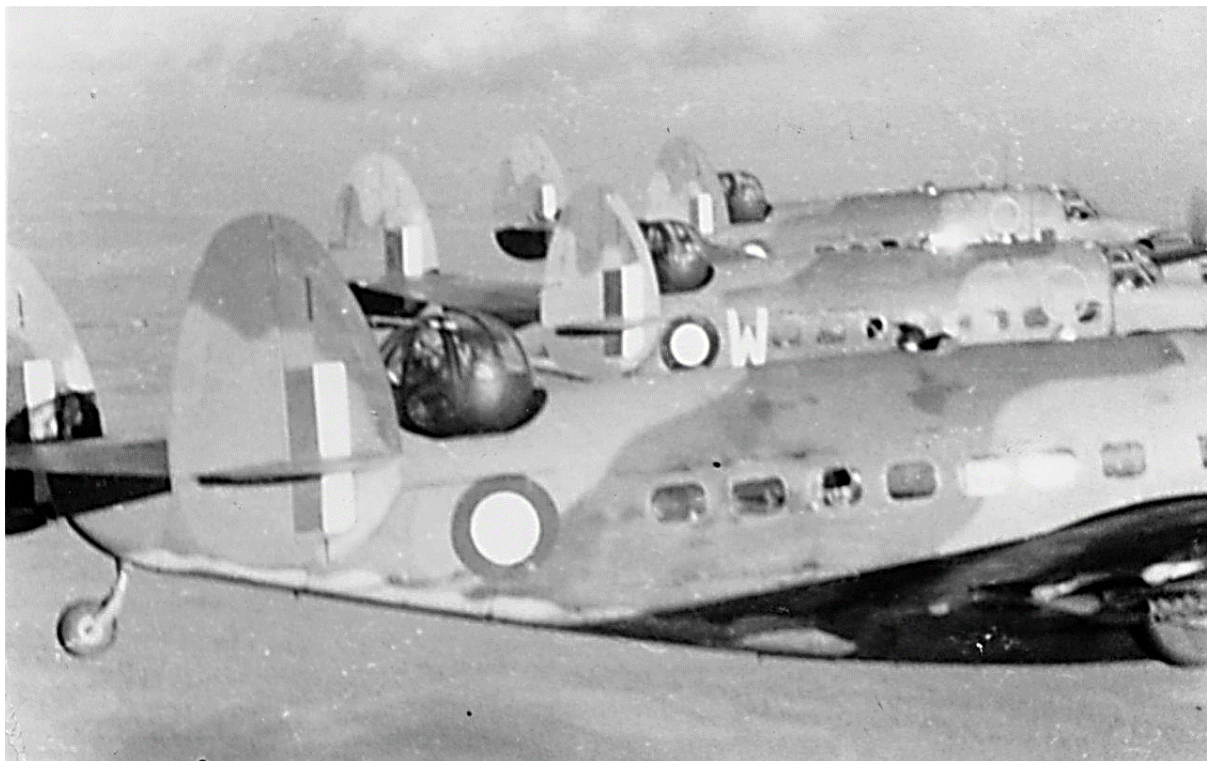
Aside from individual identification letter assignments, other items of interest regarding RAAF Hudson's and which are not necessarily specific to 2SQN or 13SQN, include:

### ***Astrodome***

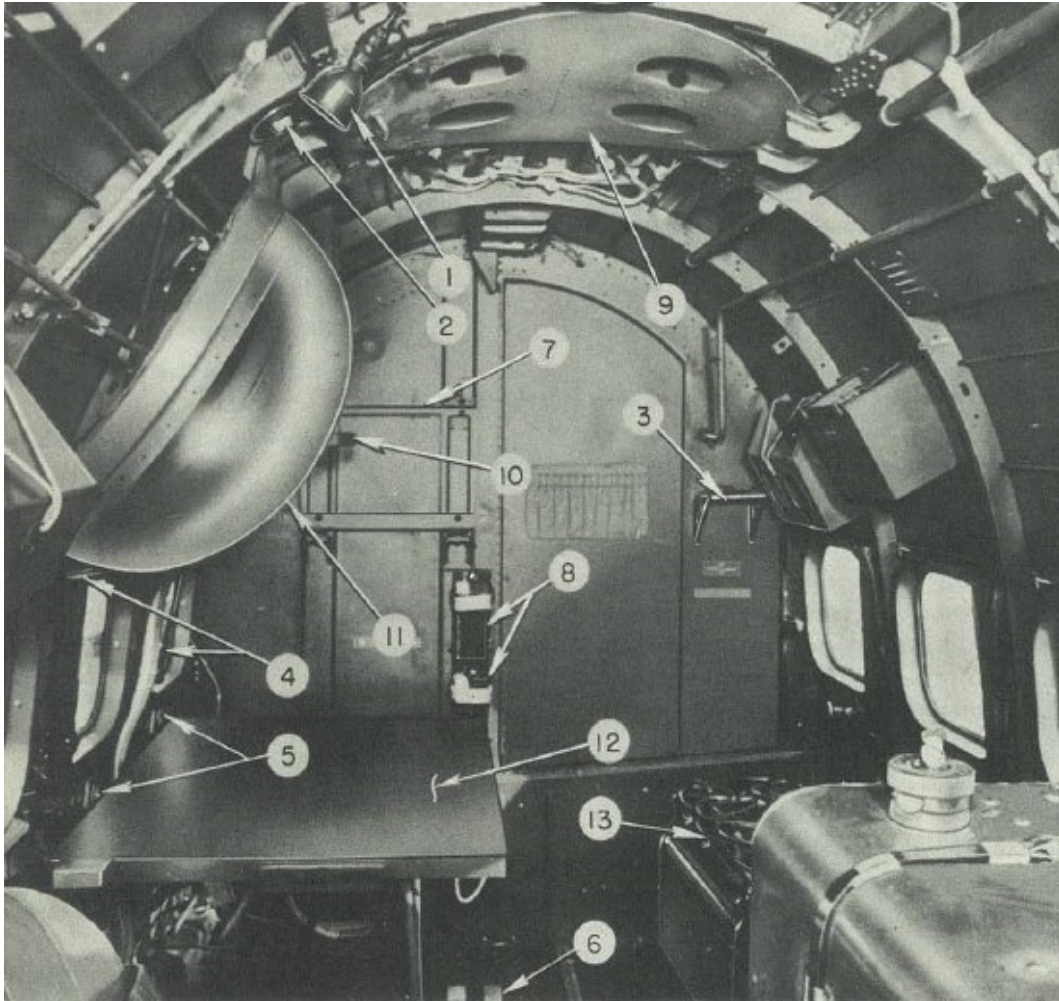
On the fuselage roof-top, nearly half-way between the cockpit and the upper turret (directly above the fourth cabin window back from the cockpit on the port side), was an aperture. This was often occupied either by a transparent astrodome, a flush hatch cover – the Removable Hatch Cover, or by an open cupola with a fixed wind deflector.

Each of those fittings was interchangeable. The standard arrangement was for two of the fittings – typically the flush Removable Hatch Cover and the astrodome – to be mounted on hinges either side of the aperture (that is: to the left and right of it); with the starboard side fitting being the flush hatch and the port side fitting being either the astrodome or the open cupola with wind deflector.

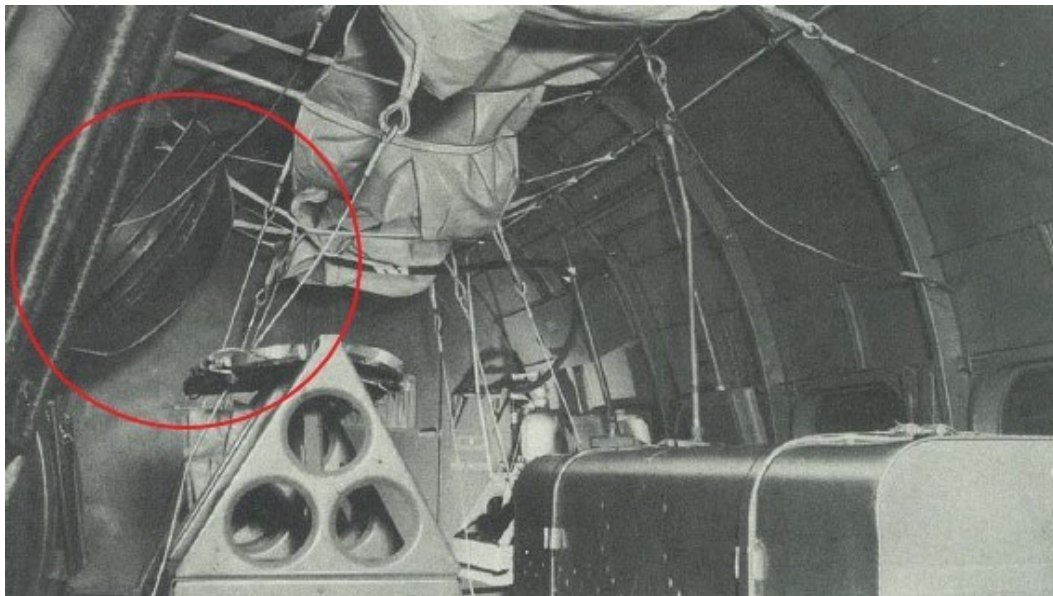
So, the flush hatch would have its hinges on the starboard side, its operating latch on the port side and, if it was deployed, would be up against the ceiling of the cabin closing off the aperture. If it was thus in use but no longer required, the latch on its port side would be operated and the hatch allowed to swing down into the cabin and away to the starboard side to be secured, by its operating latch against the starboard side wall, above the window line. The astrodome (or open cupola with wind deflector), similarly, would have had its hinges on the port side of the aperture and would have been secured by its operating latch to the port side of the fuselage, again, above the window line. To now bring it into operation, its latch would be operated, the astrodome would then be free to be swung up into the aperture left by the hatch and then secured in place by its latch (on the starboard side of the aperture).



**The lead aircraft and No.2 (A16-235/W) both have the normal astrodome in place. However, the closest aircraft, A16-202, is pictured here with the open cupola with wind deflector in place. [Aviation Heritage Museum of WA image P015828 via Mike Mirkovic].**



Interior of an American Hudson, looking forward. The astrodome, is seen here in its stowed position against the port-side wall and indicated as item "11" with the Removable Hatch Cover, indicated here as item "9" in place. [TO 01-75AB-2, Sec V, Par 3, Equipment, p376].



A rather more cluttered interior. Again looking forward, the open cupola with wind-deflector is seen here (circled in red) stowed on the port side wall instead of the astrodome. [TO 01-75AB-2, Sec IV, Par 7 g, Furnishings, p348].

## ASV

Hudson Order No.72 – Installation of Special Radio Equipment (i.e. ASV – Aircraft to Surface Vessel equipment, later known as Radar) – was issued on November 27<sup>th</sup>, 1942.<sup>328</sup> But by that time a slowly increasing number of RAAF Hudson aircraft had already been equipped with this system. Four RAAF Hudson's had been equipped with (English) ASV in August, 1940,<sup>329</sup> and from March, 1942, Catalina, Hudson and Beaufort aircraft started to receive Australian ASV Mk II systems.<sup>330</sup> However, the promulgation of Hudson Order No.72 did not mean that ASV was then instantly fitted to all of the remaining un-modified aircraft. It took a considerable amount of time before the system was in even semi-regular use in so far as Hudson's were concerned, indeed, by the start of 1943, only 100 aircraft were equipped with ASV – and that number was spread across the entire Catalina, Hudson and Beaufort fleets, that number though, had increased to around 600 by the end of the year.<sup>331</sup> The difficulty with the fitment of ASV to Hudson aircraft is that there appears to be no surviving documentary record indicating exactly when ASV was installed on any particular aircraft. The only reliable method seems to be consulting the relatively few available photographs of Hudson's and looking for the presence of the collinear search array on the fuselage sides and/or the small transmitting and receiving aerials that constitute the homing array on the sides of the nose and forward fuselage. One then has to bear in mind the problem of accurately dating the photograph – captions and official dates may not be accurate.

The Australian ASV Mark II was described at the time as being a UHF-band<sup>332</sup> radar which utilised the AT300 transmitter<sup>333</sup> and AR301 receiver.<sup>334</sup> It was capable of transmitting a pulse of 2.5 to 3 microseconds duration at a Pulse Repetition Frequency of between 300 and 400 Pulses Per Second<sup>335</sup> at a peak power of 8 Kw<sup>336</sup> transmitted on a 176 MHz carrier wave (today we'd call that VHF).<sup>337</sup> Four range settings were available, 4 ½, 9, 36 and 90 nautical miles.<sup>338</sup>

In very simple terms, radars work by transmitting a pulse of electromagnetic energy of a certain power and a certain duration on a certain carrier wave frequency, then listening for an “echo” to return. So, here we have the concepts of “Peak Power” – the pulse of energy of a certain power; “Pulse Width” – pulse of energy of a certain power and a certain duration; “Frequency” – the carrier wave frequency and “Dwell Time” – listening for the echo. All of that together is called a “Pulse Train” and that Pulse Train is then repeated at a certain rate which is called the “Pulse Repetition Frequency”.

The pulse of energy, being electromagnetic energy, travels at the speed of light – 162,000 nautical miles per second – which is constant. The time taken for the pulse of energy to travel to a contact and then back to the receiver is measured. So, time is range.

Pulse Width (PW) determines minimum range. The longer the transmitted pulse, the larger the area covered by the pulse, which means that if an object is within the length of the pulse, it can't be heard

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<sup>328</sup> Hudson Order No.72, Hudson Mk I, III and IV – Installation of Special Radio Equipment in Directorate of Technical Services – Publication of Technical Order – Hudson Order No. 72 – Installation of Special Radio Equipment; NAA: A705, 150/4/2479.

<sup>329</sup> Wing Commander A.G. Pither, *An Account of the Development and Use of Radar in the Royal Australian Air Force* (1946) 3 via the RAAF Radar Association [www.raafradar.org.au/pdf/Pither\\_RAACF\\_Radar\\_Part1](http://www.raafradar.org.au/pdf/Pither_RAACF_Radar_Part1).

<sup>330</sup> *Ibid* p12.

<sup>331</sup> *Ibid* p29.

<sup>332</sup> Directorate of Radio Services (Radar), RAAF Headquarters Melbourne, *ACD 2005(2) Manual of ASV Mk.II (Aust)* (1944) Introduction 7 [3]; NAA: AA1966/5, 377.

<sup>333</sup> *Ibid* ch 1 1.

<sup>334</sup> *Ibid* ch 4 1.

<sup>335</sup> *Ibid* ch 1 1 [2].

<sup>336</sup> *Ibid* ch 1 1 [5].

<sup>337</sup> *Ibid* ch 1 6 [17].

<sup>338</sup> *Ibid* Introduction 7 [7].

by the receiver which can only listen during the dwell time. Therefore, the shorter the pulse, the greater the resolution.

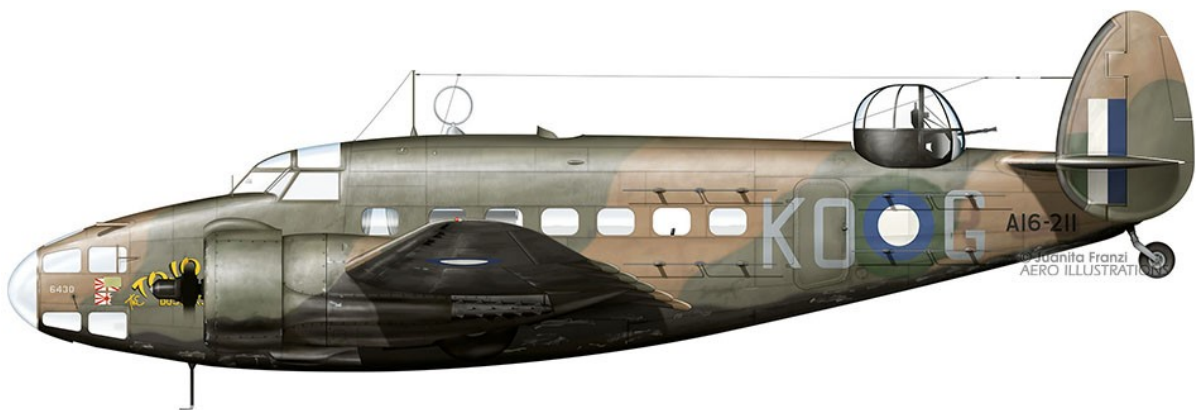
Pulse Repetition Frequency (PRF) determines maximum range. The higher the PRF, the shorter the range, because the dwell time is short. So, if the unit was set to 4 ½ nautical mile range, it would be transmitting its 2.5 to 3 microsecond pulses at a rate of 400 pulses per second, but if it was set to 90 nautical mile range, it would do so at 300 pulses per second because to listen for returns from further away requires a longer dwell time.

One other factor which might help in having an elementary understanding of airborne radar and is therefore worth a mention here is the Radar Horizon. The radar system is installed in an aeroplane which is flying at a certain altitude over a sphere (the earth). A straight line, being the path of the transmitted energy, from the aircraft to a point on the horizon where it makes a tangent with the surface of the earth is called the Radar Horizon. There is a little formula which is used to determine the Radar Horizon which says the Radar Horizon, in nautical miles, equals 1.23 times the square root of the aircraft's altitude, in feet. Therefore at 500 feet, the Radar Horizon would be 27.5 nautical miles; at 1,500 feet, 47.63 nautical miles and at 5,000 feet, 86.97 nautical miles.

The energy was radiated using two separate aerial arrays, a Search array and a Homing array.

The Search array used 16 multi-element directional antennas on the side of the fuselage, 8 per side, with the same antennas being used to both transmit and receive by rapidly switching between the two functions.<sup>339</sup> The Search array would transmit and receive at approximately right angles to the line of flight on both sides in a narrow beam, with the maximum intensity of the radiation being at a relative bearing of 100°.<sup>340</sup>

The Homing array used separate transmitting and receiving aerials and covered an area about 22 ½° either side of the nose. There were two transmitting aerials, one “whisker” on either side of the nose, mounted well forward and two receiving aerials, one “dog-leg” (which was parallel to the fuselage) on either side of the forward fuselage.<sup>341</sup>



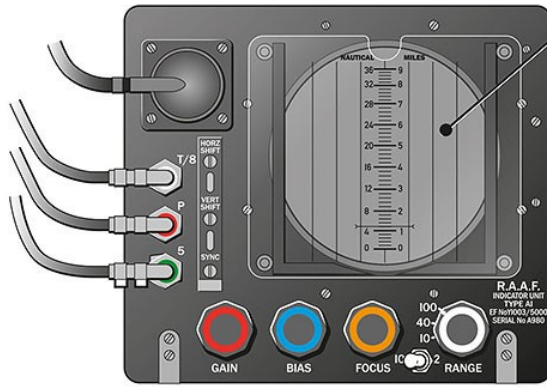
**A16-211/KO-G, “The TOJO BUSTER’S”.** After service with 6SQN, A16-211 joined 2SQN on April 3<sup>rd</sup>, 1943, and was coded “KO-R”. It was re-coded “KO-G” during the first few days of May and then suffered a landing accident at Millingimbi on May 7<sup>th</sup>, 1943. [Juanita Franzi, *Aero Illustrations*, LHUD3101].

<sup>339</sup> Ibid ch 6 1 [2].

<sup>340</sup> Ibid ch 6 7 [18].

<sup>341</sup> Ibid ch 6 1 [3].



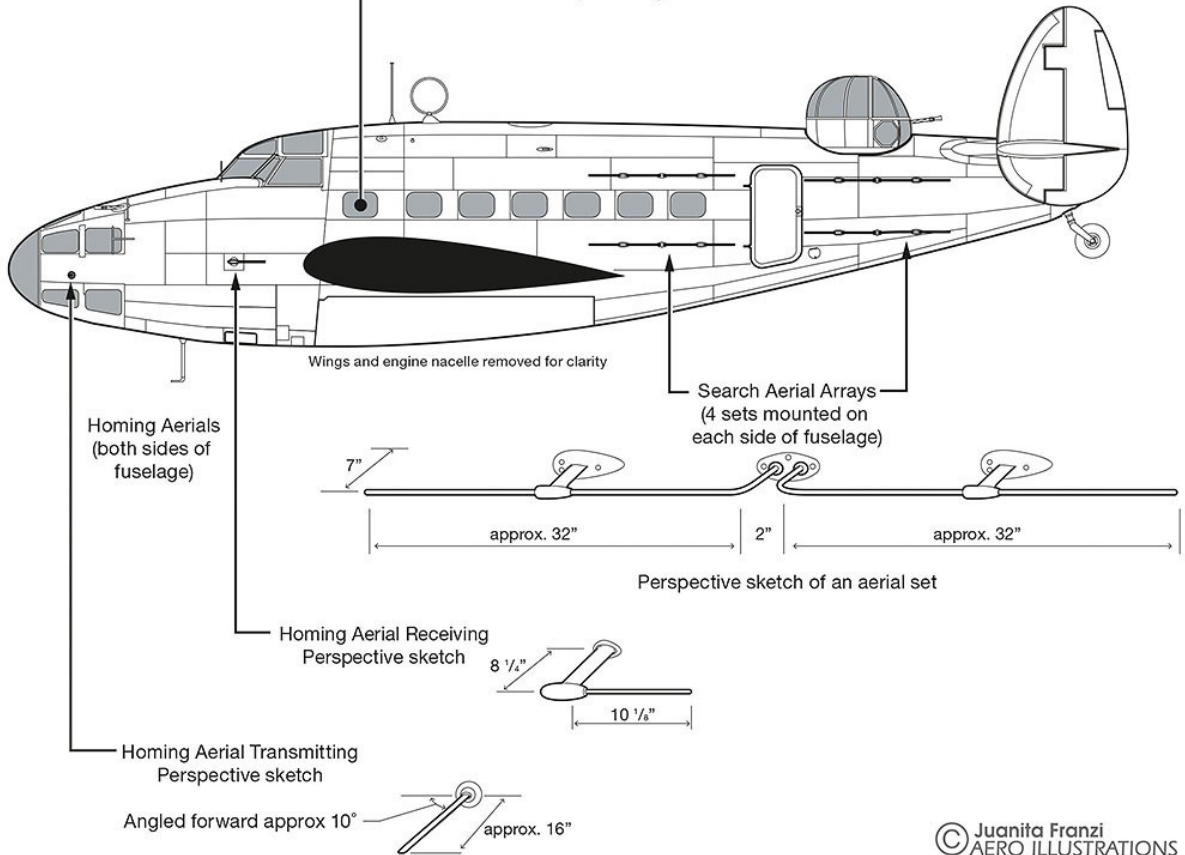


**Cathode Ray Tube (CRT) Screen**  
 In operation a rubber eye piece (light shield) is fitted over the screen.  
 The return from the aerials is represented by a trace (appearing as a jagged vertical line) projected onto the CRT screen. Signals bouncing back from an object, such as a ship, will cause the width of the trace to increase.

**Distance:** By referencing the location of the trace anomaly against the vertical scale on the screen, the operator can determine the distance of the object from the aircraft.

**Direction:** When the trace width is evenly spaced around the CRT centre it indicates the object is directly in front of the aircraft. If the object is to the side of the aircraft's track, the trace width will be more pronounced on the corresponding side of the CRT.

**ASV Indicator Unit**  
 Installed in the navigator's station on the port side of the fuselage.  
 Panel size 8 1/4" wide, 7 7/16" high



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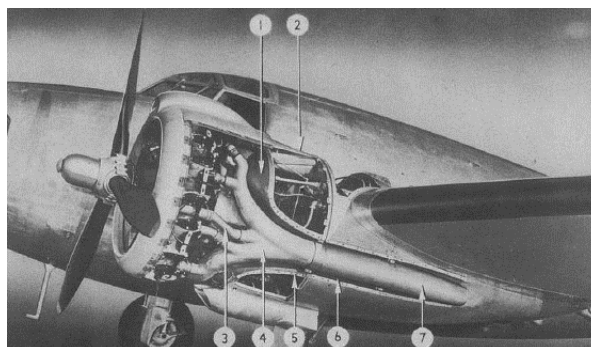
**Location and arrangement of both the Search Array and the Homing Array on RAAF Hudson aircraft.** [Juanita Franzi, Aero Illustrations].

## **Exhaust Flame Dampers**

Hudson Order No.56 – Installation of Exhaust Dampers – was issued on April 10<sup>th</sup>, 1942. It said, in part, that the dampers would normally be fitted for night flying operations only and should then be removed when it was known that the aircraft would be used solely for daylight operations.<sup>342</sup> Whilst the majority of 2SQN and 13SQN's operations during the late '42 to early-mid '44 period were daylight operations, night operations were still undertaken from time to time. Accordingly, it is reasonable to assume that these flame dampers were not removed during an individual aircraft's tenure with 2SQN or 13SQN during this period.



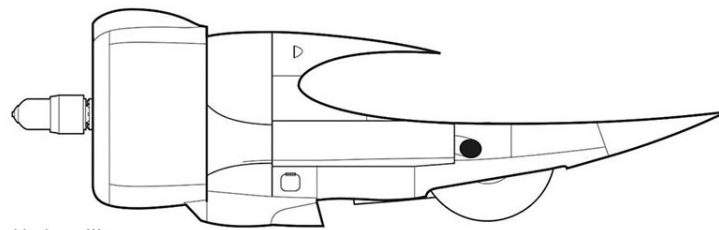
2SQN's A16-242 about to move out of its revetment. The flame damping exhaust fitted to the aircraft's number 2 engine is evident. As a side note, it is interesting to see that, whilst the aircraft has had ASV fitted (search array fitted to the fuselage), the transmitting and receiving aerials for the homing array on the starboard side are missing; the mounts are there but the aerials have been removed – they haven't been censored out, they're simply not there. [AWM image 027618].



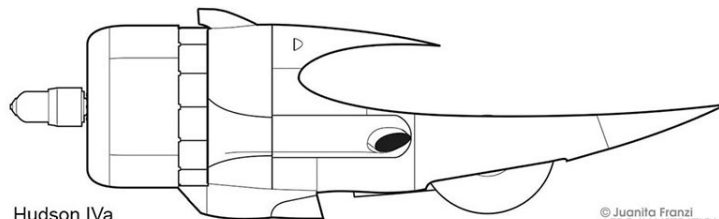
The Wright Cyclone R-1820 installation on an American Hudson. Item "7" is the Exhaust Tail Pipe. This obviously being the open type without the flame damper fitted. [TO 01-75AB-02, Sec IV, Par 5 a, Nacelle Group, p89].

<sup>342</sup> Introduction, Hudson Order No.56, Hudson III – Installation of Exhaust Flame Dampers in HQ Technical Section Technical Order – Publication – Hudson Order No.56, Hudson III – Installation of Exhaust Flame Dampers; NAA: A705, 150/4/1868.

### Hudson engine cowl variation



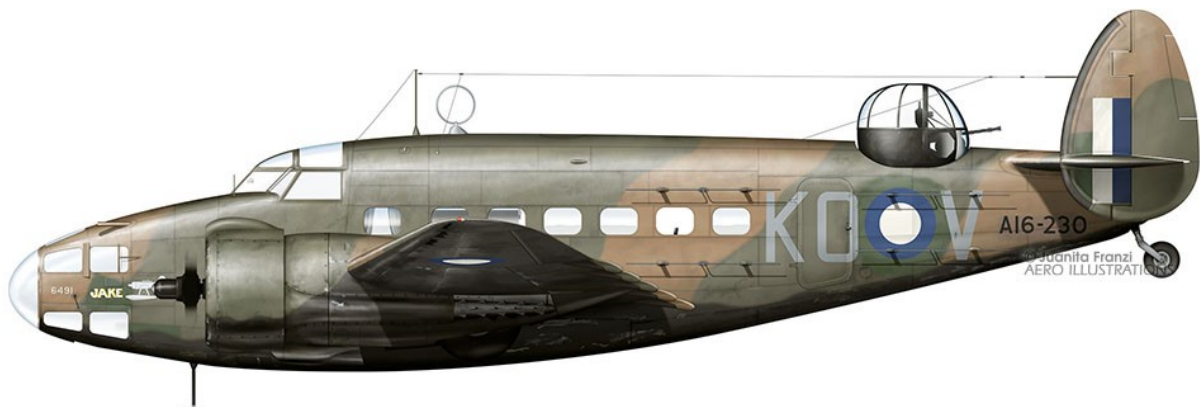
Hudson IIIa



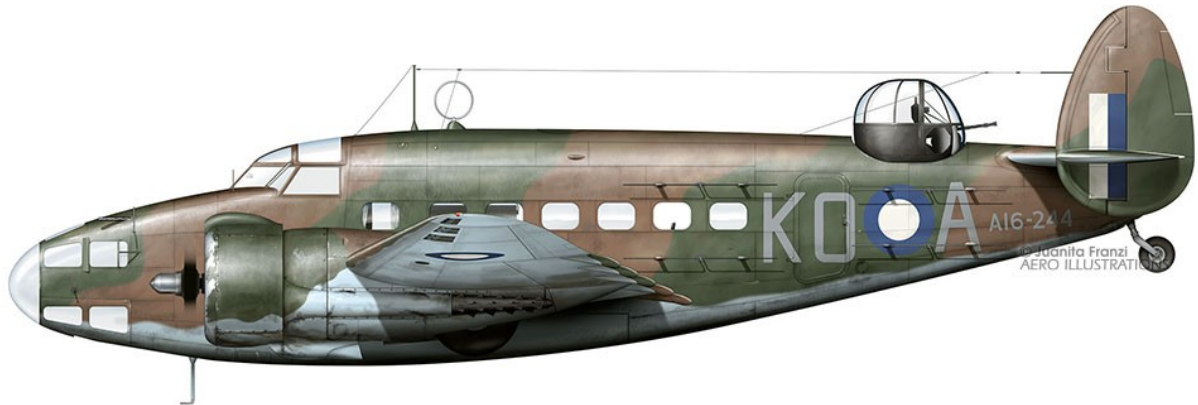
Hudson IVa

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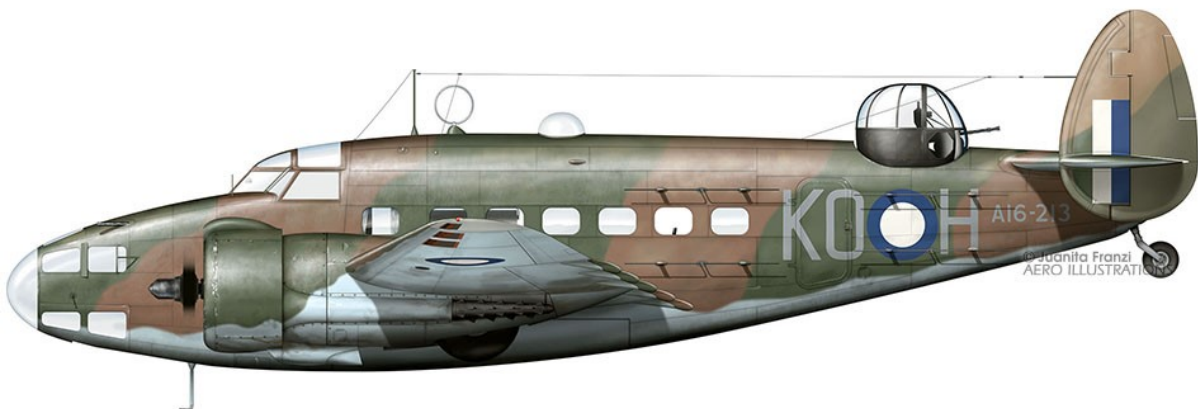
An illustration showing the obvious difference between the engine cowling enclosing the single row, 9 cylinder, Wright R-1820 Cyclone radial of the Hudson Mk IIIa (upper) and the twin-row, 14 cylinder, Pratt and Whitney R-1830 Twin Wasp radial of, not only the Hudson Mk IVa but also Hudson Mk I's. Note that the original, open bore, exhaust is illustrated, not the flame damper type. [Juanita Franzi, Aero Illustrations, 3160 Cowl Graphic].



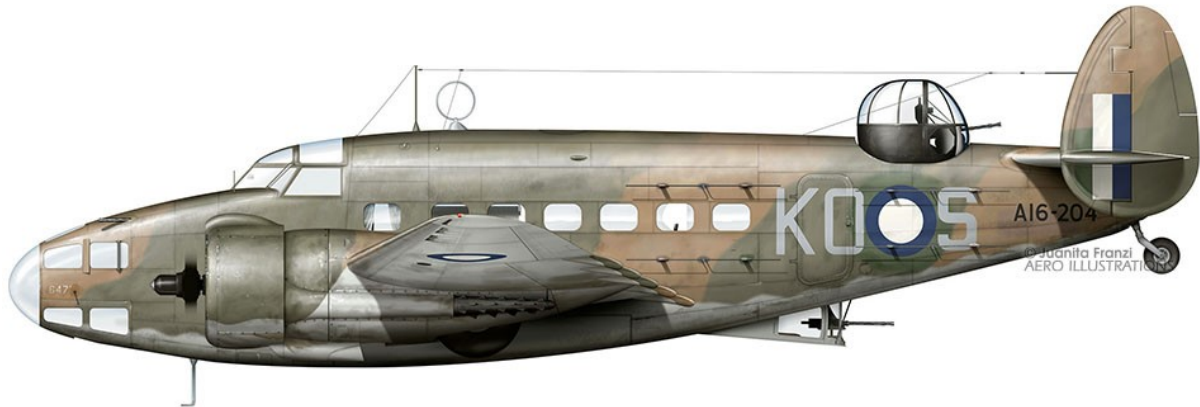
2SQN's A16-230/KO-V with a representation of a Japanese "Jake" on the nose. After service with 6SQN, A16-230 joined 2SQN on April 12<sup>th</sup>, 1943, and was coded "KO-X". During early May, it was re-coded "KO-V" and shot down a Japanese floatplane on July 2<sup>nd</sup>. It continued to serve 2SQN until it failed to return from operations on March 27<sup>th</sup>, 1944. The aircraft had been forced down into the sea. The crew of five survived the ditching and deployed their dingy, made landfall and were protected by brave locals until being betrayed by a Japanese sympathiser some two months later. The five now prisoners were later embarked on a Japanese barge for transport between islands when the barge was attacked by an 18(NEI)SQN B-25. One of the five waved at the attackers and was promptly shot dead by a Japanese guard and his body thrown overboard. The remaining four eventually arrived at Ambon and, after a period of incarceration, were executed by decapitation by the Japanese around mid-August, 1944. Pilot Officer Donald Cosmo Beddoe, WAG, was the member shot dead by a guard at sea; Squadron Leader John Leonard Scott, pilot, Flight Sergeant Robert Ian Maxwell King, Navigator, Flight Sergeant Bruce Eskdale Wallace, WAG and Flight Sergeant Keith Charles Wright, AG, were executed at Ambon. [Juanita Franzi, Aero Illustrations, LHUD3121].



A16-244 had seen operational service with 6SQN and then 32SQN prior to being delivered to 2SQN on May 19<sup>th</sup>, 1943. It was initially coded "KO-G" (after that letter was vacated by A16-211 on May 7<sup>th</sup>). An engine change fell due and after returning to 2SQN on June 8<sup>th</sup>, A16-244 was re-coded "KO-E". However, that allocation was short-lived, because the machine was sent back to 4RSU after a few weeks service for another engine change and when it returned to 2SQN at the end of June, was re-coded "KO-A". A16-244 was reduced to spare parts at 14ARD after suffering a landing accident at Drysdale River Mission on November 4<sup>th</sup>, 1943. [Juanita Franzi, Aero Illustrations, LHUD3131].



Yet another ex-6SQN veteran, A16-213 joined 2SQN on March 27<sup>th</sup>, 1943, and was allocated the individual identification letter "S"; this became "KO-S" around mid-April. On May 4<sup>th</sup>, this aircraft was sent to 4RSU for a double engine change and when it returned to 2SQN towards the end of May, was re-coded "KO-H". During a night bombing attack on Langgoer, in company with other 2SQN aircraft and following close behind a similar raid by 18(NEI)SQN B-25's, A16-213 was bracketed and then hit by heavy calibre A/A fire. The left rear fuel tank was hit, controls shot away and radio equipment destroyed. The crew were close to bailing out when it was discovered that a small amount of control was still available so the decision was made to attempt a return to base. Moments away from executing a successful wheels up emergency landing at Hughes, the aircraft started to yaw uncontrollably to the right, with the inevitable result that the aircraft skidded off the runway into small scrub within the flight strip. The crew were unhurt but the aircraft was removed to 14ARD at Gorrie and reduced to spare parts. [Juanita Franzi, Aero Illustrations, LHUD3141].



No. 13SQN received A16-204 as a new aircraft on August 2<sup>nd</sup>, 1942. By October 2<sup>nd</sup>, the aircraft had been allocated the individual identification letter "A". This was changed to "P" during mid-January, 1943. Between January 27<sup>th</sup> and January 30<sup>th</sup>, the aircraft was re-coded "SF-S" and kept that identity until being handed over to 2SQN on April 10<sup>th</sup>, 1943. With 2SQN it was initially identified as "N" and then, from either April 15<sup>th</sup> or 16<sup>th</sup>, as "KO-N". It was re-coded "KO-S" on or about May 1<sup>st</sup>, 1943. It continued to serve with 2SQN as "KO-S" until being received by 5AD at Wagga Wagga on September 28<sup>th</sup>, 1943. [Juanita Franzi, *Aero Illustrations*, LHUD30911].



A16-186 had served with 32SQN before being received by 13SQN on December 28<sup>th</sup>, 1942. By early January, 1943, it had received the individual identification letter "E" and was re-coded "SF-R" during the last few days of January. On April 4<sup>th</sup>, 1943, it became a 2SQN machine and was allocated the letter "C" which became "KO-C" on April 15<sup>th</sup>. Some time between mid-April and early June, it was re-coded "KO-J". Sadly, on June 12<sup>th</sup>, 1943, whilst attempting a forced landing at Hughes, the aircraft crashed and exploded, killing all 7 people on board (crew of 5 and 2 passengers). [Juanita Franzi, *Aero Illustrations*, LHUD3051].

Special thank you to Juanita Franzi, Aero Illustrations, for preparing these profiles and giving permission for them to be included in this edition of IPMS (NSW) 'in Miniature'.

# Hudson Construction and Serial Numbers

RAAF Hudson models and serial numbers used by Number 13 Squadron during the period of the previous tables.<sup>343</sup> Construction numbers in *italics* are from the website “Adastron” Hudson pages 2 and 3.<sup>344</sup>

<u>Model</u>	<u>RAAF Serial</u>	<u>USAAF Serial</u>	<u>Construction No.</u>	<u>RAF Serial</u>
A-28-LO	A16-118 41-23188		414-6047	
	A16-134 41-23204		414-6063	
A-29-LO	A16-156 41-23600		414-6417	BW738
	A16-166 41-23278		414-6095	BW416
	A16-186 41-23525		414-6342	BW663
	A16-192 41-23540		414-6357	BW678
	A16-197 41-36973		414-6462	FH172
	A16-199 41-36975		414-6464	FH174
	A16-202 41-36980		414-6469	FH179
	A16-204 41-36983		414-6472	FH182
	A16-212 41-36992		414-6481	FH191
	A16-219 41-36997		414-6486	FH196
	A16-224 41-36982		414-6471	FH181
	A16-225 41-36986		414-6475	FH185
	A16-226 41-36988		414-6477	FH187
	A16-227 41-36989		414-6478	FH188
	A16-233 41-36994		414-6483	FH193
	A16-235 41-37012		414-6501	FH211
	A16-236 41-37014		414-6503	FH213
A16-243 41-37007		414-4696	FH206	
A16-245 41-37009		414-6498	FH208	
A16-247 41-37011		414-6500	FH210	

Notice how, for the RAF “FH” block of serial numbers, the last two digits equals the last two digits of the construction number plus ten.

<sup>343</sup> Joe Baugher web site [http://www.joebaugher.com/usaf\\_serials/1941\\_3](http://www.joebaugher.com/usaf_serials/1941_3) and [http://www.joebaugher.com/usaf\\_serials/1941\\_5](http://www.joebaugher.com/usaf_serials/1941_5) at 15<sup>th</sup> July 2014.

<sup>344</sup> Adastron Hudson pages 2 and 3 <http://www.adastron.com/lockheed/hudson/hud-2.htm> and <http://www.adastron.com/lockheed/hudson/hud-3.htm> both at 13<sup>th</sup> October 2014.

RAAF Hudson models and serial numbers used by Number 2 Squadron during the period of the previous tables.<sup>345</sup> Construction numbers in *italics* are from the website “Adastron” Hudson pages 2 and 3.<sup>346</sup>

<u>Model</u>	<u>RAAF Serial</u>	<u>USAAF Serial</u>	<u>Construction No.</u>	<u>RAF Serial</u>
A-29-LO	A16-154 41-23598		414-6415	BW736
	A16-156 41-23600		414-6417	BW738
	A16-160 41-23604		414-6421	BW742
	A16-161 41-23605		414-6422	BW743
	A16-169 41-23281		414-6098	BW419
	A16-170 41-23607		414-6424	BW745
	A16-171 41-23283		414-6095	BW421
	A16-177 41-23532		414-6349	BW670
	A16-178 41-23533		414-6350	BW671
	A16-181 41-23536		414-6353	BW674
	A16-183 41-23538		414-6355	BW676
	A16-185 41-23524		414-6341	BW662
	A16-186 41-23525		414-6342	BW663
	A16-189 41-23528		414-6345	BW666
	A16-192 41-23540		414-6357	BW678
	A16-195 41-36970		414-6459	FH169
	A16-197 41-36973		414-6462	FH172
	A16-199 41-36975		414-6464	FH174
	A16-202 41-36980		414-6469	FH179
	A16-203 41-36981		414-6470	FH180
	A16-204 41-36983		414-6472	FH182
	A16-207 41-36987		414-6476	FH186
	A16-210 41-23614		414-6431	BW752
	A16-211 41-23613		414-6430	BW751
	A16-213 41-23615		414-6432	BW753
	A16-215 41-23612		414-6429	BW750
	A16-217 41-36993		414-6482	FH192
	A16-219 41-36997		414-6486	FH196
	A16-221 41-23611		414-6428	BW749
	A16-226 41-36988		414-6477	FH187
	A16-227 41-36989		414-6478	FH188
	A16-230 41-37002		414-6491	FH201
	A16-232 41-36991		414-6480	FH190
	A16-233 41-36994		414-6483	FH193
	A16-235 41-37012		414-6501	FH211
	A16-237 41-37015		414-6504	FH214
	A16-238 41-36999		414-6488	FH198
	A16-236 41-37014		414-6503	FH213
	A16-240 41-37004		414-6493	FH203
	A16-241 41-37005		414-6494	FH204
	A16-242 41-37006		414-4695	FH205
	A16-244 41-37008		414-6497	FH207
	A16-247 41-37011		414-6500	FH210

<sup>345</sup> Joe Baugher web site [http://www.joebaugher.com/usaf\\_serials/1941\\_3](http://www.joebaugher.com/usaf_serials/1941_3) and [http://www.joebaugher.com/usaf\\_serials/1941\\_5](http://www.joebaugher.com/usaf_serials/1941_5) at 15<sup>th</sup> July 2014.

<sup>346</sup> Adastron Hudson pages 2 and 3 <http://www.adastron.com/lockheed/hudson/hud-2.htm> and <http://www.adastron.com/lockheed/hudson/hud-3.htm> both at 13th October 2014.

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- North Western Area Operations Room Record MAR 17-43 to MAR 24-43. AWM66, 15/1/32.
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